

Transport Model for Scotland 2012 (TMfS12)

Transport Scotland

**National Public Transport Model Development
Report**



TMFS12 PUBLIC TRANSPORT MODEL DEVELOPMENT

Description: **National Public Transport Model Development Report**

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1 INTRODUCTION

1.1 Background

Transport Scotland plays a key role in the assessment of proposed changes to land use and transport networks across Scotland. As part of the planning process, Transport Scotland offers the use of its strategic transport and land use appraisal tools to assess the social, economic, operational and environmental impacts of different land use options and transport interventions.

These appraisal tools include National integrated land use and transport models which cover the whole of Scotland. These National models include both the Transport Model for Scotland (TMfS) and the Transport, Economic and Land-use Model of Scotland (TELMoS) which are both developed and maintained under Transport Scotland's Land Use and Transport Integration in Scotland service (LATIS).

For more information regarding the LATIS service and the National Transport and Land Use Models, please visit the LATIS website at:

www.transportscotland.gov.uk/latis

Transport Scotland requires the development of TMfS12 which is calibrated to transport and land use conditions observed during 2012, with this model being an update of the previous TMfS07. This model is to be used to prepare a single (baseline) Forecast Scenario for the future years; 2017 – 2037 at 5 year intervals. The primary focus of this model is its future application which is in this case the A9 Dualling between Perth and Inverness.

1.2 Introduction

In May 2012 SIAS Limited (SIAS) was appointed as a nominated consultant within the Multiple Framework Agreement (MFA) for the Transport Planning, Modelling and Audit Services, Lot 1 – Commission for the maintenance and enhancement of TMfS, which encompasses the maintenance and enhancement of the existing LATIS models.

In November 2012 SIAS was appointed to develop TMfS12. The scope of this commission contains the following elements:

- Establishing TMfS12/TELMoS requirements and features
- Data collection and collation/assimilation
- Benchmarking of TMfS07 Do-Minimum forecasts against observations
- Establishing the range of forecast scenarios for TMfS12/TELMoS12
- Updating the road and public transport networks in TMfS
- Re-calibrating roads, public transport and demand models
- Model calibration, validation and robustness testing
- Reviewing the efficiency of the updated model implementation and the ability of the updated model to be readily distributed as a release version
- Investigating and resolving any related deployment issues
- Engagement with Lot 3 Framework Participant and model Auditor
- Release of updated TMfS12
- Creation of updated STEP database
- Preparation of associated updated technical and support documentation



The Public Transport demand matrices and the model structure were not updated from TMfS07 as part of the TMfS12 development. This is largely due to the limited amount of additional available PT data, in particular a lack of consistent new OD and count data for both bus and rail sub-modes. The Public Transport service coding has been refined in the most likely corridors of application, namely the Aberdeen-Inverness and Perth-Inverness corridors. This set the scene for it being a “light touch” upgrade concentrating on the roads model and the consequent refinements to the demand model. The development of the Public Transport model focused on the inclusion of infrastructure changes between 2007 and 2012 and consistency with TMfS07 rather than more widespread enhancements.

This Report describes the development, calibration and validation of the TMfS12 National Public Transport Model and is one of a series of documents describing the construction, calibration and validation of the TMfS12 models, as follows:

- *TMfS12 Benchmarking Report*
- *TMfS12 National Road Model Development Report*
- *TMfS12 National Public Transport Model Development Report*
- *TMfS12 Demand Model Development Report*

1.3 Background

The National Public Transport Model forms part of the overall 2012 TMfS model hierarchy (illustrated in Figure 1.1). It is a strategic model which has been prepared with a level of detail commensurate with appraising national policy and strategic land-use and transport interventions and providing a key source of transport supply and demand data.

TMfS12 will also form the starting point for the development of Sub-Area and Regional models; providing assistance in preparation of model structure, input to base year development and providing a source of forecast year travel demand.



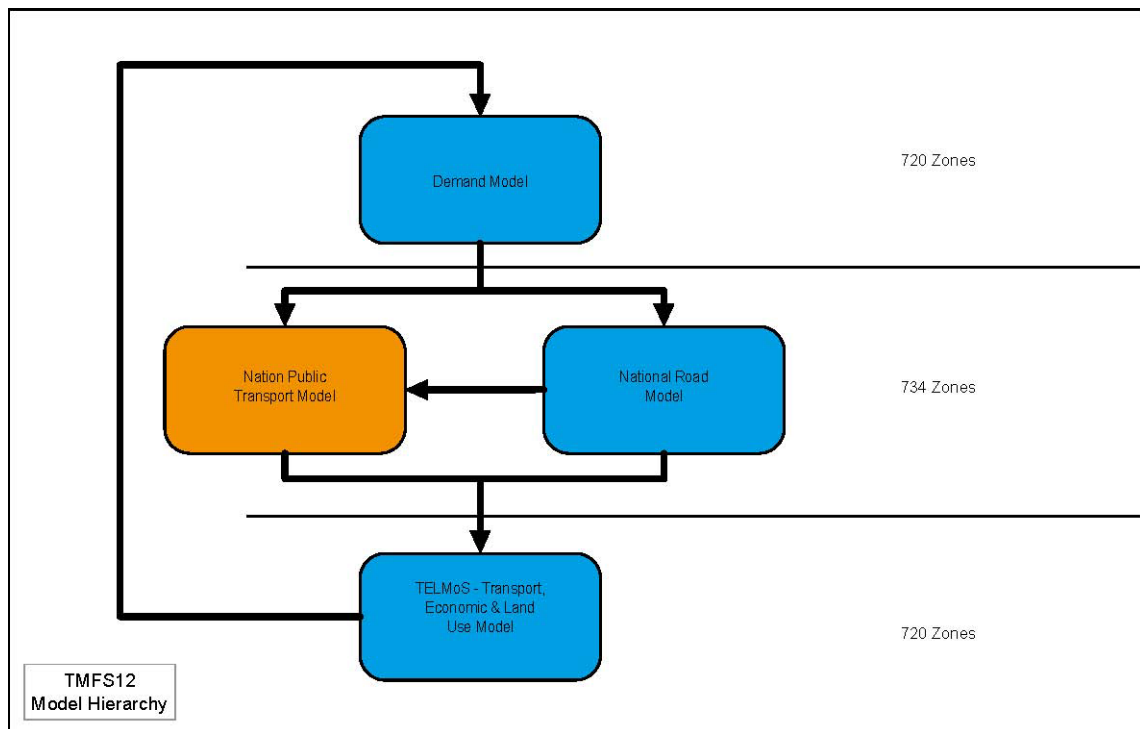


Figure 1.1 : TMfS12 Model Hierarchy – National Public Transport Model Interaction

TMfS12 differs slightly from TMfS07 in that while the demand model remains a 720 zone model the Road and Public Transport models are 734 zones models. The rationale behind this is explained later in this Report.

The TMfS12 modelled base year is representative of 2012 transport conditions.

The model covers three time periods within a ‘typical’ weekday. These are:

- Average AM Peak Hour between 07:00 – 10:00
- Average Inter Peak Hour 1/6 of 10:00 – 16:00
- Average PM Peak Hour between 16:00 – 19:00

For the peak time periods, the ‘average peak hour’ represents the ‘peak hour’ within the 3hr period. This ‘peak hour’ was calculated using relevant observed traffic count data collected across Scotland, so represents a ‘Scottish Average’ peak hour within the relevant time period.

The public transport model includes three user classes, as follows:

- Person In-Work
- Person Non-Work Commuters
- Person Non-Work Others

TMfS12 v1.0 has been developed using the GIS-based software package MapInfo and Citilabs CUBE Voyager software version 6.0.2.





2 MODEL DIMENSIONS

2.1 Time Periods

The relevant week-day time periods are:

- AM peak hour 08:00 – 09:00
- AM peak-period 07:00 – 10:00
- Inter peak average hour between 10:00 – 16:00
- PM peak hour 17:00 – 18:00
- PM peak period 16:00 – 19:00

The public transport assignment model reflects conditions in the AM Peak Hour, Average Inter-Peak Hour, and PM Peak Hour.

Peak hour demand data and observed count data has been derived from the 3hr peak period data through application of a peak period to peak hour factor. These factors have been obtained from analysis of the TMFS07 bus occupancy count data and the National Rail Travel Survey (NRTS). The resulting factors were very similar for bus and rail and have been combined into a single set of Public Transport Peak Hour factors. These factors are reported in Table 2.1.

Table 2.1 : Peak Hour Factors

Time Period	Bus	NRTS	Average PT
Peak Period to Peak Hour (AM)	0.44	0.45	0.45
Inter-peak (average of 10:00 - 16:00)	1/6	1/6	1/6
Peak Period to Peak Hour (PM)	0.42	0.47	0.44

2.2 User Classes

There are three user classes in the model:

- ‘In work’ (IW), e.g. trips on employers business
- ‘To/from work’ (TW), i.e. commuting trips between home and work
- ‘Non work’ (NW), i.e. all other journey purposes.

Demand matrices have been prepared for each user class, which are assigned separately to the public transport network in the model.



2.3 Modes

The MODE control statement defines the characteristics of the public transport modes used by the PT System. Six separate modes have been coded, namely:

- Urban Bus
- Inter-urban bus
- Rail
- Underground
- Ferry
- Tram
(not used in the base year, but included to permit the modelling of tram schemes in future year public transport networks)



3 PUBLIC TRANSPORT NETWORK

3.1 Introduction

This section describes the development of the network and public transport supply. The TMfS12 National Model has been developed in Cube Voyager.

3.2 Public Transport Network

TMfS12 includes a single modelled network that is used by both the Public Transport assignment model and Road assignment model. This allows for easy and consistent transfer of changes in forecast road traffic delays.

The modelled transport network has been developed using a Geographic Information System (GIS), with files being directly input to CUBE Voyager software. The network is based on ITN MasterMap data to give better representation of actual road network (geo-rectification), which is particularly useful for environmental analysis of model outputs.

The modelled network includes the following elements:

- Strategic road network
- Heavy rail/underground
- Ferry links
- Road, rail and ferry zone connectors
- Walk connections between rail/underground/ferry ports and stations, and the road network

The TMfS12 National Road Model Development Report provides a full description of the development and preparation of the TMfS12 network. Table 3.1 provides a summary of the TMfS12 link types relevant to the PT model.

Table 3.1 : Public Transport Network Link Types

Link Type Value	Description
1 to 9	General Road Links
10	Bus Only Links
11	Rail Links
12	Subway Links
13	Tram/LRT/New Mode Links (for future year networks)
18	Rail to Road Connector
19	Zone Rail Connector
22	Zone-Road Connectors
22	Zone-Ferry Connectors
28	Ferry Routes - Banned for HGV
29	Ferry-Road Connectors
30	Ferry Routes-Car and HGV allowed
31	Ferry Routes - Banned for both Car and HGV, ie passenger ferry
32	Rail-Ferry Connector



3.3 Public Transport Lines Data

The development of the public transport lines file is dependent on the input of public transport system and service data. This includes the definition of System Information and the coding of PT services.

System Information contains data for:

- Modes
- Operator definition
- Wait curves
- Crowding curves

The PT lines contain the data for the modelled public transport services including the route the service will take across the modelled transport network.

Public transport service data contains the following information:

- Mode
- Operating company
- Route type (circular/linear)
- Service type (stopping/express)
- Headway for three modelled time periods
- Fare (generally expressed as a distance-based fare table)
- Short and long text descriptions
- Sequence of nodes along the route

Urban and Inter urban bus lines have been coded to stop at every node on the transport network with the exception of shape nodes.



3.4 Lines Coding

3.4.1 Urban Bus

Urban bus services have been defined as those that are wholly within the contiguous Aberdeen, Dundee, Edinburgh or Glasgow conurbations as shown in Figures 3.1 to 3.4. Services that extend outwith these areas have been defined as Inter Urban Bus.

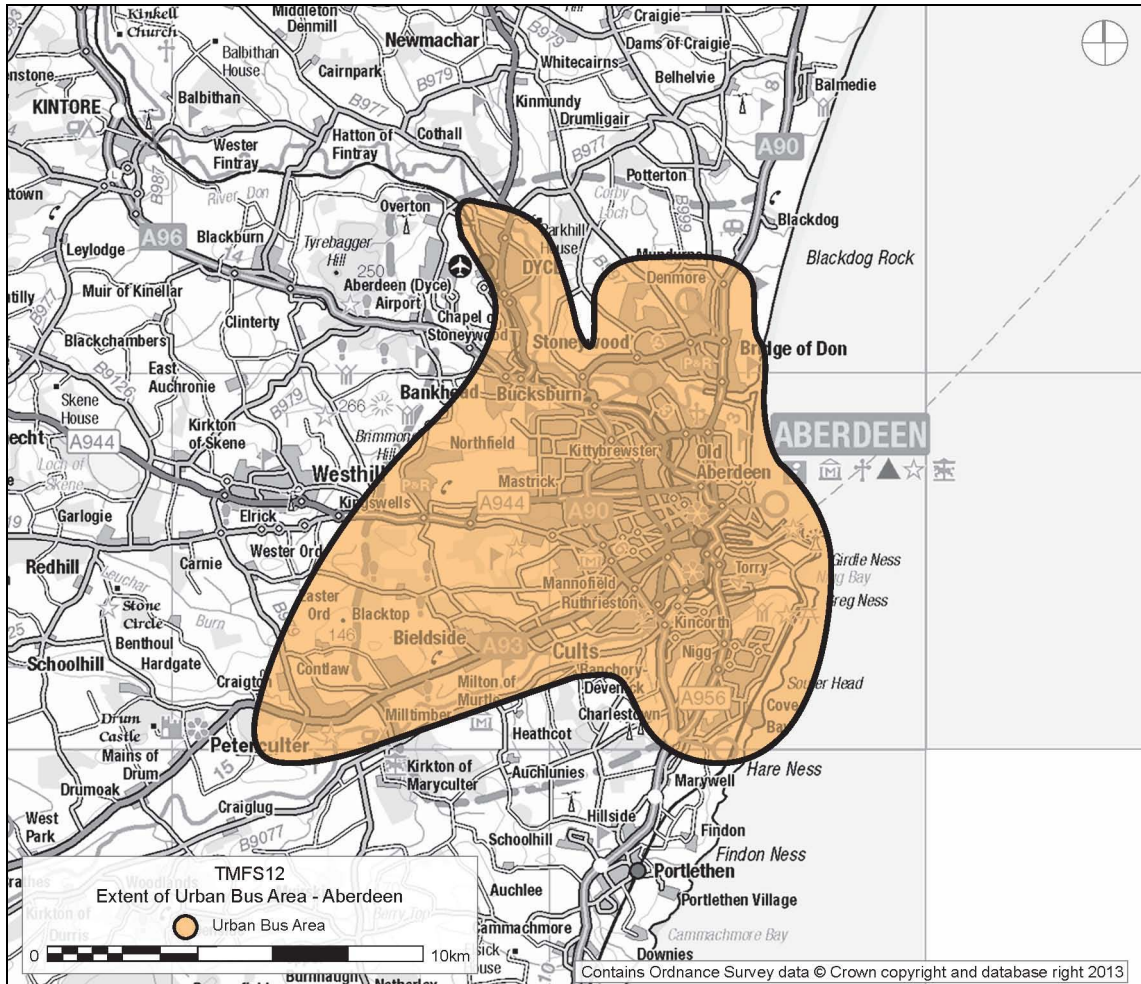


Figure 3.1 : Extent of Urban Area - Aberdeen



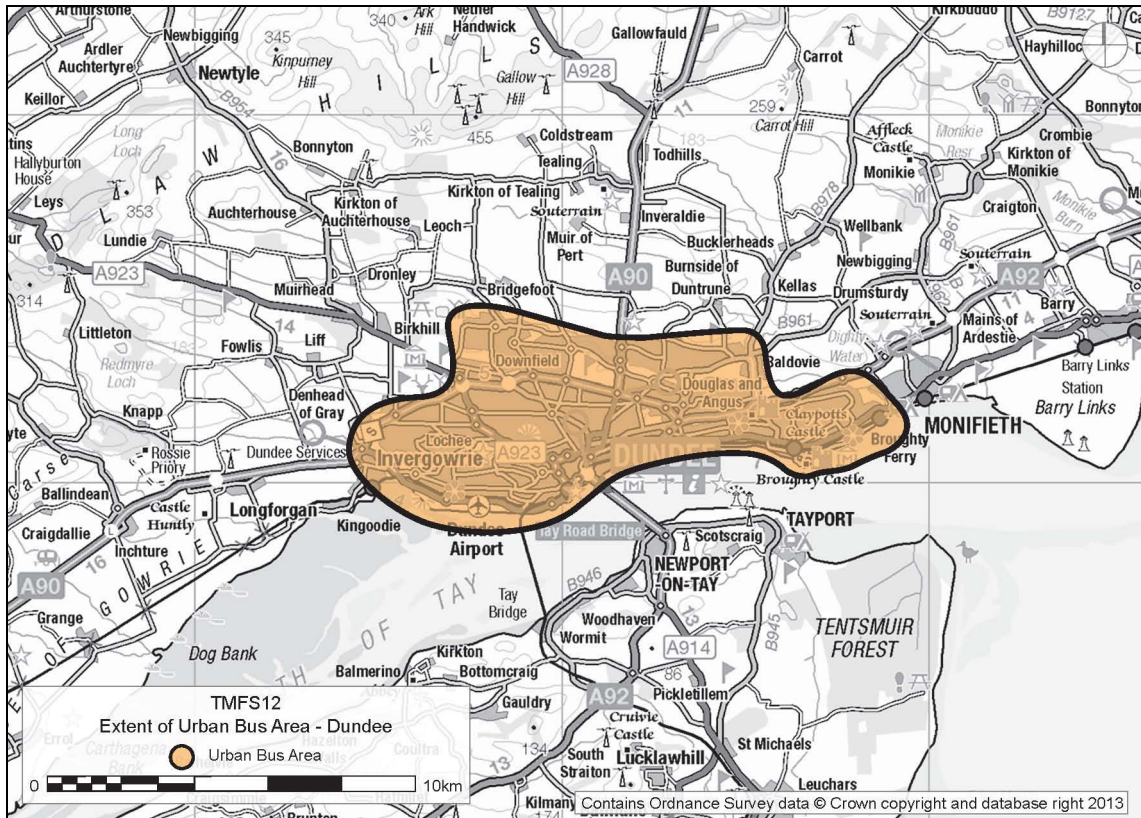


Figure 3.2 : Extent of Urban Area – Dundee



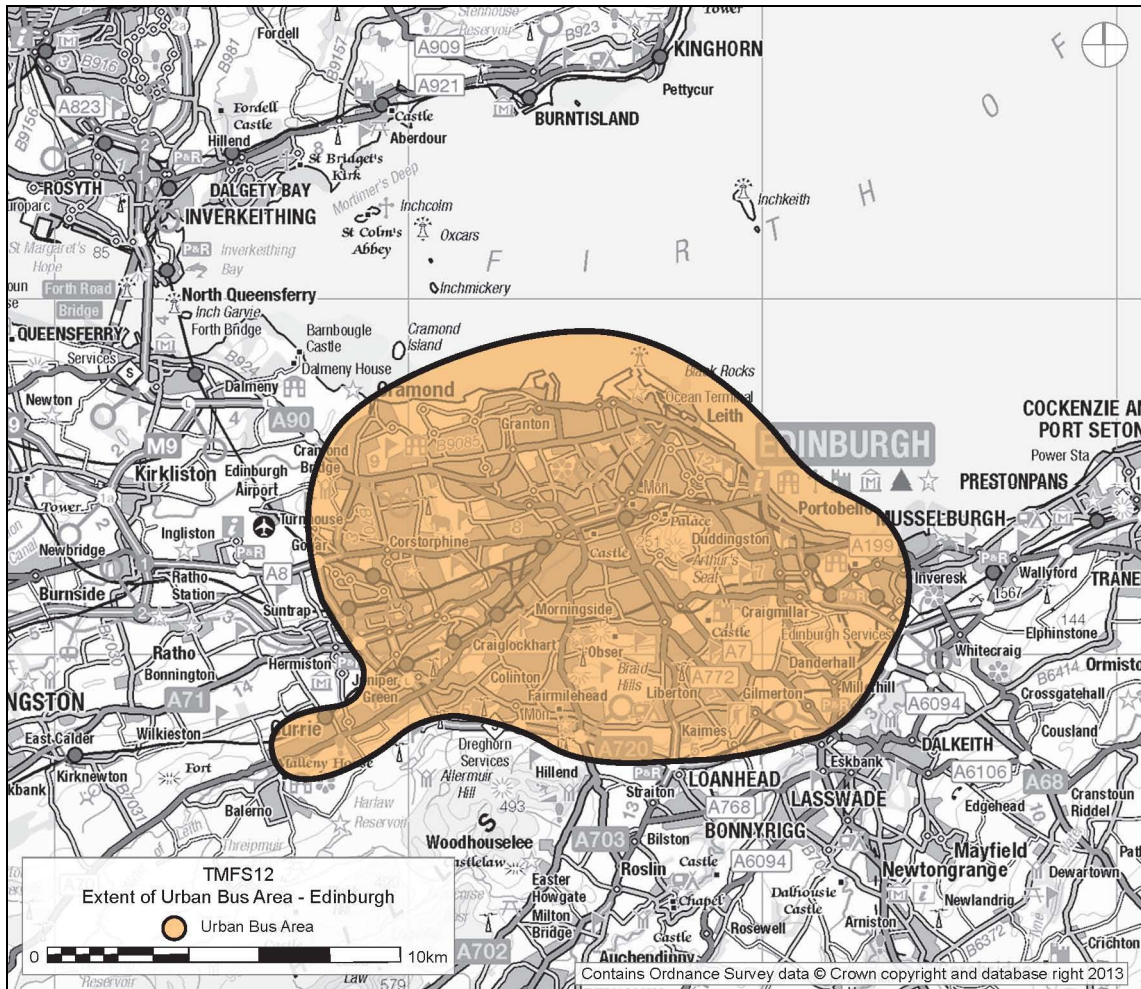


Figure 3.3 : Extent of Urban Area – Edinburgh



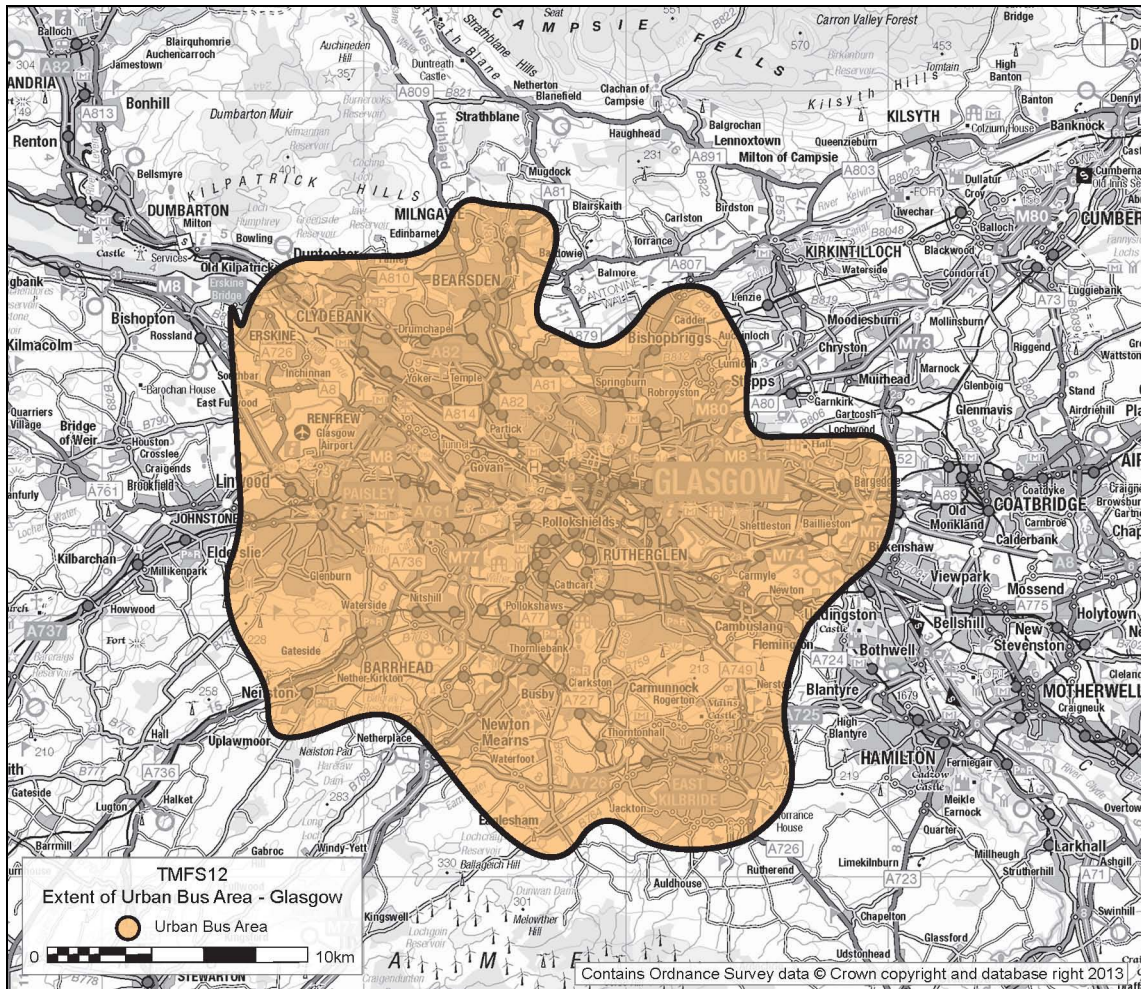


Figure 3.4 : Extent of Urban Area - Glasgow

Urban buses have been coded on a corridor basis with a single line coded in each direction that represents the average frequency along the corridor. This approach was adopted to reduce the need to code large numbers of urban bus routes, while still providing a reasonable representation of urban bus supply within this national strategic model.



3.4.2 Public Transport Modes

Inter-urban buses have been coded based on the public timetables. Where the strategic modelled network does not include the actual road, e.g. diversions to local settlements, used by a service the modelled service has been routed using the nearest equivalent road.

Table 3.2 shows the number of PT lines coded by mode and time period.

Table 3.2 : Number of Public Transport Services by Mode

Mode	AM Peak	Inter Peak	PM Peak
Urban Bus	100	100	100
Inter Urban Bus	885	776	768
Rail	217	206	209
Underground	2	2	2
Ferry	58	58	58
Total	1262	1142	1137

3.4.3 Operating Companies

Fifty-one operating companies were coded, reflecting operators across all modes. Table 3.3 shows the number of PT lines coded by operator and time period.



Table 3.3 : Number of Services by Operator

Operator No.	Operator	AM Peak	Inter Peak	PM Peak
1	Scotrail - National	74	74	67
2	Scotrail - SPT	111	88	113
3	Scotrail - Highlands	8	9	6
4	Scotrail - Northern Highlands	6	8	5
5	East Coast Intercity Rail	10	14	10
6	West Coast Intercity Rail	8	13	8
11	SPT Subway	2	2	2
15	First Glasgow	113	90	89
16	First Edinburgh	145	112	126
17	National Express	6	6	4
18	Scottish Citylink	55	48	55
19	Stagecoach West	78	74	59
20	Stagecoach Inverness	39	31	23
21	Stagecoach Strathtay	64	57	64
22	Stagecoach Fife	103	92	73
23	Stagecoach Bluebird	64	70	67
24	Stagecoach Perth	8	11	12
25	Watermill Coaches	1	2	3
26	Strathtay Scottish	3	2	2
27	Travel Dundee	2	2	6
28	Rapsons	9	10	5
29	Citylink/Rapsons	4	8	4
30	Scotbus	4	4	1
31	Westerbus	1	1	6
32	Crieff Travel	3	4	5
33	Docherty's Midlands	5	6	4
34	Pegasus Travel	3	2	1
36	Bluebus	1	1	6
37	Mcgills	5	5	18
38	Arriva	24	17	3
39	SPT Subway	1	2	2
40	McKindless	2	1	3
41	Irvines	3	3	62
42	Lothian	61	48	37
43	D&G Various	46	41	26
44	First Borders	30	24	2
45	Arriva Airport	2	2	768
51	Edinburgh Urban Bus	26	26	26
52	Glasgow Urban Bus	44	44	44
53	Aberdeen Urban Bus	16	16	16
54	Dundee Urban Bus	14	14	14
101	SPT Renfrew Ferry	2	2	2
102	Cal Mac Ferries	36	36	36
103	Highland Council	2	2	2
104	Western	2	2	2
105	JOG Ferries	2	2	2
106	Pentland	2	2	2
107	Northlink	8	8	8
108	SPT Kilcreggan Ferry	2	2	2
109	Cromarty Ferry	2	2	2
	Total Services	1262	1142	1905

Spring 2007 routes, frequencies and stopping patterns for all relevant inter-urban public transport services operated by the companies listed in Table 3.3 were included in the model as inherited from TMfS07.



Due to the likely applications of TMfS12, the focus of the service coding update was on the Perth-Inverness and Aberdeen-Inverness corridors. Road nodes between Dunkeld and Inverness (A9) and between Inverness and Aberdeen (A96) were filtered and the lines file was interrogated to pull out the services operating on these nodes. One significant infrastructure change on the rail network was included, namely the opening of the Airdrie-Bathgate rail line, and services were coded on this accordingly based.

Online timetables were sourced for all TMfS12 PT lines updates and the service headways were calculated in a consistent manner with TMfS07.

The PT service headways were coded based on the frequency of services over the period (AM and PM – 3hr and IP 6hr). Effective headways were calculated over the periods using the sum of the square of each individual headway divided by the sum of headways, which allowed for the representation of irregular services. Where there was a single service in a period then a headway of 180 was used for the AM or PM and a headway of 360 for the IP.

Typically, service start times were used to determine the headways and included all services that spanned the time period (i.e. start or end in time period) to derive the average headway.

It should be noted that a degree of judgement was required where services span more than one time period to determine the most appropriate timetable coding and also avoid double counting.

The bus stop coding methodology was kept consistent with TMfS07. This method ensured that services stopped where there was more than one link connected to a node.





4 MATRIX DEVELOPMENT

The TMfS12 PT model demand matrices remain unchanged from TMfS07. Those matrices were developed based on several data sources. This section describes the matrix development procedures.

Demand matrices were prepared for three modelled hour periods and three user classes as described in Section 2.

4.1 Zone System

The TMfS12 national model has the following 734 zones:

- 722 internal zones
- 4 airport zones
- 8 external zones covering England and Wales

The number of rail stations has generally been kept to at most one per zone. The exceptions to this rule (e.g. several large rural zones on the Kyle of Lochalsh and Mallaig lines, Tyndrum Lower & Upper, Sanquhar and Kirkconnel, Ardrossan Town and Ardrossan Harbour, Barry Links and Golf Street, etc.) are described in Appendix B of the *TMfS07 Demand Model Development Report*.

The TMfS12 National Road Model Development Report provides a full description of the TMfS12 zone system.

4.2 Data Sources

The TMfS12 National PT Model demand matrices were prepared using the following sources of data:

- National Rail Travel Survey (NRTS)
- Inter Urban Bus Passenger Surveys
- 2001 Census Journey to Work Data
- Synthesised Demand based on Planning Data

4.3 Matrix Development

The public transport matrices for TMfS12 have utilised the TMfS07 2007 (Version 2.1) Base Public Transport matrices. No update to these matrices has been undertaken as part of the development of TMfS12. The 2012 Public Transport Base Matrix Totals by User Class are shown in Table 4.1.

Table 4.1 : Public Transport Matrix Totals (person trips)

Peak	AM Peak	Inter Peak	PM Peak
In-Work	6,015	2,941	4,385
Non-Work Commute	76,980	12,273	71,443
Non-Work Other	60,518	59,687	51,295
Total	143,514	74,901	127,123





5 ASSIGNMENT MODEL DEVELOPMENT

5.1 Introduction

The inputs to the Public Transport Assignment Model for each time period are:

- The strategic transport network
- A 'PT lines file' describing all relevant public transport services
- Hourly public transport travel demand matrices (in person trips)

The Assignment process contains the following procedures:

- Path Building (Route Enumeration and Route Evaluation)
- Crowding
- Bus Speed Factors

5.2 Path Building and Loading

The path building and loading procedures have been developed using the CUBE Voyager public transport assignment model software, with the following models:

- Walk Choice Model
- Service Frequency and Cost Model
- Alternative Alighting Model

The model assignment is split into route enumeration and route evaluation.

Route Enumeration identifies a set of discrete routes between each zone pair, along with the probabilities that passengers will use each route. Routes that fail to meet certain criteria are discarded. The criteria are specified using the Spread Factor and Spread Constant parameters that define the range of routes that will be retained for each zone pair based on their generalised time relative to the minimum generalised time. Fares are not included explicitly at this stage, but a mode specific run-time factor, exclusively used in route enumeration, is used to make a proxy of the impact of fare on generalised costs. Passenger crowding is not considered in this Route Enumeration stage.

Route Evaluation calculates the "probability of use" for each of the enumerated routes between zone pairs, including the impacts of crowding and fares. Further details on the PT assignment processes can be found in the Cube Voyager software help documentation.

5.3 Crowding

Public transport crowding has been included in the TMfS12 PT assignment procedures for the morning and evening peak. Crowding is not considered to be a significant issue outwith the peak periods and, therefore, has not been included in the inter-peak period assignment. This also assists in reducing model run times.

Note that the impact that car park capacity constraints at Park & Ride sites will have on mode and route choice is dealt with by the Park & Ride model, which is described in the main *Demand Model Development Report*.



Modelling PT crowding is an iterative process. The model calculates an initial set of crowding factors and passenger loadings, feeds these back into the model and produces a revised set of passenger loadings and corresponding perceived crowding costs. Convergence of the model is achieved when the public transports loadings (and hence the crowding costs) stop changing significantly between iterations.

The number of iterations is specified by the user. A review of the convergence of the Base Year model suggests that five iterations of the PT crowding loop will generally be sufficient for the TMfS12 PT assignment procedures. Model users should consider reviewing the number of iterations depending on the interventions being tested.

The PT crowding assignment requires the specification of the following data:

- PT crowding curves
- PT line capacities
- passenger and vehicle arrival profiles

Crowding curves are implemented as multiplicative curves in the CUBE Voyager public transport assignment procedures. For each level of utilisation, the free link journey time is multiplied by the appropriate adjustment factor to represent the perceived journey time spent in crowded conditions. It should be noted that all modelled occupants perceive the same crowding on a given section of the route, regardless of where they boarded.

The measure of utilisation is expressed as the percentage of standing passengers as a proportion of the standing capacity. Utilisation is therefore zero until all seats are occupied and standing is necessary. Utilisation is 100% when the vehicle is at crush capacity, i.e. all standing room is taken. The 'crush capacity' is assumed to be 40% above the seated capacity, which is consistent with TMfS07 and corresponds to the version of the Rail Passenger Demand Forecasting Handbook PDFH that was in use when the TMfS07 PT model was developed. This indicated crowding penalties up to 140% load factor for Non-London Commuting, which is considered to be the maximum train loading.

The Rail Passenger Demand Forecasting Handbook (PDFH) Non-London Commuting Rail Crowding curve has been allocated to all rail lines (including the Glasgow Subway) in the TMfS12 Model in the morning and evening peak. The data points for this crowding curve are described in Table 5.1.

Table 5.1 : PDFH Non-London Commuting Rail Crowding

% Seat Capacity	Utilisation	Crowding Factor
100%	0%	1.00
108%	20%	1.09
116%	40%	1.18
124%	60%	1.26
132%	80%	1.35
140%	100%	1.44

Capacities have been coded for all rail lines in the morning and evening peak periods based on rolling stock usage in 2006 derived from the ScotRail survey data. A review of the assigned ratios of loading to capacity for coded rail services is included in Section 3.



The model framework allows the user to model crowding effects on any new tram services, if required.

No crowding modelling calculations are performed for bus services, as it is assumed that operators will increase the vehicle capacity and/or service frequency on routes where demand regularly exceeds vehicle capacity, so the average load factors are likely to remain broadly constant over time.

The passenger and vehicle arrival profiles have been assumed to be constant throughout the modelled time periods. This is a potential weakness in the crowding procedures applied, as it makes no allowance for varying demand on individual services within the modelled peak hour. Given the non-linear nature of crowding costs, this assumption of constant hourly demand may result in an under-estimation of crowding on busy routes where demand varies significantly across the peak hour.

5.4 Bus Speed Factors

Modelled bus journey times in TMfS12 are based on the assigned congested road speeds with a series of factors applied to adjust the bus link speeds by link class. These factors are common in all three time periods and are based on groupings of link classes, e.g. urban single carriageway. Bus lanes have also been coded in the PT modelled network, and on these links the bus speed is related to the free flow road network. During the calibration process the bus link speed factors were adjusted to better match the timetable data where appropriate. The final bus speed factors are as follows:

- Motorways 95% of congested road speed
- Rural single 85% of congested road speed
- Rural dual 95% of congested road speed
- Urban single 50% of congested road speed
- Urban dual 75% of congested road speed
- Bus lanes 80% of free flow speed

Validation of the modelled bus journey times to timetable data is presented in Section 3.

5.5 Assignment Model Parameters

A range of parameters are available to control the path building process, including:

- Route enumeration fare run-time factors
- Spread factor and spread constant
- Mode specific in-vehicle time weighting factors
- Mode specific wait time weighting factors
- Walk time weighting factors
- Mode specific boarding penalties
- Mode to mode transfer penalties
- Mode specific minimum and maximum wait times



The assignment model parameters, common to peak and inter-peak assignments, are shown in Table 5.2.

The spread parameters were defined based on achieving a reasonable range of enumerated routes for assignment, while maintaining practical model run-times. All other parameters were based on standard ranges used in other studies. The values in Table 5.2 reflect the values used in the final calibration.

Values of time were derived using the Values of Time taken from WebTAG 3.5.6 (October 2012). Using the average earnings data, a factor was derived and applied to the 2012 Value of time to produce the value used in the TMfS12 Base Year Model.

Table 5.2 : Public Transport Assignment Model Parameters

Model Parameter	Value / Factor
Route Enumeration Fare In-vehicle Time Factors:	
- urban bus / inter-urban bus	0.85
- rail / subway / ferry	1.00
Spread Factor	1.25
Spread Constant	5 mins
In-vehicle Time Factors - AM + PM:	
- Urban Bus	1.20
- inter-urban bus	1.10
- rail / subway / ferry	1.00
In-vehicle Time Factors - IP:	
- Urban Bus	1.20
- inter-urban bus	1.00
- rail / subway / ferry	1.00
Walk Time Factor	1.60
Maximum Wait Time	0 mins
Maximum Wait Time	60 mins
Boarding Penalty - AM + PM	10 mins
Boarding Penalty - IP	5 mins
Transfer Penalty:	
- rail to rail	5 mins
- bus to bus	5 mins
- rail / underground / tram to bus	5 mins
Value of time (2012 Base Year):	
- in work	25.99 £/hr
- non work	5.92 £/hr

5.6 Wait Curves

A wait curve derived from PDFH has been implemented for all PT lines in the TMfS12 model. It should be noted that the wait curve calculates the wait time in real time, so no additional wait time factor is applied to the resulting perceived wait-time. Table 5.3 shows the wait curve used.

It should be noted that, as indicated in Table 5.2, the maximum perceived wait time will be capped at 63min for all modes.



Table 5.3 : Wait Times

Headway (min)	Precieved Wait Times (min)
5	5
10	10
15	14
20	18
30	23
40	26
60	31
90	39
120	47
180	63

5.7 Fares Model

The Fares Model for the TMfS12 Model is based on a set of flat and distance-based Fare Tables for different PT operators.

The distance-based Fare Tables consist of a set of distances and fares that define points on a curve. For distances between two fixed points in the table, the Fares Model will linearly interpolate to determine the modelled fare. Fare tables for bus and rail have been defined based on analysis of scatter plots showing fare versus distance for each modelled PT operator. Average fare curves were then prepared. For subway and ferry services flat fare tables were derived based on operator data and in the case of ferries a weighted 'average' fare was derived using an estimated proportion of ticket sales. Further details are available on request.

The TMfS07 fare information was utilised as the start point for the development of TMfS12. Equivalent 2013 fares were obtained from operators' online sources and the resulting 2012 TMfS12 fares were calculated by interpolating between the 2007 and 2013 fares.

The modelled rail fares are described in Table 5.4, the modelled Bus Fares in Table 5.5 and the modelled Ferry Fares in Table 5.6.



Table 5.4 : Rail Fares (2012 prices)

Fare Table	Region	AM/PM Peak		IP	
		Distance (km)	Fare (£)	Distance (km)	Fare (£)
1	Scotrail - National	0	0.84	0	0.86
		12	3.82	22	3.95
		140	16.70	120	9.87
		750	131.24	750	104.91
2	Scotrail - SPT	0	0.82	0	0.83
		15	3.64	25	3.31
		750	64.52	750	42.59
3	Scotrail - Highland	0	0.85	0	0.88
		12	3.88	22	4.00
		140	16.99	120	10.01
		260	29.12	225	18.77
		750	91.01	750	81.32
4	ScotRail -Nth Highland	0	2.48	0	2.48
		140	17.34	140	17.34
		750	27.25	750	27.25
11	SPT - Subway	1.32 (Flat Fare)			

Table 5.5 : Bus Fares (2012 prices)

Fare Table	Operator	Distance	Fare (£)
15	First Glasgow	0	0.68
		8	1.58
		30	3.38
		750	22.50
16	First Edinburgh	0	0.80
		750	73.33
17	Citylink	0	1.25
		750	76.48
18	Stagecoach Scotland	0	0.83
		750	83.33
19	Stagecoach Fife	0	0.83
		750	150.00
20	Rapsons	0	0.87
		20	3.47
		750	55.71
21	McGills	0	1.13
		750	61.88
22	Arriva	0	0.96
		750	73.13
23	First Aberdeen	0	1.04
		7	1.97
		18	2.30
24	All Services	0	1.32
		750	78.42
25	Lothian Buses	Flat Fare - 1.42	
26	Glasgow Airport Bus	Flat Fare - 5.61	



Table 5.6 : Ferry Fares (2012 single fare prices)

Fare Tabl	Operator	Fare (£)
101	Renfrew Foot Ferry	1.58
1001	Rhubodach – Colintraive	1.31
1003	Ardgour – Corran	0.00
1005	Feolin – Port Askaig	1.48
1007	Lochaline – Fishnish	2.95
1009	Hunters Quay – Gourrock	3.85
1011	Portavadie – Tarbet	3.80
1013	Gourrock – Dunoon	3.49
1015	Mallaig – Armadale	3.33
1019	Rothesay – Wemyss Bay	3.68
1021	Berneray – Leverburgh	6.63
1023	Craignure – Oban	4.14
1025	Brodick – Ardrossan	4.88
1027	Uig – Tarbet (Harris)	5.70
1029	Uig – Lochmaddy	5.70
1031	Port Askaig – Kennacraig	6.30
1033	Port Ellen – Kennacraig	6.30
1035	Ullapool – Stornoway	8.40
1037	Lochboisdale – Oban	12.60
1039	John O'Groats – Burwick	18.70
1041	Gills Bay – St Mgrt Hope	13.47
1043	Scrabster – Stromness	16.68
1045	Kirkwall – Lerwick	75.22
1047	Kirkwall – Aberdeen	93.44
1049	Lerwick – Aberdeen	122.35
1051	Largs – Cumbrae	3.38
1053	Gourrock – Kilcreggan	2.40
1055	Cromarty – Nigg	3.77
1057	Oban – Coll/Tiree	9.25
1017	Lochranza - Claonaig	5.66





6 MODEL COMPARISON WITH TMFS07

6.1 Introduction

In this section the comparison between the TMfS07 version 2.1 and TMfS12 PT model is demonstrated through detailed analysis of the following:

- Observed bus and rail passenger count data
- Rail station boarding and alighting
- Bus loading comparisons
- Comparison of timetabled and modelled bus journey times

The analysis of the modelled flows also makes use of a summary statistic known as GEH, which is defined as:

$$\sqrt{\frac{(\text{Modelled} - \text{Observed})^2}{(\text{Modelled} + \text{Observed})/2}}$$

The GEH value is designed to be more tolerant of large percentage differences at lower flows. For example, one would not normally be concerned about a modelled flow which differed from a count by 40% if the count was only 100, but one would be if the count were 1,000. The reason for introducing such a statistic is the inability of either the absolute difference or the relative difference to reflect differences over the wide range of flows contained in the model.

The GEH statistic is typically used for the validation of road assignment models. It is, however, also a useful indicator for PT assignment model though a greater level of tolerance would be expected due to the higher level of variation of public transport data. In the absence of official guidance it is considered that, for a model of this complexity and size, a GEH of five or less is considered to be excellent.

6.2 Observed bus and rail passenger count data

The comparison between the TMfS07 and TMfS12 bus and rail screenline flows is detailed in Appendix B.

The main changes in bus and rail flows are between Edinburgh and Glasgow which is expected given the introduction of the Airdrie – Bathgate link. The remainder of the screenlines show no notable change overall, although there are some localised changes where the lines coding has been updated (e.g. for services to/from Aberdeen and Inverness).

6.3 Rail station boarding and alighting

The comparison between the TMfS07 and TMfS12 rail station boarding and alighting is tabulated in Appendix C.

The main changes are again associated with the introduction of the Airdrie – Bathgate link. The remainder of the network demonstrates relatively little change.



6.4 Rail loading comparisons

The comparison between the TMfS07 and TMfS12 rail loadings is contained in Appendix D. It is noted that there are a number of services that are not common to both models, so only the services that are common are presented.

This analysis shows that there is very little change in rail passenger loadings between TMfS07 and TMfS12.

6.5 Comparison of timetabled and modelled bus journey times.

The comparison between the TMfS07 and TMfS12 bus journey times are contained in Appendix E.

This analysis shows that there is very little change in bus journey times between TMfS07 and TMfS12.

6.6 Summary

Overall the differences between the TMfS07 and TMfS12 Public Transport models are concentrated where they would be expected, such as where infrastructure has been introduced and/or timetables and lines coding amended (e.g. the Airdrie – Bathgate link and associated line/timetable updates both there and on the Perth-Inverness and Aberdeen-Inverness corridors.

Furthermore, it is also noticeable that the local rail boardings/alightings demonstrate some variability at the individual station level within the Glasgow conurbation. It is recommended that this be investigated during a future update of TMfS12.



7 MODEL VALIDATION

7.1 Introduction

In this section we describe the validation process undertaken for the assignment of the TMfS12 PT model and matrices through detailed analysis of the following:

- Observed bus and rail passenger count data
- Comparison of timetabled and modelled bus journey times

The validation of the original TMfS07 PT assignment model compared the modelled flows with equivalent observed data across screenlines. For the TMfS12 PT validation, given that no changes to the PT demand matrix have been incorporated, the TMfS07 observed dataset has been used for comparison purposes. As specified in Section 10.1 of WebTAG Unit 3.11.2, the modelled public transport flow should ideally fall within 15% of observed flow across appropriate screenlines.

It should be noted that a discrepancy between the reported TMfS07 calibration/validation statistics reported (ref. *TMfS:07 National Public Transport Model Development Report*, MVA, Issue 6, 28/10/2009) and those obtained from version 2.1 of TMfS07 supplied at the outset of the commission for use in developing TMfS12, has been identified.

During the reporting of TMfS12 investigations were undertaken to understand some of the changes between TMfS07 and TMfS12 within the Demand Model and Public Transport Assignment processes. The outcome of these investigation was confirmation that the version of TMfS07 provided to the LATIS Framework Participants at the outset of the commission contained double counting of trips within the Park & Ride procedure. This has had a detrimental effect on the validation of the AM and PM PT assignment models relative to that which was documented for the TMfS07 Base. It is recommended that this issue is resolved in future versions of TMfS.

7.2 Passenger Loading Comparisons

Comparisons have been made with ScotRail count data and TMfS07 bus occupancy surveys. It should be noted that the ScotRail count data is independent data separate from the data used in matrix development. Due to the high quality of the underlying travel demand information (from NRTS and the Census), there is no specific procedure undertaken to re-estimate the travel demand matrices to specifically match the independent counts. There is a greater degree of scope for the counts versus modelled flows to differ.

It should be noted that the ScotRail data does not include passenger count information on rail services run by other operators, i.e. Virgin West Coast Mainline, National Express East Coast Mainline and Arriva Cross Country Services. This includes services that operate between Inverness/Aberdeen/Dundee and England via Edinburgh. For the purposes of the modelled versus observed count comparisons presented the modelled passenger flows on non-ScotRail services have been excluded in order to present a direct comparison.

Appendix A contains a series of Figures that show the location of the public transport survey sites. Table 7.1 provides a summary of the cordon and screenline passenger flow comparisons, Table 7.2 summarises the individual site passenger comparisons for the PT model and Table 7.3 summarises the individual site passenger comparisons where the observed flows are greater than 150 passengers per hour.



Table 7.1 : Summary of PT Cal Val – Cordon Screenlines

Mode	AM		IP		PM	
	No.	%	No.	%	No.	%
Bus within 15%	8	57%	8	57%	6	43%
Bus within 25%	9	64%	10	71%	11	79%
Rail within 15%	2	14%	3	21%	2	14%
Rail within 25%	3	21%	10	71%	5	36%
Multi within 15%	7	50%	10	71%	7	50%
Multi within 25%	10	71%	13	93%	11	79%

Table 7.2 : Summary of PT Cal Val – Individual Sites

Mode	AM	IP	PM
Bus within 25%	42%	56%	53%
Rail within 25%	48%	67%	41%
Bus and Rail within 25%	44%	60%	49%

Table 7.3 : Summary of PT Cal Val – Individual Sites (Greater than 150 Passengers)

Mode	AM	IP	PM
Bus within 25%	36%	53%	49%
Rail within 25%	41%	71%	36%
Bus and Rail within 25%	38%	59%	44%

Appendix F contains the individual count comparisons at the screenlines and cordons and at a selection of strategic locations.

Examination of these tables and the additional analysis reported in Appendix F indicates that overall, the validation is not as high as reported in the TMfS07 documentation.

The multi-modal passenger count comparisons for the city cordon totals are generally acceptable. Individual count comparisons are generally satisfactory on the whole, although there are some less favourable variations at some specific validation locations.

In particular, the rail/bus sub-mode split in Glasgow is relatively poor in the AM inbound with more bus patronage being modelled, which goes against some of the other areas of model validation where Rail patronage is generally too high. This is a similar issue to that encountered previously in TMfS05A where the observed Glasgow rail demand is historically high even though bus offers strong competition. The low levels of modelled road congestion in Glasgow combined with strategic representation of the city centre also make bus more attractive than in reality. In addition, the modelled distance based fares do not take account of the high uptake of zone cards and season tickets in the Glasgow area, which may increase actual rail patronage.



The multi-modal passenger count comparisons on the lower Forth Crossing and lower Tay Crossing screenline totals are satisfactory.

Overall, it is considered that the key strategic passenger movements are represented appropriately in the TMfS12 Model.

7.3 Rail Passenger Boarding/Alighting Comparisons

ScotRail data provides information on the volume of passengers boarding and alighting at each station for each time period. This has been compared with the equivalent modelled data and the comparisons can be found in Appendix G.

Table 7.3 provides a summary of the GEH statistics for all the stations in the TMfS12 model. This indicates that the majority of the boarding and alighting comparisons have a GEH of less than five and nearly all have a GEH of less than 10. The validation against these data is considered to be acceptable.

Table 7.4 : Boarding Alighting Summary

GEH	AM		IP		PM	
	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
Less than 5	58%	61%	75%	71%	65%	63%
Less than 7	76%	75%	87%	85%	79%	75%
Less than 10	88%	86%	96%	96%	91%	89%

Further examination of the individual station boarding and alighting comparisons in Appendix G indicates a reasonable level correlation at the global level and is consistent with TMfS07. As expected, there is a greater degree of variability at the individual station level.

7.4 Rail Capacities

The PT assignment model includes crowding on rail lines in the morning and evening peak periods.

As previously stated, predictions of rail patronage within the model tend to be slightly too high. This, to a certain degree, may lead to the loading on some of the services exceeding capacity.

The most crowded services within the modelled network are:

- Fife Circle and through Fife
- North Berwick
- Glasgow to Lanark and Larkhall

Appendix H provides further details of the ratio of passengers to seated capacity on the modelled rail lines. Examination of the results in Appendix H indicates that the morning peak is slightly more crowded than the evening peak within the model.

7.5 Comparison of Timetabled and Modelled Bus Journey Times

As modelled bus journey times are based on assigned road speeds, checks have been made to ensure that modelled bus journey times are representative of timetabled bus journey. Again, due to the minimal changes incorporated in the TMfS12 bus coding, these comparisons



have been undertaken using the same timetabled information as was used in the original TMfS07 validation exercise to demonstrate general consistency. In making any comparisons, however, it should be recognised that timetables are not necessarily a true reflection of actual bus journey times, since the former may include some 'slack' to enable the service to recover from higher-than-average delays. Conversely, there may be routes whose timetabled time does not fully reflect current network speeds.

The analysis was undertaken on a sample of the coded services intended to give a representative geographical spread.

Appendix I contains the tables and diagrams presenting the results of this analysis. A summary of the journey time validation can be seen in Table 7.4.

Table 7.5 : Journey Time Validation

		AM		IP		PM	
Within 15% of PT Timetable	Yes	55	53%	51	50%	56	55%
(DMRB Criteria)	No	48	47%	51	50%	45	45%
Within 25% of PT Timetable	Yes	79	77%	78	76%	78	77%
	No	24	23%	24	24%	23	23%

The results show, in general, a reasonable match between modelled and timetabled bus journey times although there is some variation in the level of validation. The results are generally consistent with TMfS07 in terms of the quality of validation. Looking at specific routes between Inverness and Edinburgh and Aberdeen to Inverness, both modelled journey time routes meet the *DMRB* criteria in all peaks.

Where there is a difference between modelled and timetabled, the model is, in most cases quicker. This is due to the strategic nature of the model, and the consequent under-representation of journey times through small towns, villages and hamlets, especially where the services make many stops and also make detours into residential areas that are not modelled.

A small number of bus services have a modelled journey time that is higher than the equivalent timetable data. Further inspection of this has revealed that the underlying road JT validation is reasonable and it is considered that the operator timetables may be underestimating actual journey times.

Depending on the policies being tested, model users should review the bus journey time validation in their area of interest prior to undertaking model tests.



8 CONCLUSIONS

8.1 Conclusions

This Report has presented the development of the TMfS12 National Public Transport Model.

The TMfS12 Public Transport Model is similar to TMfS07 with the following enhancements:

- Local service enhancements on the Aberdeen – Inverness and Inverness – Perth corridors
- The addition of the Airdrie to Bathgate link and associated services
- Updates to generalised costs in accordance with WebTAG guidance
- An uplift in PT fares to 2012

The PT demand matrix remains the same between TMfS12 and TMfS07 v2.1.

8.2 Validation

For passenger loading, validation has been carried out to observed passenger counts and the results have generally been satisfactory. The city centre cordons are generally within an acceptable range, though there is some local variation. Overall the individual site count comparisons are also within an acceptable range, however, there are some sites that are less well validated.

Boarding and alighting comparisons also indicate a reasonable level correlation at the global level, however, there is a greater degree of variability at the individual station level.

Modelled bus journey times are generally quicker than the timetabled journey times, but this can be typical of PT models because of their strategic nature. Overall there is generally a reasonable match between modelled and timetabled bus journey times.

Overall the level of validation is considered within an appropriate range and is similar to the previous release version TMfS07, however, there are differences which are due to local refinements to service coding on the Perth to Inverness and Aberdeen to Inverness corridors as well the inclusion of the Airdrie-Bathgate services.

During the reporting of TMfS12 investigations were undertaken to understand some of the changes between TMfS07 and TMfS12 within the Demand Model and Public Transport Assignment processes. The outcome of these investigation was confirmation that the version of TMfS07 provided to the LATIS Framework Participants at the outset of the commission contained double counting of trips within the Park & Ride procedure. This has had a detrimental effect on the validation of the AM and PM PT assignment models relative to that which was documented for the TMfS07 Base.

8.3 Recommendations

Our view is that the national public transport model has been successfully developed and is fit for its intended purpose which is to be used for the appraisal of major strategic public transport schemes and policy decisions as part of the national LATIS modelling system. It should be noted, however, that there is a degree of local variation in the validation of the model.



The model can also provide a good starting source of public transport supply and demand data for more-detailed sub-area/regional models, provided that relevant checks on the model's robustness in the relevant specific areas are carried out.

It is recommended that the Park & Ride procedure is reviewed in future versions of TMfS in light of the double counting identified within the reporting of TMfS12.

All model applications should be preceded by an appropriate review of the robustness of the model validation in the area/corridor of interest.



A BUS AND RAIL COUNT LOCATIONS





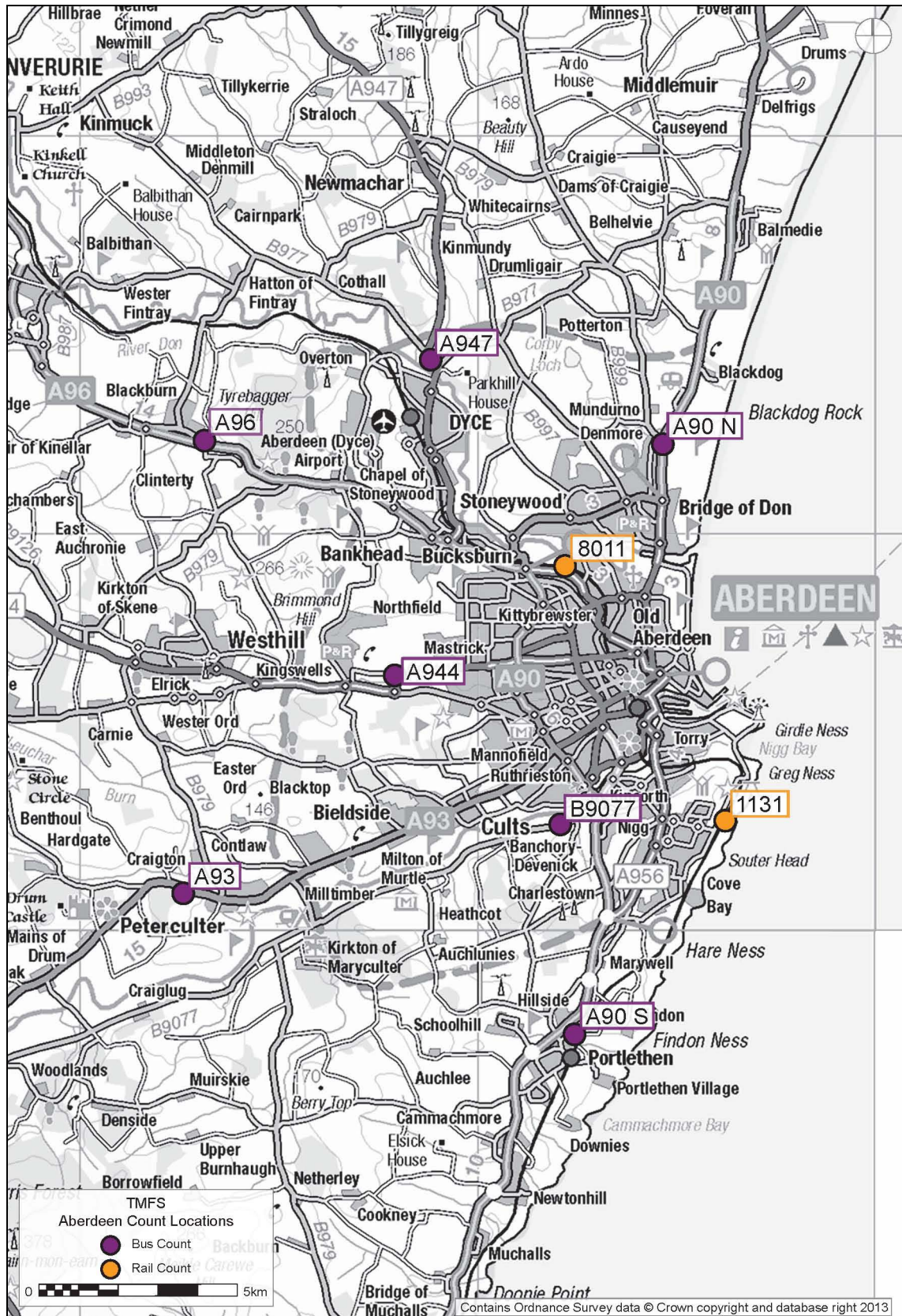


Figure A.1 : Aberdeen Cordon Count Locations



Table A.1 : Aberdeen Cordon Count Locations

Map Ref.	Mode	Station/Road Name
8011	Rail	Aberdeen to Dyce
1131	Rail	Portlethen to Aberdeen
A96	Bus	A96 (at Blackburn)
A947	Bus	A947 (at Dyce Drive)
A90 N	Bus	A90 North (by Denmore)
A90 S	Bus	A90 South (nr A956 Junction)
A93	Bus	A93 (west of Peterculter)
A944	Bus	A944 (by Old Skene Rd)



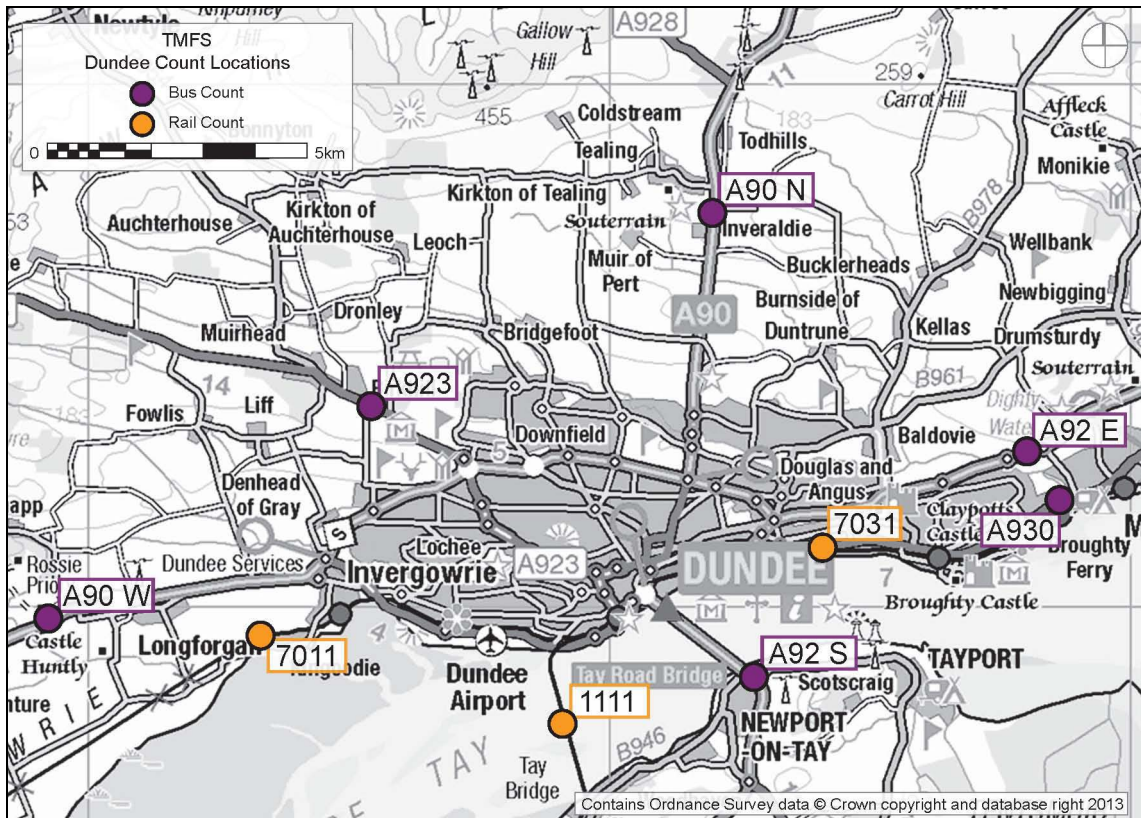


Figure A.2 : Dundee Cordon Count Locations

Table A.2 : Dundee Cordon Count Locations

Map Ref.	Mode	Station/Road Name
7011	Rail	Invergowrie to Dundee
1111	Rail	Leuchars to Dundee
7031	Rail	Balmossie to Monifieth
A90 W	Bus	A90 West
A923	Bus	A923 (East of Birkhill)
A90 N	Bus	A90 North (at Fintry)
A92 E	Bus	A92 East (West of W Grange Rd Roundabout)
A930	Bus	A930 (West of Grange Rd South)
A92 S	Bus	A92 South (Tay Bridge)



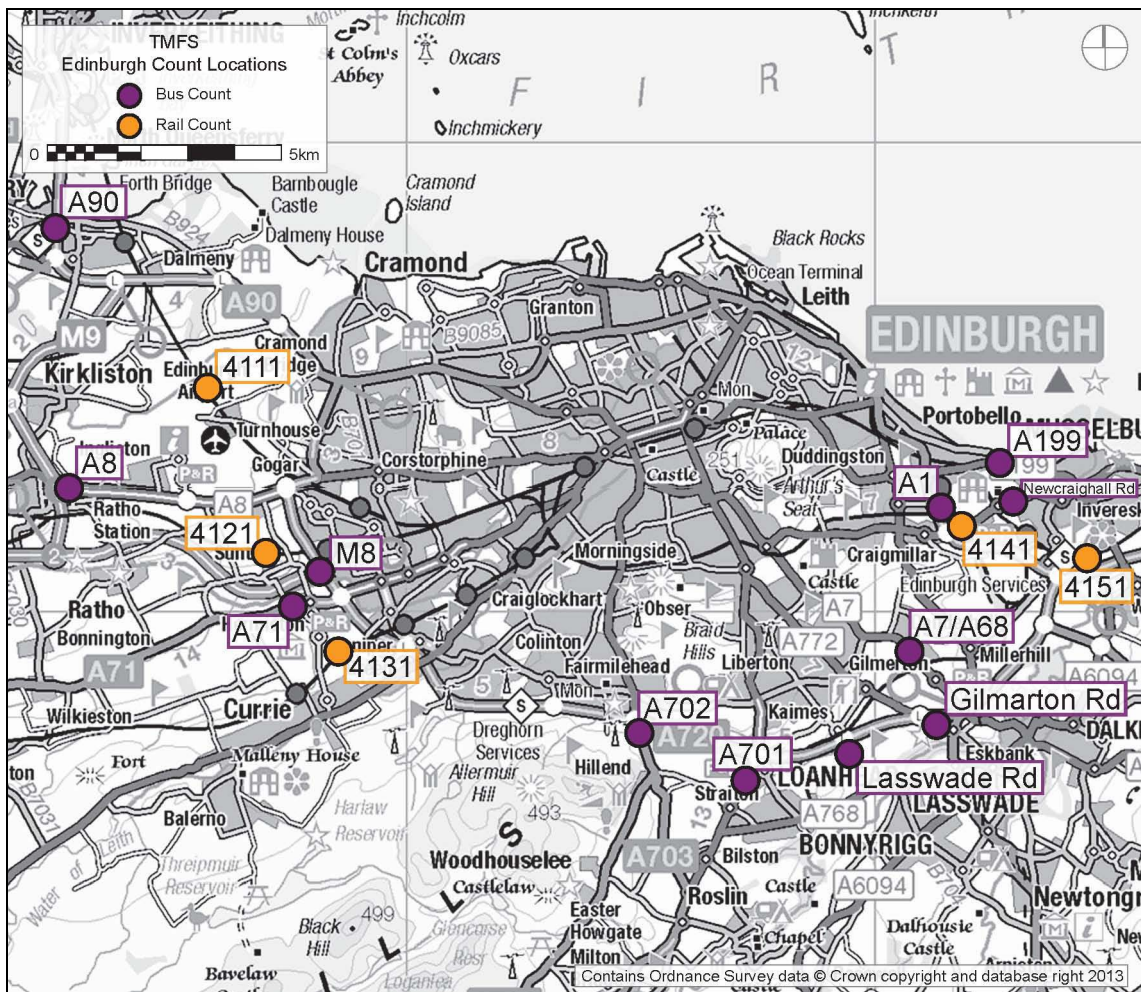


Figure A.3 : Edinburgh Cordon Count Locations

Table A.3 : Edinburgh Cordon Count Locations

Map Ref.	Mode	Station/Road Name
4111	Rail	South Gyle to Dalmeny
4121	Rail	West of Edinburgh Park
4131	Rail	Wester Hailes to Curriehill
4141	Rail	Brunstane to Newcraighall
4151	Rail	West of Musselburgh
A90	Bus	A90 (at South Queensferry)
A8	Bus	A8 (West of Airport)
M8	Bus	M8 (at Hermiston Gait Roundabout)
A71	Bus	A71 (at Hermiston House Rd)
A702	Bus	A702 (South of City Bypass)
A701	Bus	A701 (South of B702 Junction)
Lasswade Rd	Bus	Lasswade Road (South of City Bypass)
Gimerton Rd	Bus	Gimerton Road (South of City Bypass)
A7/A68	Bus	A7/A68 (South of Danderhall)
A1	Bus	A1 (South of The Jewel)
Newcraighall Rd	Bus	Newcraighall Road (by Clayknowes Cres)
A199	Bus	A199 (West of B6415 Junction)



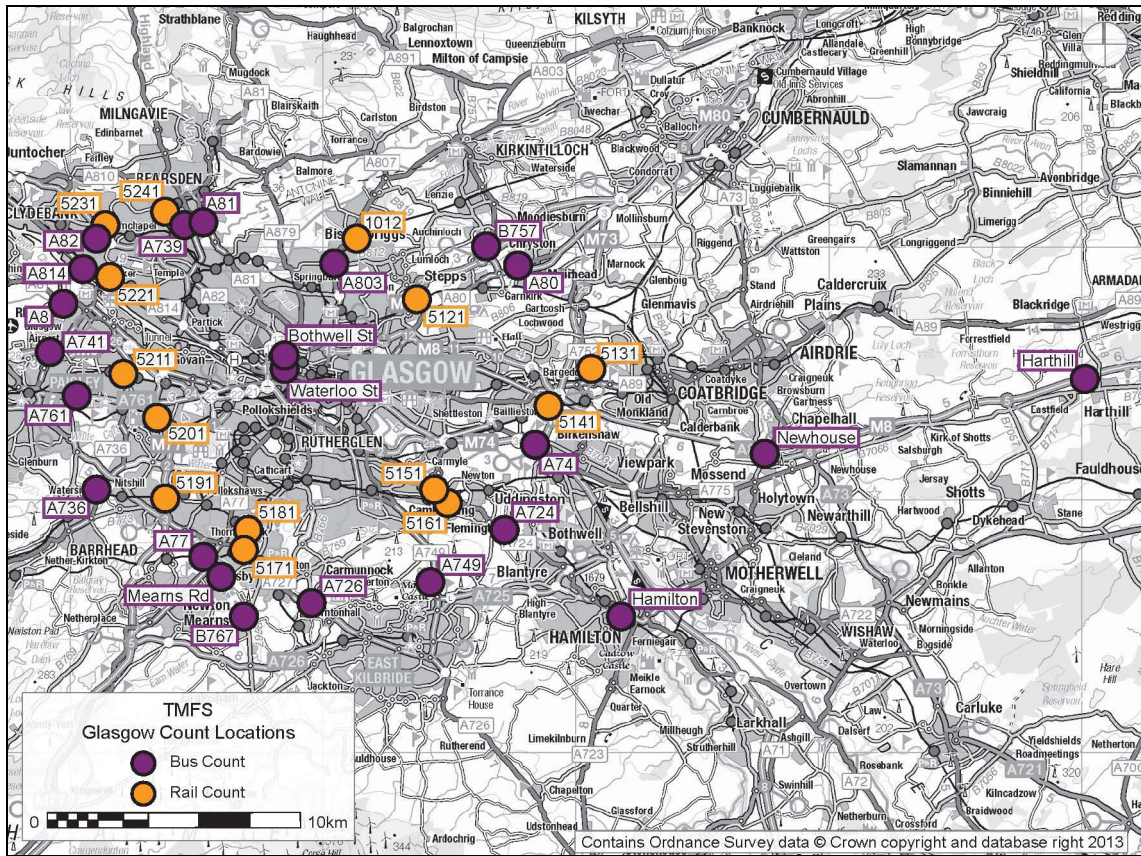


Figure A.4 : Glasgow Cordon Count Locations



Table A.4 : Glasgow Cordon Count Locations

Map Ref.	Mode	Station Name
1012	Rail	West of Bishopbriggs
5121	Rail	Springburn to Stepps
5131	Rail	Easterhouse to Blairhill
5141	Rail	Baillieston to Bargeddie
5151	Rail	Cambuslang to Newton
5161	Rail	Kirkhill to Newton
5171	Rail	Giffnock to Clarkston
5181	Rail	Muirend to Williamwood
5191	Rail	Kennishead to Priesthill & Darnley
5201	Rail	Mosspark to Crookston
5211	Rail	Hillington East to Hillington West
5221	Rail	Garscadden to Yorker
5231	Rail	Drumchapel to Drumry
5241	Rail	Westerton to Bearsden
A803	Bus	A803 (North of Colston Rd)
B757	Bus	B757 (South of Lenzie)
A80	Bus	A80 (East of Crowwood Roundabout)
A89	Bus	A89 (West of Bargeddie)
A74	Bus	A74 (North of B7001 Junction)
A724	Bus	A724 (Manse Brae)
A749	Bus	A749 (at Neilston Southbound Offslip)
A726	Bus	A726 (West of Phillipshill)
B767	Bus	B767 (North of Waterfoot)
Mearns Rd	Bus	Mearns Road
A77	Bus	A77 Ayr Rd at The Loaning
A736	Bus	A736 (At Salterland Rd Junction)
A761	Bus	A761 (Oldshaw Rd, Barshaw)
A741	Bus	A741 (at Arkleston Rd)
A8	Bus	A8 (Inchinnan Rd at Argyll Avenue)
A814	Bus	A814 (at Dock St, Yoker)
A82	Bus	A82 (East of Drumry Rail Station)
A739	Bus	A739 (South of Canniesburn Toll)
A81	Bus	A81 (South of Canniesburn Toll)
Bothwell St	Bus	Bothwell Street (for M8 west + M77 buses)
Waterloo St	Bus	Bothwell Street (for M8 west + M77 buses)
Harthill	Bus	M8 at Harthill
Newhouse	Bus	B7066 at Newhouse
Hamilton	Bus	At Hamilton Bus Station
Motherwell	Bus	A723 Hamilton Road near Airbles Road



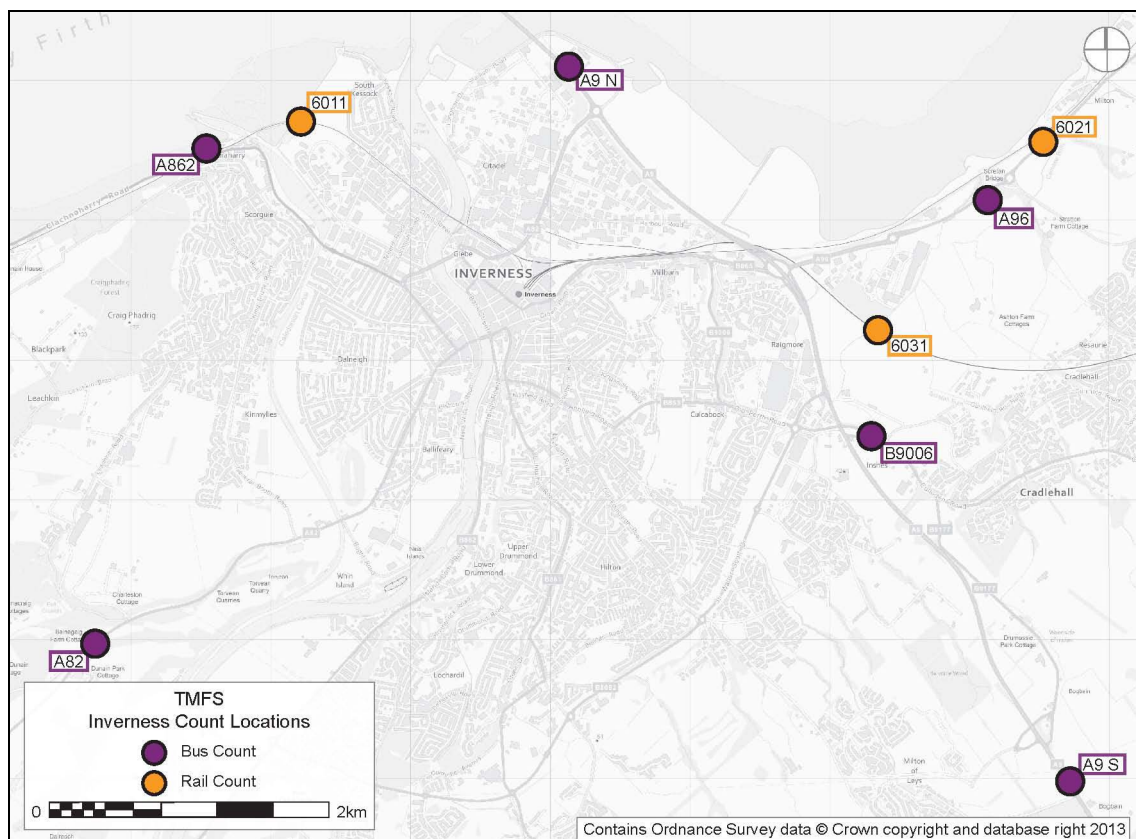


Figure A.5 : Inverness Cordon Count Locations

Table A.5 : Inverness Cordon Count Locations

Map Ref.	Mode	Station/Road Name
6011	Rail	Beauly to Inverness
6021	Rail	Nairn to Inverness
6031	Rail	Carrbridge to Inverness
A862	Bus	A862 (West of Mid St/High St)
A9 N	Bus	A9 North (Kessock Bridge)
A96	Bus	A96 (West of Inverness Retail Park)
B9006	Bus	B9006 (Over A9)
A9 S	Bus	A9 South (South of Raigmore Interchange)
A82	Bus	A82 (South of General Booth Rd)





B TMFS07/TMFS12 PASSENGER LOADING COMPARISONS**B.1 AM Peak***Table B.1 : Aberdeen Cordon Inbound Passengers (excludes Non ScotRail Services)*

INBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	AM	AM	Diff	% Diff	GEH
						Modelled '07 Hour	Modelled '12 Hour			
Aberdeen to Dyce	8011	AC_I_R1	Rail	S	I	114	136	21	19%	1.9
Portlethen to Aberdeen	1131	AC_I_R2	Rail	N	I	193	226	33	17%	2.3
A96 (at Greenburn Rd)	8031	AC_I_B1	Bus	E	I	155	243	89	58%	6.3
A947 (at Stoneywood Terrace)	8041	AC_I_B2	Bus	S	I	248	152	-97	-39%	6.8
A90 North (by Denmore)	8051	AC_I_B3	Bus	S	I	234	229	-5	-2%	0.3
A90South(nrA9s6iunction)	8061	AC_I_B4	Bus	N	I	259	231	-29	-11%	1.8
A93(westofPeterculter)	8081	AC_I_B5	Bus	E	I	80	76	-5	-6%	0.5
A944 (by Old Skene Rd)	8091	AC_I_B6	Bus	E	I	158	162	4	3%	0.3
Total - Rail						307	362	54	18%	3.0
Total - Bus						1134	1093	-42	-4%	1.3
Total						1442	1454	12	1%	0.3

Table B.2 : Aberdeen Cordon Outbound Passengers (excludes Non ScotRail Services)

OUTBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	AM	AM	Diff	% Diff	GEH
						Modelled '07 Hour	Modelled '12 Hour			
Aberdeen to Dyce	8012	AC_O_R1	Rail	N	O	47	60	13	28%	1.8
Portlethen to Aberdeen	1132	AC_O_R2	Rail	S	O	107	109	2	2%	0.2
A96 (at Greenburn Rd)	8032	AC_O_B1	Bus	W	O	30	37	7	24%	1.2
A947 (at Stoneywood Terrace)	8042	AC_O_B2	Bus	N	O	84	71	-13	-15%	1.4
A90 North (by Denmore)	8052	AC_O_B3	Bus	N	O	58	55	-3	-5%	0.4
A90South(nrA9s6iunction)	8062	AC_O_B4	Bus	S	O	164	155	-9	-5%	0.7
A93(westofPeterculter)	8082	AC_O_B5	Bus	W	O	40	47	7	18%	1.1
A944 (by Old Skene Rd)	8092	AC_O_B6	Bus	W	O	56	55	-1	-1%	0.1
Total - Rail						154	169	15	10%	1.2
Total - Bus						431	421	-11	-2%	0.5
Total						586	590	4	1%	0.2

Table B.3 : Dundee Cordon Inbound Passengers (excludes Non ScotRail Services)

INBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	AM	AM	Diff	% Diff	GEH
						Modelled '07 Hour	Modelled '12 Hour			
Invergowrie to Dundee	7011	AC_I_R1	Rail	E	I	131	132	1	0%	0.1
Leuchars to Dundee	1111	AC_I_R2	Rail	N	I	233	370	137	59%	7.9
Balmossie to Monifieth	7031	AC_I_R3	Rail	W	I	226	237	11	5%	0.7
A90 West	7041	AC_I_B1	Bus	E	I	121	106	-15	-12%	1.4
A923 (East ofBirkhill)	7051	AC_I_B2	Bus	E	I	77	77	-1	-1%	0.1
A90 North (at Fintry)	7061	AC_I_B3	Bus	S	I	495	490	-4	-1%	0.2
A92 East (West of W Grange Rd Roundabout)	7071	AC_I_B4	Bus	W	I	54	58	4	8%	0.6
A930 (West of Grange Rd South)	7081	AC_I_B5	Bus	W	I	198	179	-18	-9%	1.3
A92 South (Tay Bridge)	7091	AC_I_B6	Bus	N	I	457	375	-83	-18%	4.0
Total - Rail						591	739	148	25%	5.8
Total - Bus						1401	1285	-116	-8%	3.2
Total						1992	2024	33	2%	0.7



Table B.4 : Dundee Cordon Outbound Passengers (excludes Non ScotRail Services)

OUTBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	AM		Diff	% Diff	GEH
						Modelled '07	Modelled '12			
						Hour	Hour			
Invergowrie to Dundee	7012	AC_O_R1	Rail	W	O	170	190	20	12%	1.5
Leuchars to Dundee	1112	AC_O_R2	Rail	S	O	143	143	0	0%	0.0
Balmossie to Monifieth	7032	AC_O_R3	Rail	E	O	157	188	31	19%	2.3
A90 West	7042	AC_O_B1	Bus	W	O	228	219	-9	-4%	0.6
A923 (East of Birkhill)	7052	AC_O_B2	Bus	W	O	22	22	0	-1%	0.0
A90 North (at Fintry)	7062	AC_O_B3	Bus	N	O	188	177	-11	-6%	0.8
A92 East (West of W Grange Rd Roundabout)	7072	AC_O_B4	Bus	E	O	70	60	-11	-15%	1.3
A930 (West of Grange Rd South)	7082	AC_O_B5	Bus	E	O	69	66	-4	-5%	0.5
A92 South (Tay Bridge)	7092	AC_O_B6	Bus	S	O	109	97	-12	-11%	1.2
Total - Rail						470	521	51	11%	2.3
Total - Bus						687	640	-47	-7%	1.8
Total						1157	1161	4	0%	0.1

Table B.5 : Edinburgh Cordon Inbound Passengers (excludes Non ScotRail Services)

INBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	AM		Diff	% Diff	GEH
						Modelled '07	Modelled '12			
						Hour	Hour			
South Gyle to Dalmeny	4111	EC_I_R1	Rail	E	I	2013	2624	611	30%	12.7
West of Edinburgh Park	4121	EC_I_R2	Rail	E	I	2318	2892	573	25%	11.2
WesterHailes to Curriehill	4131	EC_I_R3	Rail	E	I	186	547	362	195%	18.9
Brunstane to Newcraighall	4141	EC_I_R4	Rail	W	I	136	210	74	54%	5.6
West of Musselburgh	4151	EC_I_R5	Rail	W	I	557	679	122	22%	4.9
A90 (at South Queensferry)	4161	EC_I_B1	Bus	S	I	362	229	-133	-37%	7.7
A8 (West of Airport)	4171	EC_I_B2	Bus	E	I	1486	1156	-331	-22%	9.1
M8 (at Hermiston Gait Roundabout)	4181	EC_I_B3	Bus	E	I	265	69	-196	-74%	15.1
A71 (at Hermiston House Rd)	4191	EC_I_B4	Bus	E	I	690	664	-26	-4%	1.0
A702 (South of City Bypass)	4201	EC_I_B5	Bus	N	I	249	357	108	44%	6.2
A701 (South of B702 Junction)	4211	EC_I_B6	Bus	N	I	407	297	-110	-27%	5.9
Lasswade Road (South of City Bypass)	4221	EC_I_B7	Bus	N	I	225	221	-4	-2%	0.2
Gilmerton Road (South of City Bypass)**	4241	EC_I_B8	Bus	W	I	430	426	-4	-1%	0.2
A7/A68 (South of Danderhall)	4251	EC_I_B9	Bus	W	I	587	587	0	0%	0.0
A1 (South of The Jewel)	4261	EC_I_B10	Bus	N	I	172	159	-13	-7%	1.0
Nevcraighall Road (by Clayknowes Cres)	4271	EC_I_B11	Bus	W	I	193	182	-11	-6%	0.8
A199 (West of B6415 Junction)	4281	EC_I_B12	Bus	W	I	1048	1049	1	0%	0.0
Total - Rail						5210	6951	1741	33%	22.3
Total - Bus						6113	5396	-717	-12%	9.4
Total						11322	12347	1025	9%	9.4



Table B.6 : Edinburgh Cordon Outbound Passengers (excludes Non ScotRail Services)

OUTBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	AM		Diff	% Diff	GEH
						Modelled '07	Modelled '12			
						Hour	Hour			
South Gyle to Dalmeny	4112	EC_O_R1	Rail	E	O	392	503	112	28%	5.3
West of Edinburgh Park	4122	EC_O_R2	Rail	E	O	907	1046	139	15%	4.4
WesterHailes to Curriehill	4132	EC_O_R3	Rail	E	O	108	211	103	96%	8.2
Brunstane to Newcraighall	4142	EC_O_R4	Rail	W	O	15	23	8	54%	1.9
West of Musselburgh	4152	EC_O_R5	Rail	W	O	127	125	-3	-2%	0.2
A90 (at South Queensferry)	4162	EC_O_B1	Bus	S	O	142	109	-33	-23%	2.9
A8 (West of Airport)	4172	EC_O_B2	Bus	E	O	556	314	-241	-43%	11.6
M8 (at Hermiston Gait Roundabout)	4182	EC_O_B3	Bus	E	O	1	1	0	-32%	0.4
A71 (at Hermiston House Rd)	4192	EC_O_B4	Bus	E	O	141	109	-32	-23%	2.9
A702 (South of City Bypass)	4202	EC_O_B5	Bus	N	O	32	64	32	101%	4.6
A701 (South of B702 Junction)	4212	EC_O_B6	Bus	N	O	208	179	-29	-14%	2.1
Lasswade Road (South of City Bypass)	4222	EC_O_B7	Bus	N	O	37	34	-3	-8%	0.5
Gilmerton Road (South of City Bypa..**)	4242	EC_O_B8	Bus	W	O	110	101	-9	-8%	0.9
A7/A68 (South of Danderhall)	4252	EC_O_B9	Bus	W	O	232	237	5	2%	0.3
A1 (South of The Jewel)	4262	EC_O_B10	Bus	N	O	30	17	-13	-43%	2.6
Nevcraighall Road (by Clayknowes Cres)	4272	EC_O_B11	Bus	W	O	137	128	-9	-6%	0.8
A199 (West of B6415 Junction)	4282	EC_O_B12	Bus	W	O	459	452	-7	-2%	0.3
Total - Rail						1549	1908	359	23%	8.6
Total - Bus						2085	1746	-339	-16%	7.8
Total						3634	3654	20	1%	0.3



Table B.7 : Glasgow Cordon Inbound Passengers (excludes Non ScotRail Services)

INBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	AM		Diff	% Diff	GEH
						Modelled '07	Modelled '12			
						Hour	Hour			
West of Bishopbriggs	1012	GC_I_R1	Rail	W	I	2092	2236	143	7%	3.1
Springburn to Stepps	5121	GC_I_R2	Rail	W	I	162	204	42	26%	3.1
Easterhouse to Blairhill	5131	GC_I_R3	Rail	W	I	775	1260	485	63%	15.2
Baillieston to Bargeddie	5141	GC_I_R4	Rail	W	I	23	25	2	8%	0.4
Cambuslang to Newton	5151	GC_I_R5	Rail	W	I	1465	1692	227	16%	5.7
Kirkhill to Newton	5161	GC_I_R6	Rail	W	I	24	23	-1	-4%	0.2
Giffnock to Clarkston	5171	GC_I_R7	Rail	N	I	356	399	43	12%	2.2
Muirhead to Williamwood	5181	GC_I_R8	Rail	N	I	293	346	53	18%	3.0
Kennishead to Priesthill & Darnley	5191	GC_I_R9	Rail	E	I	328	558	230	70%	10.9
Mosspark to Crookston	5201	GC_I_R10	Rail	E	I	35	34	-1	-3%	0.2
Hillington East to Hillington West	5211	GC_I_R11	Rail	E	I	2124	2792	668	31%	13.5
Garscadden to Yorker	5221	GC_I_R12	Rail	E	I	680	693	13	2%	0.5
Drumchapel to Drumry	5231	GC_I_R13	Rail	E	I	491	489	-2	0%	0.1
Westerton to Bearsden	5241	GC_I_R14	Rail	S	I	692	763	71	10%	2.6
A803 (North of Colston Rd)	5251	GC_I_B1	Bus	S	I	667	642	-25	-4%	1.0
B757 (South of Lenzie)	5261	GC_I_B2	Bus	S	I	739	642	-96	-13%	3.7
A80 (East of Crowwood Rbt)	5271	GC_I_B3	Bus	W	I	1195	1119	-76	-6%	2.2
A89 (West of Bargeddie)	5281	GC_I_B4	Bus	W	I	147	159	12	8%	1.0
A74 (North of B7001 Junction)	5291	GC_I_B5	Bus	W	I	383	410	27	7%	1.4
A724 (Manse Brae)	5311	GC_I_B6	Bus	W	I	222	256	34	15%	2.2
A749 (at Neilston Southbound offslip)	5321	GC_I_B7	Bus	N	I	493	528	35	7%	1.5
A726 (West of Phillipshill)	5331	GC_I_B8	Bus	N	I	463	455	-8	-2%	0.4
B767 (North of Waterfoot)	5341	GC_I_B9	Bus	N	I	50	31	-20	-39%	3.1
A77 (Ayr Rd at the Loaning + Mearns Rd)	5351	GC_I_B10	Bus	N	I	203	199	-4	-2%	0.3
A736 (at Salterland Rd Junction)	5361	GC_I_B11	Bus	N	I	145	136	-9	-6%	0.8
A761 (Oldshaw Rd, Barshaw)	5371	GC_I_B12	Bus	E	I	721	789	68	9%	2.5
A741 (at Arkleston Rd)	5381	GC_I_B13	Bus	E	I	227	213	-15	-6%	1.0
A8 (Inchinnan Rd at Argyll Avenue)	5391	GC_I_B14	Bus	E	I	130	147	16	12%	1.4
A814 (at Dock Street, Yoker)	5401	GC_I_B15	Bus	E	I	427	433	6	1%	0.3
A82 (East of Drumry Rail Station)	5411	GC_I_B16	Bus	E	I	438	427	-11	-3%	0.5
A739 (South of Canniesburn Toll)	5421	GC_I_B17	Bus	S	I	0	0	0	#DIV/0!	#DIV/0!
A81 (South of Canniesburn Toll)	5431	GC_I_B18	Bus	S	I	348	341	-7	-2%	0.4
Bothwell Street (for M8 West + M77 Buses)	5441	GC_I_B19	Bus	S	I	1536	1123	-413	-27%	11.3
M8 at Harthill + B7066 at Newhouse)	5451	GC_I_B20	Bus	S	I	469	180	-290	-62%	16.1
M74 north of J6 (Hamilton+Motherwell)	5461	GC_I_B21	Bus	S	I	1030	930	-100	-10%	3.2
Total - Rail						9542	11515	1973	21%	19.2
Total - Bus						10034	9159	-875	-9%	8.9
Total						19576	20674	1098	6%	7.7



Table B.8 : Glasgow Cordon Outbound Passengers (excludes Non ScotRail Services)

OUTBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	AM		Diff	% Diff	GEH
						Modelled '07	Modelled '12			
						Hour	Hour			
West of Bishopbriggs	1011	GC_O_R1	Rail	E	O	1282	811	-471	-37%	14.6
Springburn to Stepps	5122	GC_O_R2	Rail	E	O	16	14	-2	-15%	0.6
Easterhouse to Blairhill	5132	GC_O_R3	Rail	E	O	291	717	426	146%	19.0
Baillieston to Bargeddie	5142	GC_O_R4	Rail	E	O	22	20	-3	-12%	0.6
Cambuslang to Newton	5152	GC_O_R5	Rail	E	O	394	606	212	54%	9.5
Kirkhill to Newton	5162	GC_O_R6	Rail	E	O	8	10	3	34%	0.9
Giffnock to Clarkston	5172	GC_O_R7	Rail	S	O	69	73	4	5%	0.4
Muirhead to Williamwood	5182	GC_O_R8	Rail	S	O	53	52	-1	-1%	0.1
Kennishead to Priesthill & Darnley	5192	GC_O_R9	Rail	W	O	177	182	5	3%	0.4
Mossspark to Crookston	5202	GC_O_R10	Rail	W	O	60	56	-5	-8%	0.6
Hillington East to Hillington West	5212	GC_O_R11	Rail	W	O	871	904	33	4%	1.1
Garscadden to Yorker	5222	GC_O_R12	Rail	W	O	182	187	5	3%	0.4
Drumchapel to Drumry	5232	GC_O_R13	Rail	W	O	173	175	2	1%	0.1
Westerton to Bearsden	5242	GC_O_R14	Rail	N	O	180	187	7	4%	0.5
A803 (North of Colston Rk)	5252	GC_O_B1	Bus	N	O	401	400	-2	0%	0.1
B757 (South of Lenzie)	5262	GC_O_B2	Bus	N	O	101	102	1	1%	0.1
A80 (East of Crowwood Rbt)	5272	GC_O_B3	Bus	E	O	442	337	-105	-24%	5.3
A89 (West of Bargeddie)	5282	GC_O_B4	Bus	E	O	105	97	-9	-8%	0.9
A74 (North of B7001 Junction)	5292	GC_O_B5	Bus	E	O	171	159	-11	-7%	0.9
A724 (Manse Brae)	5312	GC_O_B6	Bus	E	O	205	216	10	5%	0.7
A749 (at Neilston Southbound offslip)	5322	GC_O_B7	Bus	S	O	170	167	-3	-2%	0.3
A726 (West of Phillipshill)	5332	GC_O_B8	Bus	S	O	237	236	-1	0%	0.1
B767 (North of Waterfoot)	5342	GC_O_B9	Bus	S	O	25	25	-1	-3%	0.1
A77 (Ayr Rd at the Loaning + Mearns Rd)	5352	GC_O_B10	Bus	S	O	179	154	-26	-14%	2.0
A736 (at Salterland Rd Junction)	5362	GC_O_B11	Bus	S	O	34	35	2	5%	0.3
A761 (Oldshaw Rd, Barshaw)	5372	GC_O_B12	Bus	W	O	356	396	40	11%	2.1
A741 (at Arkleston Rd)	5382	GC_O_B13	Bus	W	O	225	219	-6	-3%	0.4
A8 (Inchinnan Rd at Argyll Avenue)	5392	GC_O_B14	Bus	W	O	92	89	-3	-4%	0.4
A814 (at Dock Street, Yoker)	5402	GC_O_B15	Bus	W	O	225	226	1	0%	0.1
A82 (East of Drumry Rail Station)	5412	GC_O_B16	Bus	W	O	272	265	-7	-3%	0.4
A739 (South of Canniesburn Toll)	5422	GC_O_B17	Bus	N	O	0	0	0	#DIV/0!	#DIV/0!
A81 (South of Canniesburn Toll)	5432	GC_O_B18	Bus	N	O	96	90	-6	-6%	0.6
Bothwell Street (for M8 West + M77 Buses)	5442	GC_O_B19	Bus	N	O	68	56	-11	-17%	1.4
M8 at Harthill + B7066 at Newhouse)	5452	GC_O_B20	Bus	N	O	306	103	-203	-66%	14.2
M74 north of J6 (Hamilton+Motherwell)	5462	GC_O_B21	Bus	N	O	166	190	24	15%	1.8
Total - Rail						3778	3993	216	6%	3.5
Total - Bus						3877	3561	-316	-8%	5.2
Total						7654	7554	-100	-1%	1.1

Table B.9 : Inverness Cordon Inbound Passengers (excludes Non ScotRail Services)

INBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	AM		Diff	% Diff	GEH
						Modelled '07	Modelled '12			
						Hour	Hour			
Beauly to Inverness	6011	IC_I_R1	Rail	E	I	45	32	-13	-30%	2.1
Nairn to Inverness	6021	IC_I_R2	Rail	W	I	10	39	29	273%	5.7
Carrbridge to Inverness	6031	IC_I_B1	Rail	W	I	21	43	22	106%	3.9
A862 (West of Mid St/High St)	6041	IC_I_B2	Bus	E	I	0	0	0	#DIV/0!	#DIV/0!
A9 North (Kessock Bridge)	6051	IC_I_B3	Bus	S	I	304	303	-1	0%	0.1
A96 (West of Inverness Retail Park)	6061	IC_I_B4	Bus	W	I	221	298	77	35%	4.8
B9006 (Over A9)	6071	IC_I_B5	Bus	W	I	248	116	-132	-53%	9.8
A9 South (South of Raigmore Interchange)	6081	IC_I_B6	Bus	N	I	123	100	-23	-18%	2.1
A82 (South of General Booth Rd)	6091	IC_I_B7	Bus	E	I	42	55	13	31%	1.9
Total - Rail						76	114	37	49%	3.8
Total - Bus						939	873	-66	-7%	2.2
Total						1015	986	-29	-3%	0.9



Table B.10 : Inverness Cordon Outbound Passengers (excludes Non ScotRail Services)

OUTBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	AM	AM	Diff	% Diff	GEH
						Modelled '07	Modelled '12			
						Hour	Hour			
Beauly to Inverness	6012	OC_O_R1	Rail	W	O	33	39	5	16%	0.9
Nairn to Inverness	6022	OC_O_R2	Rail	E	O	31	53	22	71%	3.4
Carrbridge to Inverness	6032	OC_O_B1	Rail	E	O	31	47	16	53%	2.6
A862 (West of Mid St/High St)	6042	OC_O_B2	Bus	W	O	0	0	0	#DIV/0!	#DIV/0!
A9 North (Kessock Bridge)	6052	OC_O_B3	Bus	N	O	104	104	-1	-1%	0.1
A96 (West of Inverness Retail Park)	6062	OC_O_B4	Bus	E	O	76	57	-19	-25%	2.3
B9006 (Over A9)	6072	OC_O_B5	Bus	E	O	95	69	-27	-28%	3.0
A9 South (South of Raigmore Interchange)	6082	OC_O_B6	Bus	S	O	134	118	-15	-12%	1.4
A82 (South of General Booth Rd)	6092	OC_O_B7	Bus	W	O	25	25	0	1%	0.0
Total - Rail						95	139	44	46%	4.0
Total - Bus						435	373	-62	-14%	3.1
Total						530	512	-18	-3%	0.8

Table B.11 : Lower Forth Crossing Inbound Passengers (excludes Non ScotRail Services)

NORTHBOUND Station/Road Name	ID	REF	Mode	Dir	AM	AM	Diff	% Diff	GEH
					Modelled '07	Modelled '12			
					Hour	Hour			
Forth Bridge	1071	FL_N_R1	Rail	N	376	483	107	28%	5.2
A90 (at South Queensferry)	4162	EC_O_R2	Bus	N	142	109	-33	-23%	2.9
Total					518	592	74	14%	3.1

Table B.12 : Lower Forth Crossing Outbound Passengers (excludes Non ScotRail Services)

SOUTHBOUND Station/Road Name	ID	REF	Mode	Dir	AM	AM	Diff	% Diff	GEH
					Modelled '07	Modelled '12			
					Hour	Hour			
Forth Bridge	1072	FL_S_R1	Rail	S	1920	2531	611	32%	13.0
A90 (at South Queensferry)	4161	EC_I_R2	Bus	S	362	229	-133	-37%	7.7
Total					2282	2760	478	21%	9.5

Table B.13 : Lower Tay Crossing Inbound Passengers (excludes Non ScotRail Services)

NORTHBOUND Station/Road Name	ID	REF	Mode	Dir	AM	AM	Diff	% Diff	GEH
					Modelled '07	Modelled '12			
					Hour	Hour			
Tay Bridge	1111	DC_I_R2	Rail	N	233	370	137	59%	7.9
A92 South (Tay Bridge)	7091	DC_I_B6	Bus	N	457	375	-83	-18%	4.0
Total					690	744	54	8%	2.0

Table B.14 : Lower Tay Crossing Outbound Passengers (excludes Non ScotRail Services)

SOUTHBOUND Station/Road Name	ID	REF	Mode	Dir	AM	AM	Diff	% Diff	GEH
					Modelled '07	Modelled '12			
					Hour	Hour			
Tay Bridge	1112	DC_O_R2	Rail	S	143	143	0	0%	0.0
A92 South (Tay Bridge)	7092	DC_O_B6	Bus	S	109	97	-12	-11%	1.2
Total					252	240	-12	-5%	0.8



Table B.15 : Other Key Links Passengers (excludes Non ScotRail Services)

INBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	AM		Diff	% Diff	GEH
						Modelled '07	Modelled '12			
						Hour	Hour			
West of Bishopbriggs	1011	MP_2_E	Rail	E		1282	811	-471	-37%	14.6
Between Falkirk High and Polmont	1021	MP_3_E	Rail	E		1352	922	-430	-32%	12.7
Between Larbert and Stirling	1031	MP_4_N	Rail	N		401	434	33	8%	1.6
Between Livingston and Uphall	1041	MP_5_E	Rail	E		128	901	772	602%	34.1
East of Edinburgh Waverley	1051	MP_6_E	Rail	E		202	215	13	6%	0.9
West of Edinburgh Haymarket	1061	MP_7_E	Rail	E		4362	5939	1577	36%	22.0
Forth Bridge	1071	MP_8_N	Rail	N		376	483	107	28%	5.2
Between Inverkeithing and Rosyth	1081	MP_9_E	Rail	E		499	586	87	17%	3.7
Between Inverkeithing and Dalgety Bay	1091	MP_10_E	Rail	E		304	399	95	31%	5.1
Between Markinch and Ladybank	1101	MP_11_N	Rail	N		272	372	100	37%	5.6
Tay Bridge	1111	MP_12_N	Rail	N		233	370	137	59%	7.9
Between Dundee and Broughty Ferry	1121	MP_13_E	Rail	E		157	189	32	20%	2.4
Between Aberdeen and Portlethen	1131	MP_14_N	Rail	N		193	226	33	17%	2.3
Between Port Glasgow and Woodhall	1141	MP_15_E	Rail	E		745	681	-64	-9%	2.4
Between Ayr and Newton-On-Ayr	1151	MP_16_N	Rail	N		308	480	172	56%	8.7
Between Dalry and Kilwinning	1161	MP_17_N	Rail	N		1225	1755	530	43%	13.7
Between Paisley and Hillington West	1171	MP_18_E	Rail	E		2156	2829	673	31%	13.5
Between Partick and Hyndland	1181	MP_19_E	Rail	E		2643	2797	155	6%	3.0
Between High Street and Bellgrove	1191	MP_20_E	Rail	E		376	777	401	107%	16.7
Between Argyle Street and Bridgeton	1201	MP_21_E	Rail	E		675	651	-24	-4%	0.9
Between Crosshill and Mount Florida	1211	MP_22_N	Rail	N		993	1011	18	2%	0.6
Between Maxwell Park and Pollokshields West	1221	MP_23_N	Rail	N		185	168	-16	-9%	1.2
Between Crossmyloof and Pollokshaws West	1231	MP_24_N	Rail	N		795	1107	312	39%	10.1
Between Hamilton West and Hamilton Central	1241	MP_25_N	Rail	N		353	367	14	4%	0.7
Between Shotts and Fauldhouse	1251	MP_26_E	Rail	E		80	293	213	266%	15.6
Between Coatdyke and Airdrie	1261	MP_27_E	Rail	E		100	525	426	428%	24.1
Between Dumbarton East and Dumbarton Central	1271	MP_28_E	Rail	E		1056	1013	-43	-4%	1.3
Narim to Forres	1281	MP_29_E	Rail	E		35	57	22	63%	3.2
Kingussie to Aviemore	1291	MP_30_N	Rail	N		31	60	29	92%	4.2
Ardlui to Crianlarich	1301	MP_31_N	Rail	N		2	5	3	117%	1.4
Oban to Connel Ferry	1311	MP_32_E	Rail	E		0	8	8	#DIV/0!	4.0
Invergordon to Fearn	1321	MP_33_N	Rail	N		21	25	4	18%	0.8
Lochluichart to Garve	1331	MP_34_E	Rail	E		14	0	-14	-100%	5.4



Table B.16 : Other Key Links Passengers (excludes Non ScotRail Services)

OUTBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	AM	AM	Diff	% Diff	GEH
						Modelled '07	Modelled '12			
						Hour	Hour			
West of Bishopbriggs	1012	MP_1_W	Rail	W		2092	2236	143	7%	3.1
Between Falkirk High and Polmont	1022	MP_2_W	Rail	W		931	803	-129	-14%	4.4
Between Larbert and Stirling	1032	MP_3_S	Rail	S		737	788	51	7%	1.9
Between Livingston and Uphall	1042	MP_4_W	Rail	W		59	374	315	534%	21.4
East of Edinburgh Waverley	1052	MP_5_W	Rail	W		798	1070	272	34%	8.9
West of Edinburgh Haymarket	1062	MP_6_W	Rail	W		1604	1950	346	22%	8.2
Forth Bridge	1072	MP_7_S	Rail	S		1920	2531	611	32%	13.0
Between Inverkeithing and Rosyth	1082	MP_8_W	Rail	W		144	183	40	28%	3.1
Between Inverkeithing and Dalgety Bay	1092	MP_9_W	Rail	W		960	1089	130	14%	4.0
Between Markinch and Ladybank	1102	MP_10_S	Rail	S		306	339	33	11%	1.8
Tay Bridge	1112	MP_11_S	Rail	S		143	143	0	0%	0.0
Between Dundee and Broughty Ferry	1122	MP_12_W	Rail	W		232	251	19	8%	1.2
Between Aberdeen and Portlethen	1132	MP_13_S	Rail	S		107	109	2	2%	0.2
Between Port Glasgow and Woodhall	1142	MP_14_W	Rail	W		499	515	15	3%	0.7
Between Ayr and Newton-On-Ayr	1152	MP_15_S	Rail	S		313	381	68	22%	3.6
Between Dalry and Kilwinning	1162	MP_16_S	Rail	S		809	1220	411	51%	12.9
Between Paisley and Hillington West	1172	MP_17_W	Rail	W		792	809	17	2%	0.6
Between Partick and Hyndland	1182	MP_18_W	Rail	W		998	1023	25	3%	0.8
Between High Street and Bellgrove	1192	MP_19_W	Rail	W		1317	1862	545	41%	13.7
Between Argyle Street and Bridgeton	1202	MP_20_W	Rail	W		1641	1768	127	8%	3.1
Between Crosshill and Mount Florida	1212	MP_21_S	Rail	S		217	206	-11	-5%	0.7
Between Maxwell Park and Pollokshields West	1222	MP_22_S	Rail	S		43	41	-2	-4%	0.3
Between Crossmyloof and Pollokshaws West	1232	MP_23_S	Rail	S		239	241	2	1%	0.1
Between Hamilton West and Hamilton Central	1242	MP_24_S	Rail	S		142	153	11	8%	0.9
Between Shotts and Fauldhouse	1252	MP_25_W	Rail	W		150	218	69	46%	5.1
Between Coatdyke and Airdrie	1262	MP_26_W	Rail	W		474	880	406	86%	15.6
Between Dumbarton East and Dumbarton Central	1272	MP_27_W	Rail	W		211	215	3	2%	0.2
Forres to Nairn	1282	MP_28_W	Rail	W		12	41	29	250%	5.7
Aviemore to Kingussie	1292	MP_29_S	Rail	S		36	60	24	68%	3.5
Crianlarich to Ardlui	1302	MP_30_S	Rail	S		16	18	2	14%	0.5
Connel Ferry to Oban	1312	MP_31_W	Rail	W		0	0	0	65%	0.3
Fearn to Invergordon	1322	MP_32_S	Rail	S		11	12	1	9%	0.3
Garve to Lochluichart	1332	MP_33_W	Rail	W		7	8	1	16%	0.4

Table B.17 : Central Scotland – East West Screenline Passengers (excludes Non ScotRail Services)

EASTBOUND Station/Road Name	ID	REF	Mode	Dir	AM	AM	Diff	% Diff	GEH	
					Modelled '07	Modelled '12				
					Hour	Hour				
East of Camelon Station	2011	CL_E_R1	Rail	E		346	378	32	9%	1.7
West of Falkirk High Station	2021	CL_E_R2	Rail	E		1161	672	-489	-42%	16.2
East of Shotts Station	1251	CL_E_R3	Rail	E		80	293	213	266%	15.6
East of Carsstairs Junction	2041	CL_E_R4	Rail	E		17	82	65	393%	9.3
Total						1604	1424	-179	-11%	4.6

Table B.18 : Central Scotland – East West Screenline Passengers (excludes Non ScotRail Services)

WESTBOUND Station/Road Name	ID	REF	Mode	Dir	AM	AM	Diff	% Diff	GEH	
					Modelled '07	Modelled '12				
					Hour	Hour				
East of Camelon Station	2012	CL_W_R1	Rail	E		206	271	65	31%	4.2
West of Falkirk High Station	2022	CL_W_R2	Rail	E		1027	871	-156	-15%	5.1
East of Shotts Station	1252	CL_W_R3	Rail	E		150	218	69	46%	5.1
East of Carsstairs Junction	2042	CL_W_R4	Rail	E		9	4	-5	-55%	1.9
Total						1392	1364	-27	-2%	0.7



Table B.19 : Central Scotland – East West Screenline Passengers (excludes Non ScotRail Services)

NORTHBOUND Station/Road Name	ID	REF	Mode	Dir	AM		Diff	% Diff	GEH
					Modelled '07 Hour	Modelled '12 Hour			
					Forth Bridge	1071			
North of Stirling Station	3021	FL_N_R2	Rail	N	217	230	13	6%	0.9
Total					593	713	120	20%	4.7

Table B.20 : Central Scotland – East West Screenline Passengers (excludes Non ScotRail Services)

SOUTHBOUND Station/Road Name	ID	REF	Mode	Dir	AM		Diff	% Diff	GEH
					Modelled '07 Hour	Modelled '12 Hour			
					Forth Bridge	1072			
North of Stirling Station	3022	FL_S_R2	Rail	S	486	462	-25	-5%	1.1
Total					2406	3418	1012	42%	18.8



B.2 Inter Peak

Table B.21 : Aberdeen Cordon Inbound Passengers (excludes Non ScotRail Services)

INBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	IP		Diff	% Diff	GEH
						Modelled '07	Modelled '12			
						Hour	Hour			
Aberdeen to Dyce	8011	AC_I_R1	Rail	S	I	63	71	8	13%	1.0
Portlethen to Aberdeen	1131	AC_I_R2	Rail	N	I	96	126	30	31%	2.8
A96 (at Greenburn Rd)	8031	AC_I_B1	Bus	E	I	62	77	15	24%	1.8
A947 (at Stoneywood Terrace)	8041	AC_I_B2	Bus	S	I	121	87	-34	-28%	3.4
A90 North (by Denmore)	8051	AC_I_B3	Bus	S	I	76	77	1	1%	0.1
A90South(nrA9s6junction)	8061	AC_I_B4	Bus	N	I	121	98	-23	-19%	2.2
A93(westofPeterculter)	8081	AC_I_B5	Bus	E	I	33	33	0	0%	0.0
A944 (by Old Skene Rd)	8091	AC_I_B6	Bus	E	I	46	45	-1	-2%	0.2
Total - Rail						159	198	38	24%	2.9
Total - Bus						459	417	-43	-9%	2.0
Total						619	614	-4	-1%	0.2

Table B.22 : Aberdeen Cordon Outbound Passengers (excludes Non ScotRail Services)

OUTBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	IP		Diff	% Diff	GEH
						Modelled '07	Modelled			
						Hour	Hour			
Aberdeen to Dyce	8012	AC_O_R1	Rail	N	O	49	61	11	23%	1.5
Portlethen to Aberdeen	1132	AC_O_R2	Rail	S	O	71	94	23	32%	2.5
A96 (at Greenburn Rd)	8032	AC_O_B1	Bus	W	O	56	63	7	13%	1.0
A947 (at Stoneywood Terrace)	8042	AC_O_B2	Bus	N	O	84	64	-19	-23%	2.3
A90 North (by Denmore)	8052	AC_O_B3	Bus	N	O	84	85	1	1%	0.1
A90South(nrA9s6junction)	8062	AC_O_B4	Bus	S	O	91	83	-7	-8%	0.8
A93(westofPeterculter)	8082	AC_O_B5	Bus	W	O	35	33	-1	-4%	0.3
A944 (by Old Skene Rd)	8092	AC_O_B6	Bus	W	O	39	38	-1	-2%	0.1
Total - Rail						121	155	34	28%	2.9
Total - Bus						387	367	-21	-5%	1.1
Total						508	521	14	3%	0.6

Table B.23 : Dundee Cordon Inbound Passengers (excludes Non ScotRail Services)

INBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	IP		Diff	% Diff	GEH
						Modelled '07	Modelled			
						Hour	Hour			
Invergowrie to Dundee	7011	AC_I_R1	Rail	E	I	91	95	4	5%	0.4
Leuchars to Dundee	1111	AC_I_R2	Rail	N	I	144	180	36	25%	2.8
Balmossie to Monifieth	7031	AC_I_R3	Rail	W	I	124	152	29	23%	2.5
A90 West	7041	AC_I_B1	Bus	E	I	86	91	4	5%	0.5
A923 (East ofBirkhill)	7051	AC_I_B2	Bus	E	I	111	109	-2	-2%	0.2
A90 North (at Fintry)	7061	AC_I_B3	Bus	S	I	202	198	-4	-2%	0.3
A92 East (West of W Grange Rd Roundabout)	7071	AC_I_B4	Bus	W	I	41	45	4	11%	0.7
A930 (West of Grange Rd South)	7081	AC_I_B5	Bus	W	I	118	111	-7	-6%	0.6
A92 South (Tay Bridge)	7091	AC_I_B6	Bus	N	I	161	144	-17	-10%	1.4
Total - Rail						358	427	69	19%	3.5
Total - Bus						719	698	-21	-3%	0.8
Total						1077	1125	48	4%	1.4



Table B.24 : Dundee Cordon Outbound Passengers (excludes Non ScotRail Services)

OUTBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	IP		Diff	% Diff	GEH
						Modelled '07 Hour	Modelled Hour			
Invergowrie to Dundee	7012	AC_O_R1	Rail	W	O	72	77	5	7%	0.6
Leuchars to Dundee	1112	AC_O_R2	Rail	S	O	100	127	27	27%	2.6
Balmossie to Monifieth	7032	AC_O_R3	Rail	E	O	166	187	21	13%	1.6
A90 West	7042	AC_O_B1	Bus	W	O	94	90	-4	-5%	0.4
A923 (East of Birkhill)	7052	AC_O_B2	Bus	W	O	22	21	-1	-4%	0.2
A90 North (at Fintry)	7062	AC_O_B3	Bus	N	O	227	205	-21	-9%	1.5
A92 East (West of W Grange Rd Roundabout)	7072	AC_O_B4	Bus	E	O	25	38	13	54%	2.4
A930 (West of Grange Rd South)	7082	AC_O_B5	Bus	E	O	60	53	-7	-12%	1.0
A92 South (Tay Bridge)	7092	AC_O_B6	Bus	S	O	105	98	-7	-7%	0.7
Total - Rail						338	391	53	16%	2.8
Total - Bus						533	506	-28	-5%	1.2
Total						872	897	26	3%	0.9

Table B.25 : Edinburgh Cordon Inbound Passengers (excludes Non ScotRail Services)

INBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	IP		Diff	% Diff	GEH
						Modelled '07 Hour	Modelled Hour			
South Gyle to Dalmeny	4111	EC_I_R1	Rail	E	I	261	307	46	18%	2.7
West of Edinburgh Park	4121	EC_I_R2	Rail	E	I	680	705	25	4%	1.0
WesterHailes to Curriehill	4131	EC_I_R3	Rail	E	I	44	98	54	125%	6.5
Brunstane to Newcraighall	4141	EC_I_R4	Rail	W	I	7	6	0	-4%	0.1
West of Musselburgh	4151	EC_I_R5	Rail	W	I	83	80	-3	-4%	0.4
A90 (at South Queensferry)	4161	EC_I_B1	Bus	S	I	146	123	-23	-16%	2.0
A8 (West of Airport)	4171	EC_I_B2	Bus	E	I	298	256	-42	-14%	2.5
M8 (at Hermiston Gait Roundabout)	4181	EC_I_B3	Bus	E	I	1	1	-1	-48%	0.6
A71 (at Hermiston House Rd)	4191	EC_I_B4	Bus	E	I	103	94	-9	-9%	0.9
A702 (South of City Bypass)	4201	EC_I_B5	Bus	N	I	59	75	16	27%	1.9
A701 (South of B702 Junction)	4211	EC_I_B6	Bus	N	I	149	132	-17	-12%	1.5
Lasswade Road (South of City Bypass)	4221	EC_I_B7	Bus	N	I	71	71	0	-1%	0.1
Gilmerton Road (South of City Bypass)*	4241	EC_I_B8	Bus	W	I	191	189	-2	-1%	0.2
A7/A68 (South of Danderhall)	4251	EC_I_B9	Bus	W	I	168	164	-4	-3%	0.3
A1 (South of The Jewel)	4261	EC_I_B10	Bus	N	I	58	49	-9	-15%	1.2
Nevcraighall Road (by Clayknowes Cres)	4271	EC_I_B11	Bus	W	I	100	97	-3	-3%	0.3
A199 (West of B6415 Junction)	4281	EC_I_B12	Bus	W	I	435	466	31	7%	1.4
Total - Rail						1074	1196	122	11%	3.6
Total - Bus						1779	1715	-64	-4%	1.5
Total						2853	2911	58	2%	1.1



Table B.26 : Edinburgh Cordon Outbound Passengers (excludes Non ScotRail Services)

OUTBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	IP		Diff	% Diff	GEH
						Modelled '07 Hour	Modelled '12 Hour			
South Gyle to Dalmeny	4112	EC_O_R1	Rail	E	O	330	380	50	15%	2.7
West of Edinburgh Park	4122	EC_O_R2	Rail	E	O	593	615	22	4%	0.9
WesterHailes to Curriehill	4132	EC_O_R3	Rail	E	O	32	68	36	112%	5.1
Brunstane to Newcraighall	4142	EC_O_R4	Rail	W	O	8	7	-2	-20%	0.6
West of Musselburgh	4152	EC_O_R5	Rail	W	O	76	56	-20	-26%	2.5
A90 (at South Queensferry)	4162	EC_O_B1	Bus	S	O	97	58	-39	-40%	4.4
A8 (West of Airport)	4172	EC_O_B2	Bus	E	O	243	215	-28	-12%	1.9
M8 (at Hermiston Gait Roundabout)	4182	EC_O_B3	Bus	E	O	1	1	-1	-52%	0.6
A71 (at Hermiston House Rd)	4192	EC_O_B4	Bus	E	O	88	76	-13	-14%	1.4
A702 (South of City Bypass)	4202	EC_O_B5	Bus	N	O	15	18	3	24%	0.9
A701 (South of B702 Junction)	4212	EC_O_B6	Bus	N	O	151	147	-4	-2%	0.3
Lasswade Road (South of City Bypass)	4222	EC_O_B7	Bus	N	O	66	68	2	4%	0.3
Gilmerton Road (South of City Bypa..*1)	4242	EC_O_B8	Bus	W	O	123	118	-5	-4%	0.4
A7/A68 (South of Danderhall)	4252	EC_O_B9	Bus	W	O	155	154	-2	-1%	0.1
A1 (South of The Jewel)	4262	EC_O_B10	Bus	N	O	39	35	-4	-10%	0.6
Newcraighall Road (by Clayknowes Cres)	4272	EC_O_B11	Bus	W	O	107	111	4	3%	0.3
A199 (West of B6415 Junction)	4282	EC_O_B12	Bus	W	O	355	369	14	4%	0.7
Total - Rail						1040	1127	87	8%	2.7
Total - Bus						1440	1369	-71	-5%	1.9
Total						2480	2496	16	1%	0.3



Table B.27 : Glasgow Cordon Inbound Passengers (excludes Non ScotRail Services)

INBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	IP		Diff	% Diff	GEH
						Modelled '07 Hour	Modelled '12 Hour			
West of Bishopbriggs	1012	GC_I_R1	Rail	W	I	624	518	-106	-17%	4.4
Springburn to Stepps	5121	GC_I_R2	Rail	W	I	20	14	-6	-32%	1.5
Easterhouse to Blairhill	5131	GC_I_R3	Rail	W	I	279	365	87	31%	4.8
Baillieston to Bargeddie	5141	GC_I_R4	Rail	W	I	18	12	-6	-33%	1.5
Cambuslang to Newton	5151	GC_I_R5	Rail	W	I	302	263	-39	-13%	2.3
Kirkhill to Newton	5161	GC_I_R6	Rail	W	I	3	2	-1	-33%	0.7
Giffnock to Clarkston	5171	GC_I_R7	Rail	N	I	59	43	-17	-28%	2.3
Muirhead to Williamwood	5181	GC_I_R8	Rail	N	I	27	26	-1	-3%	0.2
Kennishead to Priesthill & Darnley	5191	GC_I_R9	Rail	E	I	176	197	21	12%	1.5
Mosspark to Crookston	5201	GC_I_R10	Rail	E	I	14	10	-4	-31%	1.3
Hillington East to Hillington West	5211	GC_I_R11	Rail	E	I	723	726	3	0%	0.1
Garscadden to Yorker	5221	GC_I_R12	Rail	E	I	162	148	-14	-9%	1.1
Drumchapel to Drumry	5231	GC_I_R13	Rail	E	I	176	154	-23	-13%	1.8
Westerton to Bearsden	5241	GC_I_R14	Rail	S	I	245	220	-25	-10%	1.6
A803 (North of Colston Rd)	5251	GC_I_B1	Bus	S	I	186	190	4	2%	0.3
B757 (South of Lenzie)	5261	GC_I_B2	Bus	S	I	133	152	19	14%	1.6
A80 (East of Crowwood Rbt)	5271	GC_I_B3	Bus	W	I	373	344	-29	-8%	1.5
A89 (West of Bargeddie)	5281	GC_I_B4	Bus	W	I	70	91	21	30%	2.3
A74 (North of B7001 Junction)	5291	GC_I_B5	Bus	W	I	186	202	16	9%	1.1
A724 (Manse Brae)	5311	GC_I_B6	Bus	W	I	96	126	29	30%	2.8
A749 (at Neilston Southbound offslip)	5321	GC_I_B7	Bus	N	I	170	179	9	5%	0.7
A726 (West of Phillipshill)	5331	GC_I_B8	Bus	N	I	158	160	2	1%	0.2
B767 (North of Waterfoot)	5341	GC_I_B9	Bus	N	I	23	25	2	7%	0.3
A77 (Ayr Rd at the Loaning + Mearns Rd)	5351	GC_I_B10	Bus	N	I	103	103	0	0%	0.0
A736 (at Salterland Rd Junction)	5361	GC_I_B11	Bus	N	I	83	83	0	0%	0.0
A761 (Oldshaw Rd, Barshaw)	5371	GC_I_B12	Bus	E	I	182	251	69	38%	4.7
A741 (at Arkleston Rd)	5381	GC_I_B13	Bus	E	I	133	131	-1	-1%	0.1
A8 (Inchinnan Rd at Argyll Avenue)	5391	GC_I_B14	Bus	E	I	129	130	1	1%	0.1
A814 (at Dock Street, Yoker)	5401	GC_I_B15	Bus	E	I	68	93	25	37%	2.8
A82 (East of Drumry Rail Station)	5411	GC_I_B16	Bus	E	I	258	269	11	4%	0.7
A739 (South of Canniesburn Toll)	5421	GC_I_B17	Bus	S	I	0	0	0	#DIV/0!	#DIV/0!
A81 (South of Canniesburn Toll)	5431	GC_I_B18	Bus	S	I	46	69	23	49%	3.0
Bothwell Street (for M8 West + M77 Buses)	5441	GC_I_B19	Bus	S	I	136	116	-20	-15%	1.8
M8 at Harthill + B7066 at Newhouse)	5451	GC_I_B20	Bus	S	I	66	21	-45	-68%	6.9
M74 north of J6 (Hamilton+Motherwell)	5461	GC_I_B21	Bus	S	I	424	471	47	11%	2.2
Total - Rail						2829	2698	-131	-5%	2.5
Total - Bus						3023	3204	181	6%	3.3
Total						5852	5902	51	1%	0.7



Table B.28 : Glasgow Cordon Outbound Passengers (excludes Non ScotRail Services)

OUTBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	IP		Diff	% Diff	GEH
						Modelled '07	Modelled '12			
						Hour	Hour			
West of Bishopbriggs	1011	GC_O_R1	Rail	E	O	660	542	-118	-18%	4.8
Springburn to Stepps	5122	GC_O_R2	Rail	E	O	36	24	-11	-32%	2.0
Easterhouse to Blairhill	5132	GC_O_R3	Rail	E	O	208	292	85	41%	5.4
Baillieston to Bargeddie	5142	GC_O_R4	Rail	E	O	17	12	-4	-27%	1.2
Cambuslang to Newton	5152	GC_O_R5	Rail	E	O	290	290	0	0%	0.0
Kirkhill to Newton	5162	GC_O_R6	Rail	E	O	5	4	-1	-26%	0.7
Giffnock to Clarkston	5172	GC_O_R7	Rail	S	O	62	48	-14	-22%	1.9
Muirhead to Williamwood	5182	GC_O_R8	Rail	S	O	43	35	-8	-18%	1.3
Kennishead to Priesthill & Darnley	5192	GC_O_R9	Rail	W	O	132	144	12	9%	1.1
Mosspark to Crookston	5202	GC_O_R10	Rail	W	O	27	19	-8	-31%	1.8
Hillington East to Hillington West	5212	GC_O_R11	Rail	W	O	638	624	-14	-2%	0.6
Garscadden to Yorker	5222	GC_O_R12	Rail	W	O	175	184	9	5%	0.7
Drumchapel to Drumry	5232	GC_O_R13	Rail	W	O	136	111	-24	-18%	2.2
Westerton to Bearsden	5242	GC_O_R14	Rail	N	O	201	202	1	1%	0.1
A803 (North of Colston Rd)	5252	GC_O_B1	Bus	N	O	155	161	6	4%	0.5
B757 (South of Lenzie)	5262	GC_O_B2	Bus	N	O	130	149	19	14%	1.6
A80 (East of Crowwood Rbt)	5272	GC_O_B3	Bus	E	O	240	229	-11	-5%	0.7
A89 (West of Bargeddie)	5282	GC_O_B4	Bus	E	O	55	75	20	37%	2.5
A74 (North of B7001 Junction)	5292	GC_O_B5	Bus	E	O	174	185	11	6%	0.8
A724 (Manse Brae)	5312	GC_O_B6	Bus	E	O	48	70	23	47%	2.9
A749 (at Neilston Southbound offslip)	5322	GC_O_B7	Bus	S	O	106	109	2	2%	0.2
A726 (West of Phillipshill)	5332	GC_O_B8	Bus	S	O	136	143	6	5%	0.5
B767 (North of Waterfoot)	5342	GC_O_B9	Bus	S	O	23	25	2	9%	0.4
A77 (Ayr Rd at the Loaning + Mearns Rd)	5352	GC_O_B10	Bus	S	O	71	64	-6	-9%	0.8
A736 (at Salterland Rd Junction)	5362	GC_O_B11	Bus	S	O	60	70	11	18%	1.3
A761 (Oldshaw Rd, Barshaw)	5372	GC_O_B12	Bus	W	O	172	216	44	26%	3.2
A741 (at Arkleston Rd)	5382	GC_O_B13	Bus	W	O	166	165	-1	-1%	0.1
A8 (Inchinnan Rd at Argyll Avenue)	5392	GC_O_B14	Bus	W	O	100	103	3	3%	0.3
A814 (at Dock Street, Yoker)	5402	GC_O_B15	Bus	W	O	131	150	18	14%	1.5
A82 (East of Drumry Rail Station)	5412	GC_O_B16	Bus	W	O	176	165	-12	-7%	0.9
A739 (South of Canniesburn Toll)	5422	GC_O_B17	Bus	N	O	0	0	0	#DIV/0!	#DIV/0!
A81 (South of Canniesburn Toll)	5432	GC_O_B18	Bus	N	O	45	46	1	2%	0.1
Bothwell Street (for M8 West + M77 Buses)	5442	GC_O_B19	Bus	N	O	117	103	-14	-12%	1.3
M8 at Harthill + B7066 at Newhouse)	5452	GC_O_B20	Bus	N	O	82	39	-43	-53%	5.6
M74 north of J6 (Hamilton+Motherwell)	5462	GC_O_B21	Bus	N	O	264	267	3	1%	0.2
Total - Rail						2630	2534	-96	-4%	1.9
Total - Bus						2452	2534	82	3%	1.6
Total						5082	5068	-14	0%	0.2

Table B.29 : Inverness Cordon Inbound Passengers (excludes Non ScotRail Services)

INBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	IP		Diff	% Diff	GEH
						Modelled '07	Modelled '12			
						Hour	Hour			
Beauly to Inverness	6011	IC_I_R1	Rail	E	I	15	21	6	38%	1.4
Nairn to Inverness	6021	IC_I_R2	Rail	W	I	23	35	12	53%	2.2
Carrbridge to Inverness	6031	IC_I_B1	Rail	W	I	22	56	34	151%	5.4
A862 (West of Mid St/High St)	6041	IC_I_B2	Bus	E	I	0	0	0	#DIV/0!	#DIV/0!
A9 North (Kessock Bridge)	6051	IC_I_B3	Bus	S	I	155	148	-7	-5%	0.6
A96 (West of Inverness Retail Park)	6061	IC_I_B4	Bus	W	I	100	102	2	2%	0.2
B9006 (Over A9)	6071	IC_I_B5	Bus	W	I	80	49	-31	-38%	3.8
A9 South (South of Raigmore Interchange)	6081	IC_I_B6	Bus	N	I	76	46	-29	-39%	3.8
A82 (South of General Booth Rd)	6091	IC_I_B7	Bus	E	I	24	23	-1	-4%	0.2
Total - Rail						60	112	51	86%	5.6
Total - Bus						435	368	-66	-15%	3.3
Total						495	480	-15	-3%	0.7



Table B.30 : Inverness Cordon Outbound Passengers (excludes Non ScotRail Services)

OUTBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	IP		Diff	% Diff	GEH
						Modelle d '07	Modelled '12			
						Hour	Hour			
Beauly to Inverness	6012	OC_O_R1	Rail	W	O	14	19	5	39%	1.3
Nairn to Inverness	6022	OC_O_R2	Rail	E	O	15	26	11	68%	2.3
Carrbridge to Inverness	6032	OC_O_B1	Rail	E	O	9	33	24	271%	5.3
A862 (West of Mid St/High St)	6042	OC_O_B2	Bus	W	O	0	0	0	#DIV/0!	#DIV/0!
A9 North (Kessock Bridge)	6052	OC_O_B3	Bus	N	O	118	115	-3	-2%	0.3
A96 (West of Inverness Retail Park)	6062	OC_O_B4	Bus	E	O	65	67	2	3%	0.3
B9006 (Over A9)	6072	OC_O_B5	Bus	E	O	95	72	-23	-24%	2.5
A9 South (South of Raigmore Interchange)	6082	OC_O_B6	Bus	S	O	111	86	-25	-22%	2.5
A82 (South of General Booth Rd)	6092	OC_O_B7	Bus	W	O	36	37	1	3%	0.2
Total - Rail						38	79	40	105%	5.3
Total - Bus						424	378	-47	-11%	2.3
Total						463	456	-7	-1%	0.3

Table B.31 : Lower Forth Crossing Inbound Passengers (excludes Non ScotRail Services)

NORTHBOUND Station/Road Name	ID	REF	Mode	Dir	IP		Diff	% Diff	GEH
					Modelle d '07	Modelled '12			
					Hour	Hour			
Forth Bridge	1071	FL_N_R1	Rail	N	331	382	51	16%	2.7
A90 (at South Queensferry)	4162	EC_O_R2	Bus	N	97	58	-39	-40%	4.4
Total					428	440	12	3%	0.6

Table B.32 : Lower Forth Crossing Outbound Passengers (excludes Non ScotRail Services)

SOUTHBOUND Station/Road Name	ID	REF	Mode	Dir	IP		Diff	% Diff	GEH
					Modelle d '07	Modelled '12			
					Hour	Hour			
Forth Bridge	1072	FL_S_R1	Rail	S	256	304	48	19%	2.9
A90 (at South Queensferry)	4161	EC_I_R2	Bus	S	146	123	-23	-16%	2.0
Total					401	427	25	6%	1.2

Table B.33 : Lower Tay Crossing Inbound Passengers (excludes Non ScotRail Services)

NORTHBOUND Station/Road Name	ID	REF	Mode	Dir	IP		Diff	% Diff	GEH
					Modelle d '07	Modelled '12			
					Hour	Hour			
Tay Bridge	1111	DC_I_R2	Rail	N	144	180	36	25%	2.8
A92 South (Tay Bridge)	7091	DC_I_B6	Bus	N	161	144	-17	-10%	1.4
Total					305	324	19	6%	1.1

Table B.34 : Lower Tay Crossing Outbound Passengers (excludes Non ScotRail Services)

SOUTHBOUND Station/Road Name	ID	REF	Mode	Dir	IP		Diff	% Diff	GEH
					Modelle d '07	Modelled '12			
					Hour	Hour			
Tay Bridge	1112	DC_O_R2	Rail	S	100	127	27	27%	2.6
A92 South (Tay Bridge)	7092	DC_O_B6	Bus	S	105	98	-7	-7%	0.7
Total					205	225	20	10%	1.4

Table B.35 : Other Key Links Passengers (excludes Non ScotRail Services)

INBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	IP		Diff	% Diff	GEH
						Modelled '07	Modelled '12			
						Hour	Hour			
West of Bishopbriggs	1011	MP_2_E	Rail	E		660	542	-118	-18%	4.8
Between Falkirk High and Polmont	1021	MP_3_E	Rail	E		441	316	-126	-28%	6.5
Between Larbert and Stirling	1031	MP_4_N	Rail	N		264	277	13	5%	0.8
Between Livingston and Uphall	1041	MP_5_E	Rail	E		82	221	139	169%	11.3
East of Edinburgh Waveley	1051	MP_6_E	Rail	E		103	75	-29	-28%	3.1
West of Edinburgh Haymarket	1061	MP_7_E	Rail	E		956	1069	113	12%	3.6
Forth Bridge	1071	MP_8_N	Rail	N		331	382	51	16%	2.7
Between Inverkeithing and Rosyth	1081	MP_9_E	Rail	E		71	84	13	18%	1.5
Between Inverkeithing and Dalgety Bay	1091	MP_10_E	Rail	E		262	317	55	21%	3.2
Between Markinch and Ladybank	1101	MP_11_N	Rail	N		201	257	56	28%	3.7
Tay Bridge	1111	MP_12_N	Rail	N		144	180	36	25%	2.8
Between Dundee and Broughty Ferry	1121	MP_13_E	Rail	E		166	187	21	13%	1.6
Between Aberdeen and Portlethen	1131	MP_14_N	Rail	N		96	126	30	31%	2.8
Between Port Glasgow and Woodhall	1141	MP_15_E	Rail	E		292	291	-1	0%	0.0
Between Ayr and Newton-On-Ayr	1151	MP_16_N	Rail	N		202	228	27	13%	1.8
Between Dalry and Kilwinning	1161	MP_17_N	Rail	N		554	639	85	15%	3.5
Between Paisley and Hillington West	1171	MP_18_E	Rail	E		719	723	4	1%	0.2
Between Partick and Hyndland	1181	MP_19_E	Rail	E		937	832	-106	-11%	3.6
Between High Street and Bellgrove	1191	MP_20_E	Rail	E		364	409	45	12%	2.3
Between Argyle Street and Bridgeton	1201	MP_21_E	Rail	E		404	331	-73	-18%	3.8
Between Crosshill and Mount Florida	1211	MP_22_N	Rail	N		203	178	-25	-12%	1.8
Between Maxwell Park and Pollokshields West	1221	MP_23_N	Rail	N		49	26	-23	-48%	3.8
Between Crossmyloof and Pollokshaws West	1231	MP_24_N	Rail	N		262	255	-7	-3%	0.5
Between Hamilton West and Hamilton Central	1241	MP_25_N	Rail	N		133	109	-24	-18%	2.2
Between Shotts and Fauldhouse	1251	MP_26_E	Rail	E		59	94	35	59%	4.0
Between Coatdyke and Airdrie	1261	MP_27_E	Rail	E		147	253	106	73%	7.5
Between Dumbarton East and Dumbarton Central	1271	MP_28_E	Rail	E		208	197	-11	-5%	0.8
Narirn to Forres	1281	MP_29_E	Rail	E		17	27	10	59%	2.1
Kingussie to Aviemore	1291	MP_30_N	Rail	N		30	70	40	131%	5.6
Ardlui to Crianlarich	1301	MP_31_N	Rail	N		6	32	27	469%	6.1
Oban to Connel Ferry	1311	MP_32_E	Rail	E		1	4	3	581%	2.3
Invergordon to Fearn	1321	MP_33_N	Rail	N		2	3	1	41%	0.6
Lochluichart to Garve	1331	MP_34_E	Rail	E		2	3	1	31%	0.4



Table B.36 : Other Key Links Passengers (excludes Non ScotRail Services)

OUTBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	IP		Diff	% Diff	GEH
						Modelled '07	Modelled '12			
						Hour	Hour			
West of Bishopbriggs	1012	MP_1_W	Rail	W		624	518	-106	-17%	4.4
Between Falkirk High and Polmont	1022	MP_2_W	Rail	W		385	281	-104	-27%	5.7
Between Larbert and Stirling	1032	MP_3_S	Rail	S		291	312	21	7%	1.2
Between Livingston and Uphall	1042	MP_4_W	Rail	W		64	196	132	204%	11.5
East of Edinburgh Waverley	1052	MP_5_W	Rail	W		118	117	-1	0%	0.1
West of Edinburgh Haymarket	1062	MP_6_W	Rail	W		934	1028	94	10%	3.0
Forth Bridge	1072	MP_7_S	Rail	S		256	304	48	19%	2.9
Between Inverkeithing and Rosyth	1082	MP_8_W	Rail	W		108	116	8	7%	0.7
Between Inverkeithing and Dalgety Bay	1092	MP_9_W	Rail	W		218	257	39	18%	2.5
Between Markinch and Ladybank	1102	MP_10_S	Rail	S		165	196	31	19%	2.3
Tay Bridge	1112	MP_11_S	Rail	S		100	127	27	27%	2.6
Between Dundee and Broughty Ferry	1122	MP_12_W	Rail	W		123	152	29	24%	2.5
Between Aberdeen and Portlethen	1132	MP_13_S	Rail	S		71	94	23	32%	2.5
Between Port Glasgow and Woodhall	1142	MP_14_W	Rail	W		245	244	-1	-1%	0.1
Between Ayr and Newton-On-Ayr	1152	MP_15_S	Rail	S		132	145	13	10%	1.1
Between Dalry and Kilwinning	1162	MP_16_S	Rail	S		535	620	85	16%	3.5
Between Paisley and Hillington West	1172	MP_17_W	Rail	W		647	633	-14	-2%	0.6
Between Partick and Hyndland	1182	MP_18_W	Rail	W		797	746	-51	-6%	1.8
Between High Street and Bellgrove	1192	MP_19_W	Rail	W		358	416	58	16%	3.0
Between Argyle Street and Bridgeton	1202	MP_20_W	Rail	W		356	264	-93	-26%	5.3
Between Crosshill and Mount Florida	1212	MP_21_S	Rail	S		247	205	-42	-17%	2.8
Between Maxwell Park and Pollokshields West	1222	MP_22_S	Rail	S		53	32	-21	-39%	3.2
Between Crossmyloof and Pollokshaws West	1232	MP_23_S	Rail	S		194	184	-10	-5%	0.7
Between Hamilton West and Hamilton Central	1242	MP_24_S	Rail	S		149	134	-16	-10%	1.3
Between Shotts and Fauldhouse	1252	MP_25_W	Rail	W		40	66	26	64%	3.5
Between Coatdyke and Airdrie	1262	MP_26_W	Rail	W		157	267	110	70%	7.5
Between Dumbarton East and Dumbarton Central	1272	MP_27_W	Rail	W		266	266	0	0%	0.0
Forres to Nairn	1282	MP_28_W	Rail	W		25	37	12	47%	2.1
Aviemore to Kingussie	1292	MP_29_S	Rail	S		13	41	28	207%	5.3
Crianlarich to Ardlui	1302	MP_30_S	Rail	S		2	7	5	258%	2.4
Connel Ferry to Oban	1312	MP_31_W	Rail	W		0	19	19	5727%	6.0
Fearn to Invergordon	1322	MP_32_S	Rail	S		3	8	5	191%	2.3
Garve to Lochluichart	1332	MP_33_W	Rail	W		3	3	1	37%	0.5

Table B.37 : Central Scotland – East West Screenline Passengers (excludes Non ScotRail Services)

EASTBOUND Station/Road Name	ID	REF	Mode	Dir	IP		Diff	% Diff	GEH	
					Modelled '07	Modelled '12				
					Hour	Hour				
East of Camelon Station	2011	CL_E_R1	Rail	E		141	153	12	9%	1.0
West of Falkirk High Station	2021	CL_E_R2	Rail	E		399	288	-111	-28%	6.0
East of Shotts Station	1251	CL_E_R3	Rail	E		59	94	35	59%	4.0
East of Carsstairs Junction	2041	CL_E_R4	Rail	E		9	8	-1	-6%	0.2
Total						608	543	-64	-11%	2.7

Table B.38 : Central Scotland – East West Screenline Passengers (excludes Non ScotRail Services)

WESTBOUND Station/Road Name	ID	REF	Mode	Dir	IP		Diff	% Diff	GEH	
					Modelled '07	Modelled '12				
					Hour	Hour				
East of Camelon Station	2012	CL_W_R1	Rail	E		100	96	-4	-4%	0.4
West of Falkirk High Station	2022	CL_W_R2	Rail	E		373	275	-98	-26%	5.5
East of Shotts Station	1252	CL_W_R3	Rail	E		40	66	26	64%	3.5
East of Carsstairs Junction	2042	CL_W_R4	Rail	E		0	0	0	#DIV/0!	#DIV/0!
Total						513	436	-76	-15%	3.5



Table B.39 : Central Scotland – East West Screenline Passengers (excludes Non ScotRail Services)

NORTHBOUND Station/Road Name	ID	REF	Mode	Dir	IP		Diff	% Diff	GEH
					Modelled '07 Hour	Modelled '12 Hour			
					Forth Bridge	1071			
North of Stirling Station	3021	FL_N_R2	Rail	N	182	201	18	10%	1.3
Total					513	582	70	14%	3.0

Table B.40 : Central Scotland – East West Screenline Passengers (excludes Non ScotRail Services)

SOUTHBOUND Station/Road Name	ID	REF	Mode	Dir	IP		Diff	% Diff	GEH
					Modelled '07 Hour	Modelled '12 Hour			
					Forth Bridge	1072			
North of Stirling Station	3022	FL_S_R2	Rail	S	186	203	18	9%	1.3
Total					442	507	66	15%	3.0



B.3 PM Peak

Table B.41 : Aberdeen Cordon Inbound Passengers (excludes Non ScotRail Services)

INBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	PM		Diff	% Diff	GEH
						Modelled '07	Modelled '12			
						Hour	Hour			
Aberdeen to Dyce	8011	AC_I_R1	Rail	S	I	97	109	12	12%	1.2
Portlethen to Aberdeen	1131	AC_I_R2	Rail	N	I	129	139	10	8%	0.9
A96 (at Greenburn Rd)	8031	AC_I_B1	Bus	E	I	19	47	28	143%	4.8
A947 (at Stoneywood Terrace)	8041	AC_I_B2	Bus	S	I	123	91	-31	-26%	3.0
A90 North (by Denmore)	8051	AC_I_B3	Bus	S	I	77	74	-3	-4%	0.3
A9OSouth(nrA9s6iunction)	8061	AC_I_B4	Bus	N	I	162	168	6	4%	0.5
A93(westofPeterculter)	8081	AC_I_B5	Bus	E	I	39	38	-1	-3%	0.2
A944 (by Old Skene Rd)	8091	AC_I_B6	Bus	E	I	63	53	-10	-15%	1.3
Total - Rail						226	248	22	10%	1.4
Total - Bus						483	471	-12	-2%	0.5
Total						709	719	10	1%	0.4

Table B.42 : Aberdeen Cordon Outbound Passengers (excludes Non ScotRail Services)

OUTBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	PM		Diff	% Diff	GEH
						Modelled '07	Modelled '12			
						Hour	Hour			
Aberdeen to Dyce	8012	AC_O_R1	Rail	N	O	152	194	42	28%	3.2
Portlethen to Aberdeen	1132	AC_O_R2	Rail	S	O	290	293	4	1%	0.2
A96 (at Greenburn Rd)	8032	AC_O_B1	Bus	W	O	219	246	27	12%	1.8
A947 (at Stoneywood Terrace)	8042	AC_O_B2	Bus	N	O	256	159	-97	-38%	6.7
A90 North (by Denmore)	8052	AC_O_B3	Bus	N	O	324	322	-2	-1%	0.1
A9OSouth(nrA9s6iunction)	8062	AC_O_B4	Bus	S	O	194	193	-2	-1%	0.1
A93(westofPeterculter)	8082	AC_O_B5	Bus	W	O	116	109	-7	-6%	0.7
A944 (by Old Skene Rd)	8092	AC_O_B6	Bus	W	O	128	146	18	14%	1.6
Total - Rail						441	487	45	10%	2.1
Total - Bus						1237	1174	-63	-5%	1.8
Total						1678	1661	-17	-1%	0.4

Table B.43 : Dundee Cordon Inbound Passengers (excludes Non ScotRail Services)

INBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	PM		Diff	% Diff	GEH
						Modelled '07	Modelled '12			
						Hour	Hour			
Invergowrie to Dundee	7011	AC_I_R1	Rail	E	I	180	174	-7	-4%	0.5
Leuchars to Dundee	1111	AC_I_R2	Rail	N	I	116	192	75	65%	6.1
Balmossie to Monifieth	7031	AC_I_R3	Rail	W	I	231	196	-35	-15%	2.4
A90 West	7041	AC_I_B1	Bus	E	I	179	184	5	3%	0.4
A923 (East ofBirkhill)	7051	AC_I_B2	Bus	E	I	30	30	0	-1%	0.0
A90 North (at Fintry)	7061	AC_I_B3	Bus	S	I	157	182	25	16%	1.9
A92 East (West of W Grange Rd Roundabout)	7071	AC_I_B4	Bus	W	I	79	73	-6	-8%	0.7
A930 (West of Grange Rd South)	7081	AC_I_B5	Bus	W	I	109	112	3	3%	0.3
A92 South (Tay Bridge)	7091	AC_I_B6	Bus	N	I	118	106	-12	-10%	1.1
Total - Rail						527	561	34	6%	1.5
Total - Bus						672	686	14	2%	0.6
Total						1199	1248	49	4%	1.4



Table B.44 : Dundee Cordon Outbound Passengers (excludes Non ScotRail Services)

OUTBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	PM		Diff	% Diff	GEH
						Modelled '07	Modelled '12			
						Hour	Hour			
Invergowrie to Dundee	7012	AC_O_R1	Rail	W	O	158	119	-39	-24%	3.3
Leuchars to Dundee	1112	AC_O_R2	Rail	S	O	257	305	48	19%	2.9
Balmossie to Monifieth	7032	AC_O_R3	Rail	E	O	255	278	22	9%	1.4
A90 West	7042	AC_O_B1	Bus	W	O	127	162	35	28%	2.9
A923 (East of Birkhill)	7052	AC_O_B2	Bus	W	O	51	52	1	3%	0.2
A90 North (at Fintry)	7062	AC_O_B3	Bus	N	O	401	402	2	0%	0.1
A92 East (West of W Grange Rd Roundabout)	7072	AC_O_B4	Bus	E	O	67	64	-3	-5%	0.4
A930 (West of Grange Rd South)	7082	AC_O_B5	Bus	E	O	242	226	-16	-7%	1.1
A92 South (Tay Bridge)	7092	AC_O_B6	Bus	S	O	384	356	-28	-7%	1.5
Total - Rail						670	702	32	5%	1.2
Total - Bus						1272	1262	-10	-1%	0.3
Total						1942	1964	22	1%	0.5

Table B.45 : Edinburgh Cordon Inbound Passengers (excludes Non ScotRail Services)

INBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	PM		Diff	% Diff	GEH
						Modelled '07	Modelled '12			
						Hour	Hour			
South Gyle to Dalmeny	4111	EC_I_R1	Rail	E	I	377	446	69	18%	3.4
West of Edinburgh Park	4121	EC_I_R2	Rail	E	I	1090	1239	149	14%	4.4
WesterHailes to Curriehill	4131	EC_I_R3	Rail	E	I	93	196	103	111%	8.6
Brunstane to Newcraighall	4141	EC_I_R4	Rail	W	I	6	9	4	65%	1.3
West of Musselburgh	4151	EC_I_R5	Rail	W	I	91	96	5	6%	0.5
A90 (at South Queensferry)	4161	EC_I_B1	Bus	S	I	212	156	-56	-26%	4.1
A8 (West of Airport)	4171	EC_I_B2	Bus	E	I	593	361	-232	-39%	10.6
M8 (at Hermiston Gait Roundabout)	4181	EC_I_B3	Bus	E	I	0	0	#DIV/0!	#DIV/0!	
A71 (at Hermiston House Rd)	4191	EC_I_B4	Bus	E	I	248	217	-32	-13%	2.1
A702 (South of City Bypass)	4201	EC_I_B5	Bus	N	I	60	74	14	23%	1.7
A701 (South of B702 Junction)	4211	EC_I_B6	Bus	N	I	261	224	-37	-14%	2.4
Lasswade Road (South of City Bypass)	4221	EC_I_B7	Bus	N	I	36	35	-1	-3%	0.2
Gilmerton Road (South of City Bypa:*)	4241	EC_I_B8	Bus	W	I	123	145	22	18%	1.9
A7/A68 (South of Danderhall)	4251	EC_I_B9	Bus	W	I	219	208	-11	-5%	0.8
A1 (South of The Jewel)	4261	EC_I_B10	Bus	N	I	62	68	6	10%	0.8
Nevcraighall Road (by Clayknowes Cres)	4271	EC_I_B11	Bus	W	I	126	120	-6	-5%	0.5
A199 (West of B6415 Junction)	4281	EC_I_B12	Bus	W	I	627	625	-2	0%	0.1
Total - Rail						1657	1987	330	20%	7.7
Total - Bus						2567	2233	-334	-13%	6.8
Total						4223	4219	-4	0%	0.1



Table B.46 : Edinburgh Cordon Outbound Passengers (excludes Non ScotRail Services)

OUTBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	PM		Diff	% Diff	GEH
						Modelled '07	Modelled '12			
						Hour	Hour			
South Gyle to Dalmeny	4112	EC_O_R1	Rail	E	O	1786	2221	435	24%	9.7
West of Edinburgh Park	4122	EC_O_R2	Rail	E	O	2206	2749	544	25%	10.9
WesterHailes to Curriehill	4132	EC_O_R3	Rail	E	O	281	543	262	93%	12.9
Brunstane to Newcraighall	4142	EC_O_R4	Rail	W	O	103	134	31	30%	2.8
West of Musselburgh	4152	EC_O_R5	Rail	W	O	775	908	134	17%	4.6
A90 (at South Queensferry)	4162	EC_O_B1	Bus	S	O	200	161	-40	-20%	2.9
A8 (West of Airport)	4172	EC_O_B2	Bus	E	O	1400	1170	-230	-16%	6.4
M8 (at Hermiston Gait Roundabout)	4182	EC_O_B3	Bus	E	O	142	87	-55	-39%	5.1
A71 (at Hermiston House Rd)	4192	EC_O_B4	Bus	E	O	662	580	-82	-12%	3.3
A702 (South of City Bypass)	4202	EC_O_B5	Bus	N	O	11	30	19	175%	4.2
A701 (South of B702 Junction)	4212	EC_O_B6	Bus	N	O	664	661	-3	0%	0.1
Lasswade Road (South of City Bypass)	4222	EC_O_B7	Bus	N	O	233	225	-8	-4%	0.5
Gilmerton Road (South of City Bypa..**)	4242	EC_O_B8	Bus	W	O	533	499	-34	-6%	1.5
A7/A68 (South of Danderhall)	4252	EC_O_B9	Bus	W	O	768	795	27	3%	1.0
A1 (South of The Jewel)	4262	EC_O_B10	Bus	N	O	165	131	-34	-20%	2.8
Newcraighall Road (by Clayknowes Cres)	4272	EC_O_B11	Bus	W	O	236	202	-34	-14%	2.3
A199 (West of B6415 Junction)	4282	EC_O_B12	Bus	W	O	851	869	18	2%	0.6
Total - Rail						5150	6556	1405	27%	18.4
Total - Bus						5865	5409	-456	-8%	6.1
Total						11016	11965	949	9%	8.9



Table B.47 : Glasgow Cordon Inbound Passengers (excludes Non ScotRail Services)

INBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	PM		Diff	% Diff	GEH
						Modelled '07	Modelled '12			
						Hour	Hour			
West of Bishopbriggs	1012	GC_I_R1	Rail	W	I	1191	701	-489	-41%	15.9
Springburn to Stepps	5121	GC_I_R2	Rail	W	I	27	25	-2	-6%	0.3
Easterhouse to Blairhill	5131	GC_I_R3	Rail	W	I	304	735	431	142%	18.9
Baillieston to Bargeddie	5141	GC_I_R4	Rail	W	I	14	13	-2	-13%	0.5
Cambuslang to Newton	5151	GC_I_R5	Rail	W	I	596	802	206	35%	7.8
Kirkhill to Newton	5161	GC_I_R6	Rail	W	I	24	23	0	-2%	0.1
Giffnock to Clarkston	5171	GC_I_R7	Rail	N	I	95	102	7	7%	0.7
Muirhead to Williamwood	5181	GC_I_R8	Rail	N	I	31	30	-1	-4%	0.2
Kennishead to Priesthill & Darnley	5191	GC_I_R9	Rail	E	I	164	188	24	14%	1.8
Mosspark to Crookston	5201	GC_I_R10	Rail	E	I	52	50	-1	-2%	0.2
Hillington East to Hillington West	5211	GC_I_R11	Rail	E	I	1027	1067	40	4%	1.2
Garscadden to Yorker	5221	GC_I_R12	Rail	E	I	268	274	6	2%	0.4
Drumchapel to Drumry	5231	GC_I_R13	Rail	E	I	288	303	14	5%	0.8
Westerton to Bearsden	5241	GC_I_R14	Rail	S	I	220	231	11	5%	0.8
A803 (North of Colston Rd)	5251	GC_I_B1	Bus	S	I	359	345	-14	-4%	0.7
B757 (South of Lenzie)	5261	GC_I_B2	Bus	S	I	77	90	13	17%	1.4
A80 (East of Crowwood Rbt)	5271	GC_I_B3	Bus	W	I	383	361	-22	-6%	1.2
A89 (West of Bargeddie)	5281	GC_I_B4	Bus	W	I	83	74	-8	-10%	1.0
A74 (North of B7001 Junction)	5291	GC_I_B5	Bus	W	I	145	138	-8	-5%	0.7
A724 (Manse Brae)	5311	GC_I_B6	Bus	W	I	107	111	5	4%	0.4
A749 (at Neilston Southbound offslip)	5321	GC_I_B7	Bus	N	I	205	222	17	8%	1.1
A726 (West of Phillipshill)	5331	GC_I_B8	Bus	N	I	268	248	-20	-7%	1.2
B767 (North of Waterfoot)	5341	GC_I_B9	Bus	N	I	26	28	2	9%	0.5
A77 (Ayr Rd at the Loaning + Mearns Rd)	5351	GC_I_B10	Bus	N	I	152	154	2	1%	0.2
A736 (at Salterland Rd Junction)	5361	GC_I_B11	Bus	N	I	52	51	0	-1%	0.0
A761 (Oldshaw Rd, Barshaw)	5371	GC_I_B12	Bus	E	I	350	372	22	6%	1.2
A741 (at Arkleston Rd)	5381	GC_I_B13	Bus	E	I	251	252	1	1%	0.1
A8 (Inchinnan Rd at Argyll Avenue)	5391	GC_I_B14	Bus	E	I	93	87	-6	-7%	0.6
A814 (at Dock Street, Yoker)	5401	GC_I_B15	Bus	E	I	76	80	4	5%	0.4
A82 (East of Drumry Rail Station)	5411	GC_I_B16	Bus	E	I	270	253	-17	-6%	1.1
A739 (South of Canniesburn Toll)	5421	GC_I_B17	Bus	S	I	0	0	0	#DIV/0!	#DIV/0!
A81 (South of Canniesburn Toll)	5431	GC_I_B18	Bus	S	I	87	80	-7	-8%	0.8
Bothwell Street (for M8 West + M77 Buses)	5441	GC_I_B19	Bus	S	I	84	63	-21	-25%	2.4
M8 at Harthill + B7066 at Newhouse)	5451	GC_I_B20	Bus	S	I	340	136	-204	-60%	13.2
M74 north of J6 (Hamilton+Motherwell)	5461	GC_I_B21	Bus	S	I	215	205	-10	-5%	0.7
Total - Rail						4300	4544	244	6%	3.7
Total - Bus						3621	3350	-272	-7%	4.6
Total						7922	7894	-28	0%	0.3



Table B.48 : Glasgow Cordon Outbound Passengers (excludes Non ScotRail Services)

OUTBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	PM		Diff	% Diff	GEH
						Modelled '07	Modelled '12			
						Hour	Hour			
West of Bishopbriggs	1011	GC_O_R1	Rail	E	O	2169	2209	40	2%	0.8
Springburn to Stepps	5122	GC_O_R2	Rail	E	O	108	249	141	131%	10.6
Easterhouse to Blairhill	5132	GC_O_R3	Rail	E	O	820	740	-80	-10%	2.9
Baillieston to Bargeddie	5142	GC_O_R4	Rail	E	O	45	152	107	237%	10.8
Cambuslang to Newton	5152	GC_O_R5	Rail	E	O	1565	1467	-98	-6%	2.5
Kirkhill to Newton	5162	GC_O_R6	Rail	E	O	15	55	40	270%	6.8
Giffnock to Clarkston	5172	GC_O_R7	Rail	S	O	406	627	221	54%	9.7
Muirhead to Williamwood	5182	GC_O_R8	Rail	S	O	202	371	169	84%	10.0
Kennishead to Priesthill & Darnley	5192	GC_O_R9	Rail	W	O	375	453	79	21%	3.9
Mosspark to Crookston	5202	GC_O_R10	Rail	W	O	129	197	68	53%	5.4
Hillington East to Hillington West	5212	GC_O_R11	Rail	W	O	2267	1639	-628	-28%	14.2
Garscadden to Yorker	5222	GC_O_R12	Rail	W	O	769	786	17	2%	0.6
Drumchapel to Drumry	5232	GC_O_R13	Rail	W	O	380	510	130	34%	6.2
Westerton to Bearsden	5242	GC_O_R14	Rail	N	O	749	491	-258	-34%	10.4
A803 (North of Colston Rd)	5252	GC_O_B1	Bus	N	O	643	510	-133	-21%	5.5
B757 (South of Lenzie)	5262	GC_O_B2	Bus	N	O	574	295	-279	-49%	13.4
A80 (East of Crowwood Rbt)	5272	GC_O_B3	Bus	E	O	953	767	-186	-20%	6.3
A89 (West of Bargeddie)	5282	GC_O_B4	Bus	E	O	91	98	7	8%	0.7
A74 (North of B7001 Junction)	5292	GC_O_B5	Bus	E	O	439	264	-175	-40%	9.3
A724 (Manse Brae)	5312	GC_O_B6	Bus	E	O	147	186	39	27%	3.1
A749 (at Neilston Southbound offslip)	5322	GC_O_B7	Bus	S	O	444	386	-58	-13%	2.8
A726 (West of Phillipshill)	5332	GC_O_B8	Bus	S	O	308	210	-98	-32%	6.1
B767 (North of Waterfoot)	5342	GC_O_B9	Bus	S	O	40	31	-9	-22%	1.5
A77 (Ayr Rd at the Loaning + Mearns Rd)	5352	GC_O_B10	Bus	S	O	152	257	105	69%	7.4
A736 (at Salterland Rd Junction)	5362	GC_O_B11	Bus	S	O	195	89	-106	-54%	8.9
A761 (Oldshaw Rd, Barshaw)	5372	GC_O_B12	Bus	W	O	924	778	-146	-16%	5.0
A741 (at Arkleston Rd)	5382	GC_O_B13	Bus	W	O	147	664	517	351%	25.7
A8 (Inchinnan Rd at Argyll Avenue)	5392	GC_O_B14	Bus	W	O	159	203	44	28%	3.3
A814 (at Dock Street, Yoker)	5402	GC_O_B15	Bus	W	O	306	352	46	15%	2.6
A82 (East of Drumry Rail Station)	5412	GC_O_B16	Bus	W	O	480	121	-359	-75%	20.7
A739 (South of Canniesburn Toll)	5422	GC_O_B17	Bus	N	O	0	139	139	#DIV/0!	16.7
A81 (South of Canniesburn Toll)	5432	GC_O_B18	Bus	N	O	386	706	320	83%	13.7
Bothwell Street (for M8 West + M77 Buses)	5442	GC_O_B19	Bus	N	O	1329	441	-888	-67%	29.9
M8 at Harthill + B7066 at Newhouse)	5452	GC_O_B20	Bus	N	O	448	167	-281	-63%	16.0
M74 north of J6 (Hamilton+Motherwell)	5462	GC_O_B21	Bus	N	O	671	98	-573	-85%	29.2
Total - Rail						9998	9946	-52	-1%	0.5
Total - Bus						8835	6762	-2073	-23%	23.5
Total						18833	16708	-2125	-11%	15.9

Table B.49 : Inverness Cordon Inbound Passengers (excludes Non ScotRail Services)

INBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	PM		Diff	% Diff	GEH
						Modelled '07	Modelled '12			
						Hour	Hour			
Beauly to Inverness	6011	IC_I_R1	Rail	E	I	23	24	1	3%	0.1
Nairn to Inverness	6021	IC_I_R2	Rail	W	I	35	50	15	44%	2.3
Carrbridge to Inverness	6031	IC_I_B1	Rail	W	I	32	56	25	79%	3.8
A862 (West of Mid St/High St)	6041	IC_I_B2	Bus	E	I	0	0	0	#DIV/0!	#DIV/0!
A9 North (Kessock Bridge)	6051	IC_I_B3	Bus	S	I	87	85	-1	-1%	0.1
A96 (West of Inverness Retail Park)	6061	IC_I_B4	Bus	W	I	62	44	-18	-29%	2.5
B9006 (Over A9)	6071	IC_I_B5	Bus	W	I	98	63	-34	-35%	3.8
A9 South (South of Raigmore Interchange)	6081	IC_I_B6	Bus	N	I	83	63	-20	-24%	2.4
A82 (South of General Booth Rd)	6091	IC_I_B7	Bus	E	I	33	33	0	1%	0.0
Total - Rail						90	130	41	46%	3.9
Total - Bus						362	288	-74	-20%	4.1
Total						451	418	-33	-7%	1.6



Table B.50 : Inverness Cordon Outbound Passengers (excludes Non ScotRail Services)

OUTBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	PM	PM	Diff	% Diff	GEH
						Modelled '07	Modelled '12			
						Hour	Hour			
Beauly to Inverness	6012	OC_O_R1	Rail	W	O	36	24	-13	-35%	2.4
Nairn to Inverness	6022	OC_O_R2	Rail	E	O	24	56	32	137%	5.1
Carrbridge to Inverness	6032	OC_O_B1	Rail	E	O	24	35	11	47%	2.1
A862 (West of Mid St/High St)	6042	OC_O_B2	Bus	W	O	0	0		#DIV/0!	#DIV/0!
A9 North (Kessock Bridge)	6052	OC_O_B3	Bus	N	O	242	243	1	0%	0.1
A96 (West of Inverness Retail Park)	6062	OC_O_B4	Bus	E	O	199	188	-11	-5%	0.8
B9006 (Over A9)	6072	OC_O_B5	Bus	E	O	194	141	-54	-28%	4.1
A9 South (South of Raigmore Interchange)	6082	OC_O_B6	Bus	S	O	119	105	-14	-11%	1.3
A82 (South of General Booth Rd)	6092	OC_O_B7	Bus	W	O	36	50	14	39%	2.1
Total - Rail						84	115	31	36%	3.1
Total - Bus						790	727	-63	-8%	2.3
Total						874	841	-32	-4%	1.1

Table B.51 : Lower Forth Crossing Inbound Passengers (excludes Non ScotRail Services)

NORTHBOUND Station/Road Name	ID	REF	Mode	Dir		PM	PM	Diff	% Diff	GEH
						Modelled '07	Modelled '12			
						Hour	Hour			
Forth Bridge	1071	FL_N_R1	Rail	N	0	1700	2119	419	25%	9.6
A90 (at South Queensferry)	4162	EC_O_R2	Bus	N	0	200	161	-40	-20%	2.9
Total						1900	2279	380	20%	8.3

Table B.52 : Lower Forth Crossing Outbound Passengers (excludes Non ScotRail Services)

SOUTHBOUND Station/Road Name	ID	REF	Mode	Dir		PM	PM	Diff	% Diff	GEH
						Modelled '07	Modelled '12			
						Hour	Hour			
Forth Bridge	1072	FL_S_R1	Rail	S	0	351	422	71	20%	3.6
A90 (at South Queensferry)	4161	EC_I_R2	Bus	S	0	212	156	-56	-26%	4.1
Total						563	578	15	3%	0.6

Table B.53 : Lower Tay Crossing Inbound Passengers (excludes Non ScotRail Services)

NORTHBOUND Station/Road Name	ID	REF	Mode	Dir		Modelled '07	Modelled '12	Diff	% Diff	GEH
						Hour	Hour			
						Tay Bridge	1111			
A92 South (Tay Bridge)	7091	DC_I_B6	Bus	N	0	118	106	-12	-10%	1.1
Total						235	298	63	27%	3.9

Table B.54 : Lower Tay Crossing Outbound Passengers (excludes Non ScotRail Services)

SOUTHBOUND Station/Road Name	ID	REF	Mode	Dir		Modelled '07	Modelled '12	Diff	% Diff	GEH
						Hour	Hour			
						Tay Bridge	1112			
A92 South (Tay Bridge)	7092	DC_O_B6	Bus	S	0	384	356	-28	-7%	1.5
Total						641	661	20	3%	0.8



Table B.55 : Other Key Links Passengers (excludes Non ScotRail Services)

INBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	PM	PM	Diff	% Diff	GEH
						Modelled '07	Modelled '12			
						Hour	Hour			
West of Bishopbriggs	1011	MP_2_E	Rail	E	0	2169	2168	-1	0%	0.0
Between Falkirk High and Polmont	1021	MP_3_E	Rail	E	0	982	763	-218	-22%	7.4
Between Larbert and Stirling	1031	MP_4_N	Rail	N	0	736	784	49	7%	1.8
Between Livingston and Uphall	1041	MP_5_E	Rail	E	0	84	507	422	502%	24.6
East of Edinburgh Waverley	1051	MP_6_E	Rail	E	0	995	1144	149	15%	4.5
West of Edinburgh Haymarket	1061	MP_7_E	Rail	E	0	1719	1995	277	16%	6.4
Forth Bridge	1071	MP_8_N	Rail	N	0	1700	2119	419	25%	9.6
Between Inverkeithing and Rosyth	1081	MP_9_E	Rail	E	0	86	140	54	62%	5.0
Between Inverkeithing and Dalgety Bay	1091	MP_10_E	Rail	E	0	829	920	91	11%	3.1
Between Markinch and Ladybank	1101	MP_11_N	Rail	N	0	229	298	69	30%	4.2
Tay Bridge	1111	MP_12_N	Rail	N	0	116	192	75	65%	6.1
Between Dundee and Broughty Ferry	1121	MP_13_E	Rail	E	0	258	281	23	9%	1.4
Between Aberdeen and Portlethen	1131	MP_14_N	Rail	N	0	129	139	10	8%	0.9
Between Port Glasgow and Woodhall	1141	MP_15_E	Rail	E	0	580	583	4	1%	0.2
Between Ayr and Newton-On-Ayr	1151	MP_16_N	Rail	N	0	244	300	57	23%	3.4
Between Dalry and Kilwinning	1161	MP_17_N	Rail	N	0	911	1215	304	33%	9.3
Between Paisley and Hillington West	1171	MP_18_E	Rail	E	0	946	977	31	3%	1.0
Between Partick and Hyndland	1181	MP_19_E	Rail	E	0	1250	1312	62	5%	1.7
Between High Street and Bellgrove	1191	MP_20_E	Rail	E	0	1514	2166	652	43%	15.2
Between Argyle Street and Bridgeton	1201	MP_21_E	Rail	E	0	1974	2213	239	12%	5.2
Between Crosshill and Mount Florida	1211	MP_22_N	Rail	N	0	250	239	-11	-4%	0.7
Between Maxwell Park and Pollokshields West	1221	MP_23_N	Rail	N	0	40	38	-1	-4%	0.2
Between Crossmyloof and Pollokshaws West	1231	MP_24_N	Rail	N	0	256	277	21	8%	1.3
Between Hamilton West and Hamilton Central	1241	MP_25_N	Rail	N	0	169	177	8	5%	0.6
Between Shots and Fauldhouse	1251	MP_26_E	Rail	E	0	132	204	72	55%	5.6
Between Coatdyke and Airdrie	1261	MP_27_E	Rail	E	0	458	1002	544	119%	20.1
Between Dumbarton East and Dumbarton Central	1271	MP_28_E	Rail	E	0	318	330	12	4%	0.7
Narim to Forres	1281	MP_29_E	Rail	E	0	24	50	26	107%	4.2
Kingussie to Aviemore	1291	MP_30_N	Rail	N	0	34	69	35	103%	4.9
Ardlui to Crianlarich	1301	MP_31_N	Rail	N	0	3	5	2	61%	1.0
Oban to Connel Ferry	1311	MP_32_E	Rail	E	0	0	1	1	5000%	1.4
Invergordon to Fearn	1321	MP_33_N	Rail	N	0	9	9	1	7%	0.2
Lochluichart to Garve	1331	MP_34_E	Rail	E	0	6	6	0	2%	0.0



Table B.56 : Other Key Links Passengers (excludes Non ScotRail Services)

OUTBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	PM	PM	Diff	% Diff	GEH
						Modelled '07	Modelled '12			
						Hour	Hour			
West of Bishopbriggs	1012	MP_1_W	Rail	W	0	1191	701	-489	-41%	15.9
Between Falkirk High and Polmont	1022	MP_2_W	Rail	W	0	1179	767	-413	-35%	13.2
Between Larbert and Stirling	1032	MP_3_S	Rail	S	0	503	484	-19	-4%	0.9
Between Livingston and Uphall	1042	MP_4_W	Rail	W	0	155	882	727	469%	31.9
East of Edinburgh Waverley	1052	MP_5_W	Rail	W	0	119	152	33	27%	2.8
West of Edinburgh Haymarket	1062	MP_6_W	Rail	W	0	4141	5342	1201	29%	17.4
Forth Bridge	1072	MP_7_S	Rail	S	0	351	422	71	20%	3.6
Between Inverkeithing and Rosyth	1082	MP_8_W	Rail	W	0	563	620	57	10%	2.4
Between Inverkeithing and Dalgety Bay	1092	MP_9_W	Rail	W	0	298	341	43	15%	2.4
Between Markinch and Ladybank	1102	MP_10_S	Rail	S	0	272	308	36	13%	2.1
Tay Bridge	1112	MP_11_S	Rail	S	0	257	305	48	19%	2.9
Between Dundee and Broughty Ferry	1122	MP_12_W	Rail	W	0	231	196	-35	-15%	2.4
Between Aberdeen and Portlethen	1132	MP_13_S	Rail	S	0	290	293	4	1%	0.2
Between Port Glasgow and Woodhall	1142	MP_14_W	Rail	W	0	768	692	-76	-10%	2.8
Between Ayr and Newton-On-Ayr	1152	MP_15_S	Rail	S	0	384	514	129	34%	6.1
Between Dalry and Kilwinning	1162	MP_16_S	Rail	S	0	1301	1694	393	30%	10.2
Between Paisley and Hillington West	1172	MP_17_W	Rail	W	0	2308	2717	409	18%	8.2
Between Partick and Hyndland	1182	MP_18_W	Rail	W	0	2765	3127	362	13%	6.7
Between High Street and Bellgrove	1192	MP_19_W	Rail	W	0	424	843	419	99%	16.6
Between Argyle Street and Bridgeton	1202	MP_20_W	Rail	W	0	588	580	-8	-1%	0.3
Between Crosshill and Mount Florida	1212	MP_21_S	Rail	S	0	1039	999	-40	-4%	1.3
Between Maxwell Park and Pollokshields West	1222	MP_22_S	Rail	S	0	218	187	-31	-14%	2.1
Between Crossmyloof and Pollokshaws West	1232	MP_23_S	Rail	S	0	953	1216	263	28%	8.0
Between Hamilton West and Hamilton Central	1242	MP_24_S	Rail	S	0	448	480	32	7%	1.5
Between Shots and Fauldhouse	1252	MP_25_W	Rail	W	0	153	331	178	116%	11.4
Between Coatdyke and Airdrie	1262	MP_26_W	Rail	W	0	162	599	437	270%	22.4
Between Dumbarton East and Dumbarton Central	1272	MP_27_W	Rail	W	0	960	904	-55	-6%	1.8
Forres to Nairn	1282	MP_28_W	Rail	W	0	37	52	15	41%	2.3
Aviemore to Kingussie	1292	MP_29_S	Rail	S	0	35	53	18	50%	2.7
Crianlarich to Ardlui	1302	MP_30_S	Rail	S	0	4	13	9	247%	3.2
Connel Ferry to Oban	1312	MP_31_W	Rail	W	0	1	3	2	125%	1.2
Fearn to Invergordon	1322	MP_32_S	Rail	S	0	12	12	1	6%	0.2
Garve to Lochluichart	1332	MP_33_W	Rail	W	0	14	0	-14	-100%	5.3

Table B.57 : Central Scotland – East West Screenline Passengers (excludes Non ScotRail Services)

EASTBOUND Station/Road Name	ID	REF	Mode	Dir		PM	PM	Diff	% Diff	GEH
						Modelled '07	Modelled '12			
						Hour	Hour			
East of Camelon Station	2011	CL_E_R1	Rail	E	0	245	306	62	25%	3.7
West of Falkirk High Station	2021	CL_E_R2	Rail	E	0	1088	845	-243	-22%	7.8
East of Shotts Station	1251	CL_E_R3	Rail	E	0	132	204	72	55%	5.6
East of Carsstairs Junction	2041	CL_E_R4	Rail	E	0	4	3	0	-13%	0.2
Total						1469	1359	-110	-7%	2.9

Table B.58 : Central Scotland – East West Screenline Passengers (excludes Non ScotRail Services)

WESTBOUND Station/Road Name	ID	REF	Mode	Dir		PM	PM	Diff	% Diff	GEH
						Modelled '07	Modelled '12			
						Hour	Hour			
East of Camelon Station	2012	CL_W_R1	Rail	E	0	361	439	78	22%	3.9
West of Falkirk High Station	2022	CL_W_R2	Rail	E	0	1018	553	-465	-46%	16.6
East of Shotts Station	1252	CL_W_R3	Rail	E	0	153	331	178	116%	11.4
East of Carsstairs Junction	2042	CL_W_R4	Rail	E	0	13	13	0	2%	0.1
Total						1544	1335	-209	-14%	5.5



Table B.59 : Central Scotland – East West Screenline Passengers (excludes Non ScotRail Services)

NORTHBOUND Station/Road Name	ID	REF	Mode	Dir	PM		Diff	% Diff	GEH
					Modelled '07 Hour	Modelled '12 Hour			
					Forth Bridge	1071			
North of Stirling Station	3021	FL_N_R2	Rail	N	486	459	-27	-6%	1.2
North of Stirling Station					2186	2578	392	18%	8.0

Table B.60 : Central Scotland – East West Screenline Passengers (excludes Non ScotRail Services)

SOUTHBOUND Station/Road Name	ID	REF	Mode	Dir	PM		Diff	% Diff	GEH
					Modelled '07 Hour	Modelled '12 Hour			
					Forth Bridge	1072			
North of Stirling Station	3022	FL_S_R2	Rail	S	280	254	-26	-9%	1.6
Total					631	676	45	7%	1.8





C TMFS07/TMFS12 RAIL BOARDINGS AND ALIGHTINGS

C.1 AM Peaks

Table C.1 : Comparison of Boardings and Alightings – AM Peak (Passengers)

Station	Node	TMFS07		TMFS12		Difference		% Difference		GEH	
		Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
Aberdeen	100048	128	275	121	313	-8	39	-6%	14%	0.68	2.25
Aberdour	100314	57	29	58	32	1	3	2%	12%	0.17	0.61
Achanalt	100022	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Achnasheen	100021	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Achnashellach	100020	14	10	0	11	-14	1	-100%	11%	5.36	0.33
Addiewell	100295	63	7	66	4	4	-3	6%	-38%	0.44	1.11
Airbles	100266	32	24	31	22	-1	-2	-2%	-7%	0.14	0.35
Airdrie	100277	447	71	408	107	-39	36	-9%	51%	1.88	3.82
Alexandra Parade	100251	56	34	58	37	2	4	3%	11%	0.22	0.65
Alexandria	100145	90	29	88	30	-2	0	-3%	2%	0.25	0.08
Alness	100031	1	6	1	4	0	-2	5%	-33%	0.05	0.88
Altnabreac	100008	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Anderston	100219	274	1417	188	1365	-86	-52	-31%	-4%	5.66	1.39
Annan	100339	4	10	23	17	19	7	492%	69%	5.21	1.90
Anniesland	100218	322	396	324	326	2	-70	1%	-18%	0.10	3.68
Arbroath	100098	54	69	53	75	-1	6	-2%	8%	0.11	0.66
Ardgay	100032	19	4	19	4	0	0	0%	4%	0.00	0.07
Ardlui	100069	1	0	1	0	0	0	-36%	-100%	0.46	0.14
Ardrossan Harbour	100111	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Ardrossan South Beach	100369	60	23	67	32	7	9	12%	37%	0.88	1.63
Ardrossan Town	100109	3	0	4	0	0	0	10%	#DIV/0!	0.17	#DIV/0!
Argyle Street	100217	83	221	87	219	5	-2	6%	-1%	0.52	0.11
Arisaig	100049	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Arrochar & Tarbet	100068	6	1	1	1	-5	0	-86%	0%	2.75	0.00
Ashfield	100216	47	24	48	25	2	1	3%	6%	0.22	0.28
Attadale	100018	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Auchinleck	100363	86	38	98	43	13	5	15%	12%	1.31	0.71
Aviemore	100036	4	7	16	18	12	11	282%	147%	3.70	2.98
Ayr	100130	310	350	450	414	140	64	45%	18%	7.16	3.26
Baillieston	100250	10	24	8	24	-2	0	-21%	-1%	0.71	0.06
Balloch	100147	226	50	226	50	0	0	0%	0%	0.01	0.00
Balmossie	100094	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Banavie	100065	0	0	0	82	0	82	#DIV/0!	#DIV/0!	#DIV/0!	12.82
Barassie	100365	62	7	69	8	7	1	11%	10%	0.86	0.26
Bargeddie	100276	9	10	8	8	-1	-2	-14%	-22%	0.44	0.72
Barnhill	100249	9	8	9	11	0	2	3%	29%	0.08	0.78
Barrhead	100153	152	56	164	67	12	10	8%	19%	0.93	1.33
Barrhill	100337	3	2	6	3	3	1	85%	40%	1.23	0.51
Barry Links	100097	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Bathgate	100294	174	84	350	116	176	32	101%	38%	10.89	3.16
Bearsden	100225	133	82	148	82	15	0	11%	0%	1.26	0.01
Beasdale	100053	4	19	4	19	0	0	0%	0%	0.00	0.00
Beaully	100025	35	18	34	18	0	0	-1%	-1%	0.03	0.04
Bellgrove	100248	169	61	165	61	-4	0	-2%	0%	0.32	0.01
Bellshill	100275	169	59	210	114	41	54	24%	91%	2.98	5.81
Bishopbriggs	100253	62	39	91	39	30	0	48%	0%	3.38	0.00
Bishopston	100166	192	41	186	36	-6	-5	-3%	-13%	0.43	0.87
Blair Atholl	100080	0	0	0	2	0	2	#DIV/0!	5900%	0.24	2.14
Blairhill	100274	169	104	167	102	-2	-2	-1%	-2%	0.19	0.23
Blantyre	100229	122	10	100	10	-22	0	-18%	0%	2.11	0.01
Bogston	100370	39	36	42	39	3	3	8%	9%	0.51	0.54
Bowling	100165	16	13	18	14	2	1	10%	5%	0.38	0.16
Branchton	100123	95	70	118	75	23	4	24%	6%	2.23	0.51
Breich	100293	0	0	0	0	0	0	#DIV/0!	#DIV/0!	0.14	#DIV/0!
Bridge of Allan	100281	99	36	105	36	6	0	6%	1%	0.63	0.05
Bridge of Orchy	100073	6	0	6	0	1	0	9%	71%	0.22	0.16
Bridgeton	100247	70	96	65	98	-5	1	-7%	1%	0.56	0.12
Brora	100005	2	4	2	4	0	0	0%	0%	0.00	0.01
Broughty Ferry	100093	5	0	14	2	9	2	163%	3250%	2.82	1.92
Brunstane	100347	113	63	182	67	69	4	61%	7%	5.66	0.55
Burnside	100246	71	23	55	24	-16	0	-23%	2%	2.05	0.09
Burntisland	100322	72	7	85	9	14	2	19%	34%	1.57	0.81
Busby	100176	52	11	53	16	1	5	1%	42%	0.08	1.28
Cambuslang	100245	309	209	251	176	-58	-33	-19%	-16%	3.47	2.37
Camelon	100390	70	31	81	42	11	11	16%	35%	1.29	1.81
Cardenden	100325	134	42	160	45	26	3	19%	7%	2.14	0.46
Cardonald	100215	27	15	16	11	-11	-4	-41%	-27%	2.37	1.15
Cardross	100143	50	4	47	1	-3	-3	-6%	-77%	0.47	2.02
Carfin	100265	33	2	29	1	-4	0	-11%	-23%	0.66	0.34
Carlisle	100286	246	66	245	65	-2	-1	-1%	-2%	0.11	0.16
Carmyle	100244	71	17	64	16	-7	-1	-10%	-5%	0.88	0.22
Carnoustie	100096	77	15	81	16	3	1	4%	6%	0.37	0.22



Table C.2 : Comparison of Boardings and Alightings – AM Peak (Passengers) (Cont.)

Station	Node	TMfs07		TMfs12		Difference		% Difference		GEH	
		Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
Carnlyne	100243	55	14	49	16	-6	2	-11%	17%	0.81	0.61
Carrbridge	100037	1	1	0	2	-1	0	-100%	30%	1.17	0.32
Carstairs	100359	53	39	44	42	-8	3	-16%	7%	1.21	0.44
Cartsdyke	100122	32	4	35	4	3	0	10%	13%	0.56	0.24
Cathcart	100214	342	122	325	113	-17	-9	-5%	-8%	0.92	0.85
Charing Cross (Glasgow)	100213	376	948	268	961	-108	13	-29%	1%	6.01	0.43
Chatelherault	100256	13	0	13	0	1	0	5%	4%	0.19	0.02
Clarkston	100175	208	27	194	28	-14	1	-7%	2%	1.02	0.13
Cleland	100285	17	67	13	67	-4	-1	-22%	-1%	0.98	0.07
Clydebank	100164	26	66	25	59	0	-7	-1%	-10%	0.08	0.84
Coatbridge Central	100273	60	49	60	38	0	-11	0%	-22%	0.03	1.65
Coatbridge Sunnyside	100272	245	196	256	214	11	18	4%	9%	0.67	1.29
Coatdyke	100271	151	57	142	60	-8	3	-6%	5%	0.69	0.36
Connel Ferry	100056	0	0	0	8	0	8	#DIV/0!	#DIV/0!	#DIV/0!	3.97
Corkerhill	100212	14	6	13	3	-1	-3	-6%	-52%	0.25	1.52
Corpach	100061	2	11	2	11	0	0	0%	0%	0.00	0.00
Corrour	100074	10	0	12	0	2	0	18%	#DIV/0!	0.55	#DIV/0!
Cowdenbeath	100316	89	31	98	37	9	6	10%	20%	0.95	1.06
Craigendoran	100387	67	10	67	8	0	-2	1%	-20%	0.05	0.64
Crianlarich	100386	0	0	0	0	0	0	0%	0%	0.00	0.00
Croftfoot	100242	30	10	25	10	-5	0	-18%	-2%	1.04	0.06
Crookston	100211	7	7	8	3	1	-3	15%	-50%	0.38	1.51
Crosshill	100210	144	72	122	72	-22	0	-15%	0%	1.90	0.02
Crossmyloof	100209	92	39	88	35	-4	-4	-4%	-10%	0.42	0.65
Croy	100280	608	226	617	235	9	10	2%	4%	0.38	0.64
Culrain	100029	15	0	15	0	0	0	0%	#DIV/0!	0.00	#DIV/0!
Cumbernauld	100279	37	19	24	17	-13	-1	-35%	-7%	2.32	0.33
Cupar	100088	74	48	90	109	16	61	21%	129%	1.74	6.93
Curriehill	100305	15	11	16	11	1	0	9%	-3%	0.34	0.12
Dalgety Bay	100313	227	18	243	19	16	1	7%	6%	1.02	0.26
Dalmally	100063	0	0	0	0	0	0	#DIV/0!	100%	#DIV/0!	0.20
Dalmarnock	100241	60	44	57	44	-4	-1	-6%	-2%	0.50	0.11
Dalmeny	100308	165	52	171	62	7	10	4%	20%	0.51	1.37
Dalmuir	100163	411	199	363	155	-48	-44	-12%	-22%	2.43	3.28
Dalreoch	100388	167	80	162	79	-5	-1	-3%	-2%	0.35	0.16
Dalry	100108	80	21	96	21	16	0	20%	0%	1.69	0.02
Dalwhinnie	100077	1	0	3	0	2	0	132%	#DIV/0!	1.19	#DIV/0!
Dingwall	100384	9	7	8	15	-2	8	-19%	110%	0.60	2.33
Drem	100332	128	5	155	5	28	0	22%	4%	2.32	0.09
Drumchapel	100224	94	28	96	27	3	0	3%	-1%	0.26	0.06
Drumfrochar	100121	66	50	69	54	3	4	5%	7%	0.39	0.51
Drumgelloch	100270	185	60	166	63	-19	3	-10%	5%	1.44	0.40
Drumry	100223	98	302	104	309	6	7	6%	2%	0.56	0.38
Duirinish	100015	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Duke Street	100240	44	24	43	24	-1	-1	-2%	-2%	0.16	0.11
Dumbarton Central	100141	362	102	348	96	-14	-6	-4%	-6%	0.76	0.60
Dumbarton East	100162	115	18	114	19	-1	1	-1%	3%	0.06	0.13
Dumbreck	100208	10	41	12	24	2	-18	16%	-43%	0.48	3.09
Dumfries	100338	52	44	121	77	69	33	132%	76%	7.40	4.30
Dunbar	100342	0	0	6	2	6	2	#DIV/0!	#DIV/0!	3.52	1.90
Dunblane	100078	88	44	93	40	5	-4	5%	-9%	0.50	0.63
Duncraig	100017	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Dundee	100091	230	364	242	473	12	109	5%	30%	0.81	5.34
Margaret	100312	86	107	100	91	14	-16	17%	-15%	1.50	1.56
Dunfermline Town	100302	231	94	280	155	49	62	21%	66%	3.08	5.53
Dunkeld & Birmam	100083	3	3	11	3	8	0	226%	-8%	2.85	0.14
Dunlop	100151	25	6	25	6	0	0	0%	0%	0.00	0.00
Dunrobin Castle	100002	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Dyce	100047	37	43	41	51	4	8	11%	19%	0.66	1.20
East Kilbride	100228	59	17	41	17	-17	0	-29%	1%	2.43	0.05
Easterhouse	100239	170	107	173	73	4	-34	2%	-32%	0.28	3.57
Edinburgh	100320	864	3526	1156	4198	293	672	34%	19%	9.21	10.82
Edinburgh Park	100307	29	329	47	340	18	11	62%	3%	2.90	0.59
Elgin	100042	5	8	26	11	21	3	379%	32%	5.19	0.86
Exhibition Centre	100207	34	246	31	249	-3	3	-10%	1%	0.61	0.22
Fairlie	100113	8	3	8	4	0	1	6%	25%	0.16	0.42
Falkirk Grahamston	100289	164	107	193	119	28	12	17%	11%	2.12	1.09
Falkirk High	100287	433	102	427	109	-5	7	-1%	7%	0.26	0.67
Falls of Cruachan	100058	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Fauldhouse	100292	53	12	42	7	-11	-5	-21%	-44%	1.59	1.72
Fearn	100039	1	0	1	0	0	0	10%	62%	0.10	0.25
Forres	100041	5	1	13	2	8	1	171%	83%	2.75	0.75
Forsinard	100004	15	114	15	114	0	0	0%	0%	0.00	0.00
Fort Matilda	100120	81	86	84	88	3	2	4%	2%	0.36	0.20
Fort William	100385	87	1	88	1	1	0	1%	0%	0.12	0.00
Garelochhead	100126	59	100	59	98	0	-2	0%	-2%	0.01	0.19



Table C.3 : Comparison of Boardings and Alightings – AM Peak (Passengers) (Cont.)

Station	Node	TMfs07		TMfs12		Difference		% Difference		GEH	
		Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
Garrowhill	100238	168	33	168	34	1	1	0%	3%	0.04	0.18
Garscadden	100206	189	47	189	47	0	0	0%	0%	0.03	0.02
Gartcosh	100267	92	4	90	5	-2	0	-2%	7%	0.21	0.15
Garve	100024	1	1	0	2	-1	1	-92%	125%	1.36	1.01
Georgemas Junction	100010	83	12	75	6	-9	-6	-11%	-48%	0.99	1.87
Giffnock	100174	66	53	107	36	41	-18	62%	-33%	4.41	2.65
Gilshochill	100205	26	3	26	3	0	0	1%	0%	0.06	0.01
Girvan	100336	19	6	53	15	33	9	171%	136%	5.53	2.62
Glasgow Central	100204	2661	6415	2908	6979	247	564	9%	9%	4.67	6.89
Glasgow Queen Street	100203	2143	4809	1793	4787	-349	-22	-16%	0%	7.87	0.32
Gleneagles	100081	3	3	5	7	2	4	66%	139%	1.04	1.84
Glenfinnan	100055	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Glengarnock	100135	170	50	197	53	27	3	16%	6%	1.96	0.44
Glenrothes With Thornton	100374	57	46	49	66	-8	21	-14%	46%	1.13	2.79
Golf Street	100095	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Golspie	100040	5	24	5	24	0	0	0%	-1%	0.00	0.05
Gourock	100119	229	143	234	137	5	-5	2%	-4%	0.30	0.43
Greenfaulds	100278	45	36	27	39	-18	4	-41%	10%	3.08	0.61
Greenock Central	100118	111	189	112	186	1	-3	1%	-1%	0.09	0.20
Greenock West	100117	100	196	96	199	-4	3	-4%	1%	0.36	0.19
Gretna Green	100362	7	5	6	8	-1	4	-21%	86%	0.59	1.54
Hairmyres	100227	180	68	167	71	-14	3	-8%	5%	1.04	0.37
Hamilton Central	100264	182	211	192	190	10	-21	5%	-10%	0.71	1.47
Hamilton West	100263	177	204	171	192	-6	-12	-3%	-6%	0.44	0.85
Hartwood	100284	38	18	39	17	1	0	2%	0%	0.14	0.01
Hawkhead	100159	1	10	1	13	0	3	9%	30%	0.08	0.89
Haymarket	100348	938	2590	988	2791	50	201	5%	8%	1.61	3.88
Helensburgh Central	100125	213	50	216	50	3	0	2%	0%	0.22	0.00
Helensburgh Upper	100124	35	29	29	27	-6	-2	-16%	-7%	1.02	0.36
Helmsdale	100007	1	6	1	6	0	0	0%	0%	0.00	0.00
High Street (Glasgow)	100202	94	159	141	177	47	19	50%	12%	4.34	1.43
Hillfoot	100222	327	88	327	88	0	1	0%	1%	0.00	0.07
Hillington East	100201	22	10	21	9	-1	-2	-3%	-15%	0.16	0.51
Hillington West	100200	18	138	17	149	0	11	-3%	8%	0.11	0.91
Holytown	100262	94	72	95	61	1	-11	1%	-15%	0.09	1.31
Howwood (Renfrewshire)	100136	7	1	9	2	2	2	32%	176%	0.79	1.19
Hunty	100044	20	19	22	5	2	-14	8%	-72%	0.35	3.91
Hyndland	100199	553	468	511	400	-42	-68	-8%	-15%	1.83	3.26
IBM	100116	9	31	11	32	2	1	18%	2%	0.54	0.09
Insch	100045	35	5	23	4	-12	-1	-35%	-16%	2.24	0.35
Invergordon	100034	1	1	1	2	0	1	27%	98%	0.24	0.72
Invergowrie	100089	0	0	0	0	0	0	#DIV/0!	#DIV/0!	0.20	#DIV/0!
Inverkeithing	100371	944	68	992	83	48	15	5%	22%	1.54	1.75
Inverkip	100115	26	12	29	17	3	4	10%	33%	0.50	1.08
Invermess	100447	102	72	139	114	37	42	36%	59%	3.34	4.37
Invershin	100028	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Inverurie	100046	6	1	3	3	-3	1	-50%	94%	1.36	0.94
Irvine	100132	208	55	262	59	54	5	26%	8%	3.55	0.61
Johnstone	100158	290	34	323	35	32	1	11%	3%	1.84	0.19
Jordanhill	100198	237	330	234	413	-3	83	-1%	25%	0.19	4.29
Keith	100043	12	4	11	3	-1	-1	-6%	-18%	0.22	0.37
Kelvindale	100177	5	40	5	40	0	0	0%	0%	0.00	0.00
Kennishead	100197	14	3	14	2	0	-1	-1%	-43%	0.06	0.89
Kildonan	100006	36	0	36	0	0	0	0%	#DIV/0!	0.00	#DIV/0!
Kilmarnock	100366	196	179	290	194	93	15	48%	8%	6.00	1.08
Kilmaurs	100150	204	193	207	204	3	11	1%	6%	0.21	0.77
Kilpatrick	100161	37	8	39	10	3	2	7%	28%	0.41	0.75
Kilwinning	100448	336	131	360	131	24	-1	7%	0%	1.30	0.06
Kinbrace	100003	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Kinghorn	100321	77	74	77	85	0	12	0%	16%	0.03	1.31
Kings Park	100196	47	20	42	18	-5	-2	-12%	-11%	0.82	0.51
Kingsknowe	100318	0	1	0	2	0	0	#DIV/0!	14%	0.37	0.17
Kingussie	100033	0	0	6	12	6	12	2932%	6876%	3.23	4.77
Kirkcaldy	100323	509	205	531	214	22	9	4%	4%	0.99	0.63
Kirkcounnel	100255	25	3	25	3	0	0	1%	5%	0.04	0.08
Kirkhill	100237	17	7	14	7	-3	0	-19%	-3%	0.80	0.08
Kirknewton	100304	13	13	18	14	5	1	42%	7%	1.38	0.23
Kirkwood	100269	11	4	12	5	1	2	6%	49%	0.21	0.83
Kyle of Lochalsh	100013	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Ladybank	100377	37	17	129	19	91	2	245%	14%	10.04	0.55
Lairg	100000	0	1	0	1	0	0	0%	0%	0.00	0.00
Lanark	100282	140	92	143	98	3	5	2%	6%	0.22	0.55
Langbank	100140	9	2	10	3	1	0	5%	18%	0.16	0.25
Langside	100195	58	8	53	8	-6	0	-10%	6%	0.76	0.16
Larbert	100288	301	64	308	68	7	3	2%	5%	0.41	0.42
Largs	100112	131	2	135	3	4	1	3%	43%	0.33	0.60



Table C.4 : Comparison of Boardings and Alightings – AM Peak (Passengers) (Cont.)

Station	Node	TMfs07		TMfs12		Difference		% Difference		GEH	
		Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
Larkhall	100257	159	104	162	107	3	3	2%	3%	0.25	0.29
Lenzie	100252	265	19	365	19	100	0	38%	0%	5.64	0.01
Leuchars (for St Andrews)	100090	81	22	114	30	33	9	40%	39%	3.32	1.68
Linlithgow	100301	481	74	532	70	51	-4	11%	-5%	2.28	0.45
Livingston North	100299	55	13	171	51	116	39	209%	302%	10.86	6.82
Livingston South	100298	103	25	137	66	34	41	33%	162%	3.10	6.05
Loch Awe	100062	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Loch Eil Outward Bound	100060	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Lochailort	100052	17	1	17	1	0	0	0%	0%	0.00	0.00
Locheilside	100057	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Lochgelly	100315	53	59	83	69	29	10	56%	17%	3.58	1.24
Lochluichart	100023	3	0	3	0	0	0	0%	-100%	0.01	0.89
Lochwinnoch	100134	58	4	118	8	60	4	103%	121%	6.38	1.80
Lockerbie	100340	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Longniddry	100331	101	1	104	1	3	0	3%	-4%	0.30	0.05
Mallaig	100051	1	0	1	0	0	0	0%	#DIV/0!	0.00	#DIV/0!
Markinch	100085	94	46	119	51	25	4	27%	9%	2.46	0.61
Maryhill	100194	43	87	43	86	0	-1	0%	-1%	0.00	0.06
Maxwell Park	100193	8	16	10	16	2	0	22%	-2%	0.58	0.07
Maybole	100103	14	6	35	25	21	18	152%	302%	4.29	4.72
Merryton	100258	92	9	95	9	3	0	3%	0%	0.30	0.00
Milliken Park	100157	31	36	35	37	4	1	13%	2%	0.68	0.11
Milngavie	100221	338	56	330	59	-8	3	-2%	5%	0.43	0.37
Monifieth	100092	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Montrose	100099	110	35	135	48	24	13	22%	37%	2.18	2.02
Morar	100050	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Mosspark	100192	3	18	3	15	0	-3	10%	-18%	0.16	0.83
Motherwell	100261	339	258	280	192	-58	-66	-17%	-26%	3.31	4.39
Mount Florida	100191	334	115	320	114	-14	-1	-4%	-1%	0.76	0.07
Mount Vernon	100236	8	5	6	4	-2	-1	-21%	-16%	0.63	0.36
Muir of Ord	100026	6	7	15	5	8	-2	129%	-33%	2.56	0.96
Muirend	100173	74	22	67	19	-7	-3	-10%	-14%	0.89	0.69
Musselburgh	100329	26	7	30	6	4	-1	16%	-11%	0.79	0.30
Nairn	100038	5	1	5	2	0	1	-7%	92%	0.17	0.87
Neilston	100152	168	14	162	14	-6	0	-3%	-2%	0.45	0.06
New Cumnock	100226	38	16	43	19	6	3	16%	16%	0.92	0.62
Newcraighall	100344	146	16	210	23	64	7	44%	48%	4.77	1.69
Newton (Lanarkshire)	100235	124	30	113	31	-11	0	-9%	1%	0.99	0.08
Newtonmore	100079	0	0	5	1	5	1	#DIV/0!	#DIV/0!	3.04	1.24
Newton-on-Ayr	100129	106	129	169	183	64	54	60%	42%	5.42	4.33
Nitshill	100190	20	29	23	30	2	1	12%	2%	0.54	0.11
North Berwick	100333	190	27	191	53	1	26	1%	97%	0.07	4.11
North Queensferry	100310	56	10	57	10	1	0	2%	3%	0.16	0.09
Oban	100054	0	0	8	0	8	0	#DIV/0!	267%	4.00	0.60
Paisley Canal	100156	50	29	30	44	-20	14	-40%	49%	3.15	2.36
Paisley Gilmour Street	100155	749	867	720	793	-29	-74	-4%	-9%	1.06	2.57
Paisley St James	100154	27	42	25	41	-2	-1	-8%	-3%	0.44	0.21
Partick	100189	548	857	501	803	-47	-54	-9%	-6%	2.04	1.88
Patterton	100172	30	37	36	35	6	-2	20%	-5%	1.07	0.33
Perth	100378	182	118	187	140	5	22	3%	19%	0.35	1.94
Pitlochry	100082	6	2	9	5	3	3	59%	138%	1.24	1.59
Plockton	100014	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Pollokshaws East	100188	66	21	60	21	-5	0	-8%	2%	0.69	0.09
Pollokshaws West	100187	123	63	117	59	-6	-4	-5%	-6%	0.52	0.45
Pollokshields East	100186	32	41	34	41	2	-1	6%	-2%	0.34	0.10
Pollokshields West	100185	8	10	8	6	1	-4	9%	-43%	0.23	1.54
Polmont	100389	427	75	407	49	-20	-26	-5%	-35%	0.97	3.31
Port Glasgow	100139	199	101	237	110	37	8	19%	8%	2.52	0.83
Portlethen	100101	0	0	0	2	0	1	#DIV/0!	466%	0.76	1.37
Possilpark & Parkhouse	100184	39	18	38	18	0	0	0%	2%	0.03	0.07
Prestonpans	100327	106	27	110	27	4	0	4%	1%	0.42	0.05
Airport	100128	35	44	53	40	18	-4	53%	-8%	2.78	0.55
Prestwick Town	100127	82	29	123	37	41	7	50%	25%	4.06	1.27
Priesthill & Darnley	100183	17	63	20	62	2	-1	14%	-2%	0.58	0.17
Queens Park (Glasgow)	100182	120	31	123	31	3	0	3%	1%	0.29	0.08
Rannoch	100076	0	0	1	0	1	0	#DIV/0!	#DIV/0!	1.10	#DIV/0!
Renton	100138	46	63	46	64	0	0	0%	1%	0.00	0.04
Rogart	100001	5	1	5	1	0	0	0%	0%	0.00	0.00
Rosyth	100309	143	36	168	52	25	16	18%	43%	2.04	2.36
Roy Bridge	100067	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Rutherglen	100234	225	160	214	155	-10	-5	-5%	-3%	0.70	0.40
Saltcoats	100106	38	4	41	6	3	2	8%	44%	0.48	0.81
Sanquhar	100254	17	4	19	6	1	1	8%	36%	0.33	0.67
Scotscauder	100009	0	2	0	2	0	0	#DIV/0!	0%	#DIV/0!	0.00
Scotstounhill	100181	208	58	208	64	0	6	0%	10%	0.00	0.71
Shawlands	100180	18	10	18	10	0	0	-1%	3%	0.03	0.08



Table C.5 : Comparison of Boardings and Alightings – AM Peak (Passengers) (Cont.)

Station	Node	TMfS07		TMfS12		Difference		% Difference		GEH	
		Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
Shettleston	100233	204	91	198	88	-6	-3	-3%	-4%	0.44	0.36
Shieldmuir	100260	43	36	39	51	-4	16	-9%	44%	0.60	2.37
Shotts	100283	118	40	126	41	7	1	6%	3%	0.68	0.19
Singer	100160	93	189	92	183	-1	-6	-1%	-3%	0.13	0.41
Slateford	100352	15	30	6	25	-10	-6	-63%	-18%	2.98	1.04
South Gyle	100306	12	103	2	13	-10	-89	-84%	-87%	3.72	11.74
Spean Bridge	100066	0	0	0	0	0	0	#DIV/0!	#DIV/0!	0.20	0.14
Springburn	100232	90	59	88	60	-2	1	-2%	1%	0.20	0.09
Springfield	100087	0	3	3	3	3	0	#DIV/0!	16%	2.57	0.27
Stepps	100231	30	2	29	2	-1	-1	-4%	-21%	0.25	0.35
Stevenson	100105	50	8	52	12	2	4	5%	47%	0.33	1.23
Stewarton	100149	57	48	120	55	63	8	110%	16%	6.68	1.08
Stirling	100383	494	343	472	345	-22	3	-4%	1%	0.98	0.14
Stonehaven	100100	40	3	59	8	20	5	50%	177%	2.80	2.24
Stranraer	100335	10	4	17	5	7	2	63%	45%	1.77	0.76
Strathcarron	100019	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Stromeferry	100016	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Summerston	100179	5	1	5	1	0	0	4%	-2%	0.09	0.02
Tain	100035	9	11	10	11	1	0	5%	1%	0.16	0.05
Taynuilt	100059	0	1	0	1	0	0	#DIV/0!	61%	0.14	0.38
Thornliebank	100171	59	40	63	41	4	1	6%	2%	0.48	0.14
Thorntonhall	100170	4	0	4	0	0	0	-2%	0%	0.05	0.00
Thurso	100011	86	106	87	106	1	0	1%	0%	0.06	0.01
Troon	100131	227	153	278	171	51	18	22%	12%	3.20	1.45
Tulloch	100075	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Tyndrum Lower	100072	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	0.20
Uddingston	100230	317	65	285	63	-32	-2	-10%	-3%	1.85	0.24
Uphall	100300	186	39	232	68	45	29	24%	75%	3.14	4.00
Upper Tyndrum	100071	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	0.98
Wallyford	100326	150	2	151	11	1	9	1%	502%	0.11	3.55
Wemyss Bay	100102	57	10	60	10	3	0	6%	3%	0.44	0.08
West Calder	100297	44	40	45	40	1	0	2%	1%	0.14	0.08
West Kilbride	100104	51	2	59	4	8	2	15%	80%	1.04	0.95
Wester Hailes	100303	13	2	14	2	1	0	9%	-11%	0.33	0.15
Westerton	100395	283	135	281	135	-2	0	-1%	0%	0.14	0.00
Whifflet	100268	45	63	46	63	1	0	2%	0%	0.15	0.03
Whinhill	100114	37	32	40	49	2	16	6%	50%	0.35	2.56
Whitecraigs	100169	68	10	72	13	4	2	6%	24%	0.48	0.72
Wick	100012	55	60	55	59	0	0	0%	0%	0.01	0.04
Williamwood	100168	125	44	125	41	0	-3	0%	-7%	0.00	0.47
Wishaw	100422	169	37	167	37	-3	-1	-2%	-2%	0.21	0.11
Woodhall	100137	133	49	139	51	6	2	5%	4%	0.52	0.26
Yoker	100178	17	1	17	1	1	0	3%	0%	0.12	0.00



C.2 Inter Peak

Table C.6 : Comparison of Boardings and Alightings – Inter Peak (Passengers)

Station	Node	TMfS07		TMfS12		Difference		% Difference		GEH	
		Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
Aberdeen	100048	109	148	123	166	14	18	13%	12%	1.29	1.40
Aberdour	100314	20	17	20	20	0	3	2%	17%	0.07	0.68
Achanalt	100022	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Achnasheen	100021	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Achnashellach	100020	3	3	3	4	1	1	22%	39%	0.34	0.57
Addiewell	100295	8	10	8	10	0	0	-5%	1%	0.13	0.03
Airbles	100266	28	22	23	16	-5	-7	-18%	-31%	1.00	1.58
Airdrie	100277	106	109	106	97	1	-12	1%	-11%	0.07	1.19
Alexandra Parade	100251	20	24	17	23	-3	-1	-14%	-4%	0.66	0.22
Alexandria	100145	34	41	29	31	-6	-10	-17%	-24%	1.02	1.63
Alness	100031	3	3	3	3	0	0	1%	-4%	0.01	0.07
Altnabreac	100008	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Anderston	100219	156	242	107	201	-49	-41	-31%	-17%	4.26	2.79
Annan	100339	10	7	17	16	6	9	62%	120%	1.74	2.52
Anniesland	100218	202	192	189	156	-13	-36	-7%	-19%	0.96	2.74
Arbroath	100098	69	62	67	46	-2	-16	-3%	-26%	0.22	2.23
Ardgay	100032	5	12	5	13	0	1	0%	4%	0.00	0.15
Ardlui	100069	0	0	0	0	0	0	-38%	#DIV/0!	0.12	#DIV/0!
Ardrossan Harbour	100111	0	1	0	2	0	1	#DIV/0!	74%	#DIV/0!	0.70
Ardrossan South Beach	100369	32	24	38	30	5	6	16%	26%	0.86	1.20
Ardrossan Town	100109	3	2	3	3	0	1	0%	27%	0.00	0.37
Argyle Street	100217	53	93	47	79	-6	-14	-11%	-15%	0.83	1.48
Arisaig	100049	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Arrochar & Tarbet	100068	1	1	0	1	0	0	-35%	-39%	0.28	0.46
Ashfield	100216	13	26	9	19	-4	-7	-28%	-28%	1.06	1.53
Attadale	100018	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Auchinleck	100363	40	39	40	45	0	6	0%	15%	0.03	0.88
Aviemore	100036	6	8	11	17	5	9	78%	112%	1.62	2.53
Ayr	100130	218	149	231	153	13	4	6%	3%	0.89	0.35
Baillieston	100250	4	6	2	3	-2	-3	-59%	-50%	1.41	1.42
Balloch	100147	51	69	43	64	-8	-5	-15%	-7%	1.11	0.62
Balmossie	100094	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Banavie	100065	0	0	0	0	0	0	#DIV/0!	#DIV/0!	0.24	0.53
Barassie	100365	10	22	10	22	0	0	-2%	0%	0.05	0.01
Bargeddie	100276	4	6	2	2	-2	-3	-44%	-61%	1.04	1.71
Barnhill	100249	5	8	4	6	-1	-2	-16%	-25%	0.38	0.77
Barrhead	100153	89	63	77	55	-12	-8	-14%	-12%	1.35	0.98
Barrhill	100337	2	2	3	3	1	0	50%	17%	0.69	0.24
Barry Links	100097	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Bathgate	100294	76	64	96	78	19	14	26%	22%	2.10	1.69
Bearsden	100225	59	39	49	40	-9	1	-16%	3%	1.27	0.20
Beasdale	100053	11	14	11	14	0	0	0%	0%	0.00	0.00
Beaully	100025	23	22	23	22	0	0	0%	0%	0.01	0.01
Bellgrove	100248	50	49	46	41	-4	-8	-8%	-16%	0.61	1.15
Bellshill	100275	42	44	47	51	6	8	13%	17%	0.83	1.10
Bishopbriggs	100253	10	20	8	11	-2	-9	-20%	-44%	0.69	2.21
Bishopston	100166	40	48	32	41	-7	-7	-18%	-15%	1.22	1.10
Blair Atholl	100080	1	10	2	15	1	5	110%	43%	0.75	1.27
Blairhill	100274	68	40	66	39	-3	-1	-4%	-3%	0.31	0.18
Blantyre	100229	30	18	21	14	-9	-5	-30%	-25%	1.82	1.13
Bogston	100370	21	26	19	25	-2	-1	-10%	-4%	0.47	0.19
Bowling	100165	9	7	6	5	-4	-2	-40%	-27%	1.36	0.78
Branchton	100123	39	54	39	50	0	-4	-1%	-7%	0.07	0.50
Breich	100293	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Bridge of Allan	100281	36	29	38	28	2	-1	5%	-2%	0.28	0.13
Bridge of Orchy	100073	0	1	0	2	0	1	700%	57%	0.47	0.52
Bridgeton	100247	22	66	17	53	-6	-13	-26%	-20%	1.32	1.72
Brora	100005	0	0	0	1	0	0	50%	18%	0.13	0.12
Broughty Ferry	100093	0	0	0	1	0	0	#DIV/0!	20%	#DIV/0!	0.13
Brunstane	100347	30	19	31	11	1	-7	3%	-38%	0.14	1.83
Burnside	100246	15	15	8	12	-7	-3	-49%	-21%	2.20	0.80
Burntisland	100322	24	37	24	35	0	-2	1%	-5%	0.02	0.29
Busby	100176	14	18	12	18	-2	1	-14%	4%	0.52	0.16
Cambuslang	100245	71	79	48	55	-23	-24	-32%	-30%	2.95	2.91
Camelon	100390	23	23	21	21	-2	-2	-8%	-9%	0.41	0.46
Cardenden	100325	49	90	44	80	-5	-9	-10%	-10%	0.69	0.98
Cardonald	100215	1	13	15	10	13	-3	1004%	-23%	4.72	0.87
Cardross	100143	21	22	21	21	0	-1	-1%	-4%	0.03	0.18
Carfin	100265	3	3	2	4	-1	0	-19%	12%	0.34	0.22
Carlisle	100286	74	64	67	60	-7	-4	-9%	-6%	0.79	0.50
Carmyle	100244	15	18	10	10	-5	-7	-32%	-42%	1.35	2.00
Carnoustie	100096	23	8	16	8	-7	0	-32%	-5%	1.64	0.13



Table C.7 : Comparison of Boardings and Alightings – Inter Peak (Passengers) (Cont.)

Station	Node	TMFS07		TMFS12		Difference		% Difference		GEH	
		Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
Carnytne	100243	21	24	17	24	-3	0	-15%	2%	0.72	0.08
Carrbridge	100037	0	0	0	0	0	0	-100%	36%	0.53	0.16
Carstairs	100359	8	13	8	16	0	3	0%	22%	0.01	0.75
Cartsdyke	100122	15	18	15	18	-1	0	-4%	-2%	0.17	0.07
Cathcart	100214	54	92	40	69	-14	-23	-25%	-25%	2.00	2.55
Charing Cross (Glasgow)	100213	235	218	188	202	-47	-16	-20%	-7%	3.21	1.10
Chatelherault	100256	12	3	6	3	-6	0	-48%	-9%	1.94	0.16
Clarkston	100175	32	23	26	17	-6	-6	-18%	-26%	1.09	1.34
Cleland	100285	45	18	42	17	-3	-1	-8%	-4%	0.51	0.16
Clydebank	100164	18	10	11	6	-7	-4	-38%	-40%	1.80	1.43
Coatbridge Central	100273	24	20	28	29	4	8	17%	41%	0.79	1.70
Coatbridge Sunnyside	100272	102	69	112	82	10	12	10%	18%	0.99	1.42
Coatdyke	100271	55	55	48	46	-6	-9	-12%	-17%	0.88	1.30
Connel Ferry	100056	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Corkerhill	100212	5	9	3	8	-1	-1	-30%	-13%	0.69	0.39
Corpach	100061	2	3	2	3	0	0	0%	0%	0.00	0.00
Corrour	100074	1	0	1	0	0	0	0%	0%	0.00	0.00
Cowdenbeath	100316	48	45	35	43	-13	-2	-26%	-5%	1.94	0.32
Craigendoran	100387	20	16	19	14	-1	-2	-7%	-15%	0.31	0.61
Crianlarich	100386	1	1	1	0	-1	-1	-57%	-75%	0.80	1.01
Croftfoot	100242	6	8	5	6	-1	-3	-15%	-31%	0.39	0.97
Crookston	100211	5	6	4	4	0	-2	-9%	-33%	0.19	0.86
Crosshill	100210	57	58	49	48	-8	-10	-14%	-18%	1.12	1.41
Crossmyloof	100209	29	29	24	23	-6	-5	-19%	-18%	1.11	1.03
Croy	100280	110	84	115	89	5	5	4%	5%	0.44	0.49
Culrain	100029	3	4	3	5	0	0	0%	3%	0.00	0.07
Cumbernauld	100279	11	14	9	10	-2	-4	-21%	-30%	0.75	1.21
Cupar	100088	69	26	59	30	-10	3	-14%	13%	1.22	0.65
Curriehill	100305	2	5	2	4	0	-1	14%	-23%	0.19	0.53
Dalgely Bay	100313	15	25	14	30	-1	5	-8%	19%	0.33	0.92
Dalmally	100063	0	1	0	2	0	1	40%	58%	0.12	0.53
Dalmarnock	100241	36	47	29	43	-7	-4	-19%	-8%	1.21	0.56
Dalmeny	100308	14	8	11	7	-2	-1	-16%	-12%	0.62	0.34
Dalmuir	100163	145	103	129	90	-16	-13	-11%	-13%	1.38	1.36
Dalreoch	100388	57	65	48	53	-9	-12	-16%	-19%	1.24	1.57
Dalry	100108	17	54	17	50	0	-4	-2%	-8%	0.09	0.59
Dalwhinnie	100077	2	1	2	1	0	0	24%	55%	0.28	0.45
Dingwall	100384	11	7	11	9	-1	2	-5%	29%	0.15	0.70
Drem	100332	11	19	6	16	-5	-3	-47%	-18%	1.83	0.81
Drumchapel	100224	46	31	39	25	-7	-6	-15%	-19%	1.02	1.14
Drumfrochar	100121	35	37	34	37	0	0	-1%	-1%	0.08	0.04
Drumgelloch	100270	71	56	65	53	-6	-3	-9%	-5%	0.74	0.40
Drumry	100223	83	97	76	91	-7	-6	-9%	-6%	0.81	0.61
Duirinish	100015	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Duke Street	100240	12	11	7	15	-5	3	-44%	30%	1.73	0.96
Dumbarton Central	100141	80	77	63	60	-17	-17	-21%	-22%	1.99	2.04
Dumbarton East	100162	28	31	24	28	-3	-4	-12%	-11%	0.63	0.66
Dumbreck	100208	8	14	8	11	0	-3	1%	-24%	0.02	0.96
Dumfries	100338	43	27	63	42	20	15	47%	55%	2.79	2.53
Dunbar	100342	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Dunblane	100078	48	39	48	39	0	0	1%	1%	0.05	0.08
Duncriag	100017	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Dundee	100091	186	221	188	223	2	2	1%	1%	0.16	0.11
Margaret	100312	28	61	23	51	-5	-10	-17%	-17%	0.97	1.40
Dunfermline Town	100302	32	42	41	53	9	10	27%	24%	1.45	1.49
Dunkeld & Birnam	100083	3	3	3	5	0	2	0%	74%	0.00	1.03
Dunlop	100151	7	14	7	14	0	0	0%	0%	0.00	0.01
Dunrobin Castle	100002	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Dyce	100047	36	25	37	25	1	0	4%	0%	0.22	0.02
East Kilbride	100228	14	14	12	11	-3	-4	-17%	-25%	0.69	1.03
Easterhouse	100239	73	109	64	93	-9	-17	-13%	-15%	1.14	1.65
Edinburgh	100320	558	551	579	641	21	89	4%	16%	0.87	3.66
Edinburgh Park	100307	48	59	52	62	4	3	9%	5%	0.59	0.40
Elgin	100042	14	11	24	17	10	6	75%	52%	2.38	1.53
Exhibition Centre	100207	64	43	54	39	-10	-4	-16%	-10%	1.29	0.65
Fairlie	100113	5	5	5	5	0	0	-2%	0%	0.04	0.00
Falkirk Grahamston	100289	41	64	35	60	-6	-4	-14%	-7%	0.93	0.57
Falkirk High	100287	106	78	87	66	-19	-12	-18%	-16%	1.90	1.43
Falls of Cruachan	100058	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Fauldhouse	100292	28	30	21	19	-7	-10	-26%	-35%	1.46	2.07
Fearn	100039	0	0	0	0	0	0	0%	190%	0.00	0.43
Forres	100041	2	2	3	8	1	6	44%	242%	0.59	2.48
Forsinard	100004	21	21	21	21	0	0	0%	0%	0.00	0.00
Fort Matilda	100120	77	60	71	54	-6	-6	-8%	-10%	0.71	0.77
Fort William	100385	5	2	2	1	-3	-1	-53%	-36%	1.36	0.51
Garelochhead	100126	43	50	40	46	-4	-4	-9%	-9%	0.58	0.64



Table C.8 : Comparison of Boardings and Alightings – Inter Peak (Passengers) (Cont.)

Station	Node	TMFS07		TMFS12		Difference		% Difference		GEH	
		Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
Garrowhill	100238	34	80	28	66	-6	-13	-19%	-17%	1.16	1.57
Garscadden	100206	54	98	48	92	-6	-6	-10%	-6%	0.78	0.62
Gartcosh	100267	12	25	10	21	-2	-4	-17%	-16%	0.63	0.85
Garve	100024	0	5	1	9	1	3	205%	68%	0.92	1.32
Georgemas Junction	100010	10	22	9	22	0	0	-3%	0%	0.09	0.02
Giffnock	100174	18	28	16	25	-2	-2	-12%	-8%	0.54	0.41
Gilshochill	100205	4	19	4	17	-1	-2	-12%	-11%	0.26	0.50
Girvan	100336	31	36	35	44	4	9	12%	25%	0.67	1.40
Glasgow Central	100204	1856	1949	1660	1748	-196	-201	-11%	-10%	4.67	4.67
Glasgow Queen Street	100203	1384	1354	1215	1149	-169	-206	-12%	-15%	4.70	5.81
Gleneagles	100081	9	1	11	3	1	1	13%	126%	0.37	1.06
Glenfinnan	100055	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Glengarnock	100135	68	51	63	48	-5	-4	-7%	-7%	0.56	0.52
Glenrothes With Thornton	100374	61	28	56	29	-5	1	-8%	2%	0.65	0.10
Golf Street	100095	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Golspie	100040	9	2	9	2	0	0	0%	-4%	0.00	0.06
Gourock	100119	122	111	115	108	-7	-3	-5%	-3%	0.60	0.32
Greenfaulds	100278	29	20	22	14	-7	-6	-24%	-31%	1.40	1.51
Greenock Central	100118	88	70	86	62	-1	-9	-2%	-12%	0.14	1.07
Greenock West	100117	90	55	88	55	-2	0	-2%	0%	0.21	0.01
Gretna Green	100362	4	6	3	9	-1	3	-30%	56%	0.61	1.22
Hairmyres	100227	31	37	23	31	-8	-5	-26%	-14%	1.58	0.91
Hamilton Central	100264	122	115	102	94	-20	-20	-16%	-18%	1.86	2.00
Hamilton West	100263	126	80	94	66	-31	-14	-25%	-18%	3.00	1.64
Hartwood	100284	14	25	14	25	0	0	-1%	-1%	0.02	0.06
Hawkhead	100159	2	2	2	2	0	0	-21%	-10%	0.32	0.16
Haymarket	100348	514	578	530	552	16	-26	3%	-5%	0.70	1.11
Helensburgh Central	100125	52	64	51	60	-1	-4	-2%	-6%	0.15	0.51
Helensburgh Upper	100124	21	21	20	20	-1	-1	-3%	-5%	0.14	0.23
Helmsdale	100007	2	3	2	3	0	0	0%	3%	0.01	0.06
High Street (Glasgow)	100202	45	84	65	65	20	-19	44%	-23%	2.67	2.25
Hillfoot	100222	102	76	101	77	-1	1	-1%	1%	0.05	0.07
Hillington East	100201	6	9	5	5	-1	-5	-18%	-51%	0.47	1.80
Hillington West	100200	26	14	24	12	-3	-1	-10%	-11%	0.52	0.41
Holytown	100262	46	52	39	47	-7	-5	-16%	-10%	1.15	0.77
Howwood (Renfrewshire)	100136	7	2	8	4	1	3	11%	165%	0.28	1.58
Huntly	100044	20	5	16	12	-4	7	-18%	166%	0.83	2.60
Hyndland	100199	362	350	292	281	-69	-68	-19%	-20%	3.84	3.84
IBM	100116	4	6	4	6	0	0	0%	-2%	0.01	0.04
Insch	100045	15	20	16	17	1	-3	7%	-16%	0.26	0.78
Invergordon	100034	1	0	1	1	0	0	48%	50%	0.40	0.30
Invergowrie	100089	1	0	0	0	-1	0	-100%	-6%	1.62	0.04
Inverkeithing	100371	120	108	106	89	-14	-19	-12%	-18%	1.31	1.95
Inverkip	100115	4	3	4	4	0	1	-2%	29%	0.04	0.50
Inverness	100447	41	57	79	112	37	55	89%	97%	4.79	5.99
Invershin	100028	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Inverurie	100046	5	5	4	4	0	-1	-10%	-21%	0.21	0.46
Irvine	100132	35	48	38	48	3	-1	9%	-1%	0.50	0.10
Johnstone	100158	73	78	48	60	-26	-18	-35%	-23%	3.30	2.16
Jordanhill	100198	247	93	226	102	-21	10	-8%	10%	1.33	0.98
Keith	100043	7	7	9	7	2	0	22%	-3%	0.57	0.08
Kelvindale	100177	21	6	21	5	-1	0	-2%	-7%	0.11	0.16
Kennishead	100197	3	4	2	3	-1	-1	-20%	-22%	0.37	0.47
Kildonan	100006	2	1	2	1	0	0	16%	31%	0.20	0.26
Kilmarnock	100366	169	153	190	180	21	27	12%	17%	1.56	2.07
Kilmaurs	100150	143	126	144	126	1	0	0%	0%	0.06	0.01
Kilpatrick	100161	12	27	8	23	-4	-5	-34%	-17%	1.30	0.92
Kilwinning	100448	129	115	107	88	-22	-27	-17%	-24%	2.05	2.68
Kinbrace	100003	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Kinghorn	100321	58	24	59	24	1	0	2%	-1%	0.15	0.06
Kings Park	100196	14	17	14	11	0	-6	2%	-36%	0.06	1.68
Kingsknowe	100318	1	0	0	0	-1	0	-100%	#DIV/0!	1.16	#DIV/0!
Kingussie	100033	0	0	10	4	10	4	19380%	9225%	4.38	2.69
Kirkcaldy	100323	149	155	132	137	-17	-17	-11%	-11%	1.43	1.42
Kirkconnel	100255	4	9	4	11	0	2	5%	20%	0.11	0.58
Kirkhill	100237	9	4	6	3	-3	-1	-31%	-27%	0.99	0.61
Kirknewton	100304	2	6	1	6	-1	0	-33%	1%	0.47	0.02
Kirkwood	100269	9	17	6	12	-3	-4	-29%	-26%	0.93	1.14
Kyle of Lochalsh	100013	0	0	0	0	0	0	367%	100%	0.38	0.23
Ladybank	100377	17	51	25	56	8	5	49%	9%	1.82	0.63
Lairg	100000	1	1	1	1	0	0	0%	5%	0.00	0.04
Lanark	100282	66	50	54	44	-12	-6	-18%	-13%	1.54	0.92
Langbank	100140	3	5	3	5	0	-1	0%	-11%	0.01	0.26
Langside	100195	12	17	7	12	-5	-5	-38%	-31%	1.48	1.40
Larbert	100288	47	46	43	42	-4	-4	-9%	-9%	0.65	0.62
Largs	100112	22	31	21	36	-1	4	-5%	13%	0.23	0.73



Table C.9 : Comparison of Boardings and Alightings – Inter Peak (Passengers) (Cont.)

Station	Node	TMfS07		TMfS12		Difference		% Difference		GEH	
		Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
Larkhall	100257	103	81	101	80	-1	-1	-1%	-1%	0.14	0.14
Lenzie	100252	37	49	19	32	-18	-17	-49%	-35%	3.43	2.68
Leuchars (for St Andrews)	100090	21	29	28	34	7	5	33%	17%	1.40	0.88
Linlithgow	100301	122	102	109	92	-12	-10	-10%	-10%	1.16	0.99
Livingston North	100299	27	19	52	39	25	20	92%	109%	3.95	3.80
Livingston South	100298	11	16	18	25	8	9	68%	53%	1.96	1.91
Loch Awe	100062	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Loch Eil Outward Bound	100060	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Lochailort	100052	3	7	3	8	0	2	1%	24%	0.02	0.59
Locheilside	100057	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Lochgelly	100315	36	35	34	26	-1	-9	-3%	-25%	0.21	1.61
Lochluichart	100023	0	0	0	0	0	0	0%	0%	0.00	0.00
Lochwinnoch	100134	11	24	11	25	0	1	0%	4%	0.01	0.17
Lockerbie	100340	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Longniddry	100331	12	13	11	11	-1	-1	-7%	-9%	0.26	0.31
Mallaig	100051	0	0	0	0	0	0	0%	-20%	0.00	0.08
Markinch	100085	72	61	77	53	5	-8	7%	-12%	0.60	1.00
Maryhill	100194	36	43	30	38	-5	-5	-14%	-11%	0.89	0.77
Maxwell Park	100193	12	9	12	9	-1	0	-7%	0%	0.24	0.01
Maybole	100103	28	25	37	29	9	4	32%	15%	1.56	0.73
Merryton	100258	22	48	23	49	1	1	4%	2%	0.18	0.13
Milliken Park	100157	29	21	26	17	-3	-4	-11%	-20%	0.61	0.98
Milngavie	100221	114	114	103	118	-11	5	-10%	4%	1.09	0.43
Monifieth	100092	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Montrose	100099	41	73	45	80	4	7	10%	10%	0.60	0.83
Morar	100050	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Mossspark	100192	5	4	5	3	0	-1	-4%	-30%	0.10	0.67
Motherwell	100261	163	183	100	123	-62	-60	-38%	-33%	5.43	4.83
Mount Florida	100191	134	120	121	107	-13	-13	-10%	-11%	1.15	1.18
Mount Vernon	100236	7	13	5	6	-2	-7	-27%	-57%	0.76	2.43
Muir of Ord	100026	4	5	6	5	2	0	61%	0%	1.03	0.00
Muirend	100173	10	15	10	12	0	-2	3%	-16%	0.10	0.62
Musselburgh	100329	2	17	2	7	-1	-9	-34%	-55%	0.59	2.64
Nairn	100038	2	3	2	4	1	1	32%	35%	0.37	0.53
Neilston	100152	8	47	6	46	-2	-1	-23%	-3%	0.71	0.19
New Cumnock	100226	13	15	20	19	7	4	51%	25%	1.65	0.92
Newcraighall	100344	7	9	6	7	0	-2	-5%	-20%	0.12	0.61
Newton (Lanarkshire)	100235	16	27	10	17	-6	-10	-35%	-37%	1.54	2.11
Newtonmore	100079	1	0	0	0	0	0	-55%	8%	0.54	0.04
Newton-on-Ayr	100129	54	48	74	66	19	18	35%	38%	2.40	2.39
Nitshill	100190	11	14	11	14	0	-1	2%	-4%	0.05	0.16
North Berwick	100333	31	39	30	34	-1	-5	-2%	-14%	0.09	0.88
North Queensferry	100310	17	23	17	21	0	-2	-1%	-9%	0.02	0.45
Oban	100054	0	0	4	19	4	19	1017%	5909%	2.47	6.05
Paisley Canal	100156	11	14	7	16	-4	2	-37%	11%	1.36	0.41
Paisley Gilmour Street	100155	459	448	353	345	-105	-103	-23%	-23%	5.22	5.17
Paisley St James	100154	12	27	9	23	-3	-4	-26%	-17%	0.98	0.90
Partick	100189	438	392	348	313	-90	-80	-21%	-20%	4.56	4.26
Patterton	100172	34	30	36	27	1	-4	4%	-12%	0.22	0.68
Perth	100378	104	77	125	96	21	19	20%	24%	1.99	2.00
Pitlochry	100082	13	7	15	15	3	8	22%	103%	0.73	2.27
Plockton	100014	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Pollokshaws East	100188	7	12	4	9	-3	-3	-40%	-27%	1.22	1.01
Pollokshaws West	100187	62	42	48	27	-14	-15	-22%	-35%	1.84	2.54
Pollokshields East	100186	25	11	19	9	-6	-2	-25%	-16%	1.34	0.57
Pollokshields West	100185	3	3	2	2	-1	-1	-19%	-26%	0.34	0.46
Polmont	100389	86	112	70	88	-17	-25	-19%	-22%	1.90	2.47
Port Glasgow	100139	96	106	78	86	-18	-20	-18%	-19%	1.89	2.04
Portlethen	100101	0	0	0	0	0	0	#DIV/0!	150%	#DIV/0!	0.16
Possilpark & Parkhouse	100184	9	17	8	16	-1	-1	-12%	-7%	0.35	0.30
Prestonpans	100327	41	11	24	6	-17	-5	-42%	-45%	3.01	1.66
Airport	100128	21	34	20	21	-1	-13	-6%	-38%	0.27	2.48
Prestwick Town	100127	40	41	49	46	8	5	21%	11%	1.26	0.71
Priesthill & Darnley	100183	25	22	25	20	0	-2	1%	-10%	0.06	0.49
Queens Park (Glasgow)	100182	29	27	23	20	-6	-7	-20%	-27%	1.16	1.49
Rannoch	100076	0	0	1	0	1	0	#DIV/0!	#DIV/0!	1.52	0.81
Renton	100138	9	17	8	14	-1	-3	-17%	-16%	0.52	0.70
Rogat	100001	1	3	1	3	0	0	2%	-1%	0.02	0.02
Rosyth	100309	19	26	22	30	3	4	18%	16%	0.75	0.78
Roy Bridge	100067	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Rutherglen	100234	68	87	54	65	-13	-22	-20%	-25%	1.70	2.50
Saltcoats	100106	22	14	21	15	-1	1	-6%	8%	0.28	0.30
Sanquhar	100254	5	10	5	12	1	2	11%	17%	0.24	0.52
Scots Calder	100009	0	2	0	2	0	0	60%	4%	0.17	0.06
Scotstounhill	100181	60	76	49	74	-12	-1	-19%	-2%	1.59	0.16
Shawlands	100180	16	6	4	4	-12	-2	-76%	-35%	3.81	0.97



Table C.10 : Comparison of Boardings and Alightings – Inter Peak (Passengers) (Cont.)

Station	Node	TMfS07		TMfS12		Difference		% Difference		GEH	
		Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
Shettleston	100233	77	67	61	49	-16	-18	-21%	-27%	1.95	2.39
Shieldmuir	100260	7	4	5	5	-2	1	-26%	40%	0.75	0.70
Shotts	100283	56	68	56	76	0	8	1%	12%	0.05	0.92
Singer	100160	102	34	94	30	-8	-4	-8%	-12%	0.82	0.73
Slateford	100352	3	4	4	1	2	-4	57%	-85%	0.84	2.36
South Gyle	100306	21	13	3	1	-18	-12	-85%	-93%	5.16	4.62
Spean Bridge	100066	0	0	1	0	0	0	53%	-40%	0.28	0.10
Springburn	100232	55	50	37	31	-18	-18	-32%	-37%	2.60	2.87
Springfield	100087	1	2	0	0	-1	-2	-100%	-100%	1.09	1.91
Stepps	100231	7	8	5	4	-2	-4	-25%	-51%	0.71	1.64
Stevenston	100105	28	20	29	19	1	-1	4%	-6%	0.23	0.25
Stewarton	100149	57	44	61	47	4	3	7%	6%	0.49	0.42
Stirling	100383	233	206	213	182	-20	-24	-9%	-12%	1.37	1.74
Stonehaven	100100	8	11	13	14	5	3	63%	22%	1.58	0.71
Stranraer	100335	11	6	12	7	2	1	15%	25%	0.47	0.56
Strathcarron	100019	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Stromeferry	100016	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Summerston	100179	7	6	6	5	-1	-1	-15%	-11%	0.41	0.29
Tain	100035	6	4	6	4	0	0	0%	5%	0.00	0.09
Taynuilt	100059	1	0	1	4	0	4	34%	18150%	0.29	2.68
Thornliebank	100171	32	14	27	14	-5	0	-15%	0%	0.85	0.02
Thorntonhall	100170	0	1	0	1	0	0	0%	6%	0.00	0.05
Thurso	100011	36	18	41	19	6	1	16%	5%	0.95	0.22
Troon	100131	112	135	116	133	3	-2	3%	-2%	0.32	0.21
Tulloch	100075	1	0	1	0	0	0	0%	#DIV/0!	0.00	#DIV/0!
Tyndrum Lower	100072	0	0	0	1	0	1	200%	1544%	0.20	1.57
Uddingston	100230	60	58	42	45	-17	-14	-29%	-24%	2.41	1.93
Uphall	100300	56	57	79	81	23	24	41%	41%	2.81	2.85
Upper Tyndrum	100071	0	0	3	0	3	0	#DIV/0!	#DIV/0!	2.56	#DIV/0!
Wallyford	100326	16	9	7	3	-9	-6	-59%	-69%	2.77	2.56
Wemyss Bay	100102	18	19	18	16	0	-3	1%	-18%	0.02	0.81
West Calder	100297	15	10	15	8	0	-1	-2%	-13%	0.09	0.43
West Kilbride	100104	17	23	17	24	0	1	0%	4%	0.02	0.18
Wester Hailes	100303	0	3	0	1	0	-1	-26%	-54%	0.13	1.02
Westerton	100395	73	94	71	94	-1	0	-2%	0%	0.17	0.05
Whifflet	100268	51	69	41	50	-11	-19	-21%	-27%	1.55	2.42
Whinhill	100114	10	9	10	11	0	2	2%	25%	0.06	0.70
Whitecraigs	100169	21	6	21	7	0	1	0%	10%	0.00	0.24
Wick	100012	10	11	11	11	1	0	11%	2%	0.34	0.07
Williamwood	100168	21	14	18	11	-2	-2	-11%	-17%	0.52	0.68
Wishaw	100422	47	35	39	30	-8	-5	-18%	-15%	1.30	0.91
Woodhall	100137	66	45	64	44	-2	-1	-4%	-3%	0.29	0.20
Yoker	100178	4	2	2	2	-2	0	-54%	-19%	1.30	0.30



C.3 PM Peak

Table C.11 : Comparison of Boardings and Alightings – PM Peak (Passengers)

Station	Node	TMFS07		TMFS12		Difference		% Difference		GEH	
		Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
Aberdeen	100048	362	177	393	154	31	-22	9%	-13%	1.62	1.75
Aberdour	100314	30	74	39	77	8	2	28%	3%	1.44	0.25
Achanalt	100022	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Achnasheen	100021	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Achnashellach	100020	8	15	8	0	0	-15	1%	-100%	0.03	5.54
Addiewell	100295	12	62	12	62	0	0	-4%	1%	0.14	0.05
Airbles	100266	37	84	36	74	-2	-9	-4%	-11%	0.28	1.05
Airdrie	100277	127	365	142	374	15	9	11%	2%	1.26	0.46
Alexandra Parade	100251	25	105	32	110	7	6	27%	6%	1.28	0.56
Alexandria	100145	48	133	47	128	0	-6	-1%	-4%	0.04	0.51
Alness	100031	6	6	6	6	0	1	-2%	10%	0.05	0.23
Altnabreac	100008	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Anderston	100219	1635	145	1517	139	-117	-7	-7%	-5%	2.95	0.56
Annan	100339	15	22	22	37	7	15	47%	65%	1.62	2.68
Anniesland	100218	337	425	341	433	3	8	1%	2%	0.18	0.37
Arbroath	100098	64	63	65	70	0	7	1%	12%	0.05	0.90
Ardgay	100032	2	11	2	11	0	0	0%	0%	0.00	0.00
Ardlui	100069	0	0	0	0	0	0	#DIV/0!	-13%	#DIV/0!	0.06
Ardrossan Harbour	100111	3	2	4	2	1	1	38%	42%	0.58	0.49
Ardrossan South Beach	100369	25	78	28	87	3	9	10%	11%	0.49	0.97
Ardrossan Town	100109	9	10	12	17	3	7	36%	68%	0.98	1.89
Argyle Street	100217	196	179	163	197	-33	18	-17%	10%	2.47	1.29
Arisaig	100049	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Arrochar & Tarbet	100068	0	2	0	3	0	0	-12%	19%	0.07	0.26
Ashfield	100216	27	117	25	121	-1	4	-5%	4%	0.27	0.38
Attadale	100018	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Auchinleck	100363	48	54	54	62	6	8	12%	15%	0.80	1.07
Aviemore	100036	11	2	17	15	7	12	61%	575%	1.75	4.29
Ayr	100130	314	387	350	492	36	105	11%	27%	1.98	5.00
Baillieston	100250	3	14	2	11	0	-2	-10%	-17%	0.17	0.66
Balloch	100147	73	165	73	164	0	-1	-1%	0%	0.05	0.06
Balmossie	100094	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Banavie	100065	0	0	0	0	0	0	#DIV/0!	#DIV/0!	0.24	0.14
Barassie	100365	9	24	10	33	1	9	7%	37%	0.22	1.67
Bargeddie	100276	4	14	2	9	-2	-4	-46%	-31%	1.11	1.27
Barnhill	100249	17	12	19	15	1	3	8%	22%	0.31	0.72
Barrhead	100153	61	186	67	187	5	1	9%	0%	0.65	0.06
Barrhill	100337	1	5	1	5	0	0	10%	0%	0.10	0.00
Barry Links	100097	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Bathgate	100294	93	279	135	381	42	102	45%	36%	3.94	5.60
Bearsden	100225	80	152	86	183	6	32	8%	21%	0.69	2.45
Beasdale	100053	39	10	39	10	0	0	0%	0%	0.00	0.00
Beaully	100025	22	31	22	31	0	0	0%	0%	0.00	0.01
Bellgrove	100248	75	172	70	158	-5	-14	-7%	-8%	0.60	1.10
Bellshill	100275	97	195	145	222	48	27	49%	14%	4.37	1.88
Bishopbriggs	100253	31	109	34	135	3	26	10%	24%	0.54	2.38
Bishopton	100166	57	198	47	188	-10	-10	-17%	-5%	1.36	0.70
Blair Atholl	100080	0	0	0	6	0	6	-56%	9267%	0.44	3.30
Blairhill	100274	73	161	72	160	-2	0	-2%	0%	0.18	0.03
Blantyre	100229	25	159	25	153	-1	-6	-3%	-4%	0.13	0.51
Bogston	100370	35	32	35	36	0	4	1%	12%	0.05	0.69
Bowling	100165	31	55	21	53	-10	-1	-33%	-3%	2.04	0.20
Branchton	100123	75	71	85	84	10	13	13%	18%	1.11	1.46
Breich	100293	0	0	0	0	0	0	0%	#DIV/0!	0.00	0.14
Bridge of Allan	100281	40	94	45	98	5	4	12%	5%	0.75	0.43
Bridge of Orchy	100073	0	1	0	1	0	0	0%	2%	0.00	0.01
Bridgeton	100247	82	177	70	164	-11	-12	-14%	-7%	1.31	0.94
Brora	100005	6	2	6	2	0	0	0%	0%	0.00	0.00
Broughty Ferry	100093	0	2	0	3	0	1	#DIV/0!	67%	#DIV/0!	0.83
Brunstane	100347	23	129	46	101	24	-28	105%	-22%	4.05	2.59
Burnside	100246	30	72	30	63	0	-8	0%	-12%	0.01	1.01
Burntisland	100322	8	69	13	83	4	14	53%	21%	1.36	1.65
Busby	100176	17	59	18	60	1	1	5%	2%	0.21	0.15
Cambuslang	100245	150	437	132	399	-18	-38	-12%	-9%	1.54	1.84
Camelon	100390	15	84	23	106	8	22	52%	27%	1.81	2.30
Cardenden	100325	43	126	50	155	8	29	18%	23%	1.10	2.45
Cardonald	100215	16	37	16	27	0	-10	-1%	-28%	0.06	1.81
Cardross	100143	8	67	8	66	0	-1	0%	-1%	0.00	0.12
Carfin	100265	16	27	16	57	0	30	1%	111%	0.05	4.60
Carluke	100286	72	233	71	238	-1	5	-2%	2%	0.15	0.33
Carmyle	100244	22	55	20	51	-1	-4	-7%	-8%	0.31	0.59
Carnoustie	100096	4	66	5	78	2	13	42%	19%	0.74	1.49



Table C.12 : Comparison of Boardings and Alightings – PM Peak (Passengers) (Cont.)

Station	Node	TMfs07		TMfs12		Difference		% Difference		GEH	
		Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
Camtyne	100243	24	72	23	72	-1	0	-5%	0%	0.24	0.03
Carrbridge	100037	0	0	3	0	3	0	#DIV/0!	-100%	2.36	0.28
Carstairs	100359	27	49	28	51	1	2	4%	3%	0.21	0.23
Cartsdyke	100122	18	34	18	36	0	2	2%	5%	0.06	0.30
Cathcart	100214	89	363	86	287	-3	-76	-4%	-21%	0.37	4.21
Charing Cross (Glasgow)	100213	917	290	980	309	63	19	7%	7%	2.04	1.10
Chatelherault	100256	1	11	1	12	0	0	-1%	4%	0.01	0.12
Clarkston	100175	44	228	46	209	2	-20	4%	-9%	0.26	1.32
Cleland	100285	30	16	35	11	5	-5	15%	-31%	0.80	1.36
Clydebank	100164	102	33	98	33	-3	0	-3%	0%	0.33	0.01
Coatbridge Central	100273	45	34	48	49	2	15	5%	44%	0.35	2.32
Coatbridge Sunnyside	100272	151	280	177	294	27	14	18%	5%	2.08	0.81
Coatdyke	100271	74	168	79	146	5	-21	6%	-13%	0.54	1.71
Connel Ferry	100056	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Corkerhill	100212	13	20	13	14	1	-6	4%	-28%	0.15	1.36
Corpach	100061	2	3	2	3	0	0	0%	0%	0.00	0.00
Corrour	100074	1	0	1	0	0	0	0%	5%	0.00	0.03
Cowdenbeath	100316	51	86	59	103	8	17	15%	19%	1.05	1.72
Craigendoran	100387	22	64	22	63	0	-1	2%	-1%	0.09	0.10
Crianlarich	100386	0	0	0	0	0	0	-95%	136%	0.57	0.35
Croftfoot	100242	16	37	16	29	0	-9	-3%	-23%	0.12	1.50
Crookston	100211	3	10	3	9	0	-2	4%	-16%	0.07	0.54
Crosshill	100210	63	158	62	158	-1	0	-2%	0%	0.13	0.02
Crossmyloof	100209	43	162	40	143	-3	-19	-6%	-12%	0.41	1.54
Croy	100280	161	536	171	544	10	8	6%	1%	0.78	0.32
Culrain	100029	2	14	2	10	0	-4	0%	-27%	0.00	1.12
Cumbernauld	100279	23	19	23	18	1	-1	2%	-7%	0.11	0.31
Cupar	100088	40	31	58	33	18	1	44%	4%	2.56	0.21
Curriehill	100305	10	4	14	6	5	2	48%	40%	1.35	0.74
Dalgety Bay	100313	23	205	26	209	2	3	10%	2%	0.46	0.24
Dalmally	100063	0	1	0	0	0	0	#DIV/0!	-2%	#DIV/0!	0.01
Dalmarnock	100241	53	95	54	98	1	3	3%	3%	0.19	0.33
Dalmeny	100308	62	156	70	179	8	23	13%	15%	0.99	1.79
Dalmuir	100163	228	281	195	249	-32	-32	-14%	-11%	2.23	1.98
Dalreoch	100388	63	125	52	112	-12	-13	-18%	-11%	1.52	1.21
Dalry	100108	23	121	25	122	2	1	9%	1%	0.44	0.09
Dalwhinnie	100077	0	1	0	1	0	0	#DIV/0!	-37%	0.65	0.41
Dingwall	100384	15	8	14	8	-1	-1	-7%	-7%	0.28	0.20
Drem	100332	18	156	18	158	0	1	3%	1%	0.11	0.11
Drumchapel	100224	32	58	32	59	0	1	-1%	1%	0.04	0.10
Drumfrochar	100121	47	77	51	80	4	3	9%	3%	0.58	0.30
Drumgelloch	100270	53	204	46	196	-7	-7	-14%	-3%	1.02	0.50
Drumry	100223	92	66	96	73	4	7	5%	10%	0.45	0.80
Duirinish	100015	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Duke Street	100240	16	52	16	62	0	10	2%	19%	0.09	1.34
Dumbarton Central	100141	137	295	120	271	-17	-24	-12%	-8%	1.48	1.44
Dumbarton East	100162	31	166	21	157	-10	-9	-31%	-6%	1.90	0.73
Dumbreck	100208	19	28	13	29	-6	0	-32%	1%	1.55	0.03
Dumfries	100338	56	56	80	95	23	39	41%	69%	2.83	4.46
Dunbar	100342	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Dunblane	100078	47	73	77	112	30	39	64%	53%	3.81	4.05
Duncraig	100017	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Dundee	100091	366	226	396	253	30	27	8%	12%	1.55	1.74
Margaret	100312	40	129	57	124	17	-5	42%	-4%	2.42	0.46
Dunfermline Town	100302	62	249	109	297	46	47	74%	19%	5.01	2.85
Dunkeld & Bimam	100083	3	4	3	4	1	0	27%	-9%	0.42	0.18
Dunlop	100151	5	39	5	39	0	0	-3%	0%	0.08	0.03
Dunrobin Castle	100002	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Dyce	100047	109	72	102	59	-7	-13	-7%	-18%	0.71	1.61
East Kilbride	100228	20	95	20	70	1	-25	3%	-26%	0.15	2.76
Easterhouse	100239	140	164	106	157	-34	-8	-24%	-5%	3.07	0.60
Edinburgh	100320	3877	826	4164	979	287	152	7%	18%	4.53	5.08
Edinburgh Park	100307	357	48	352	73	-5	26	-1%	54%	0.25	3.30
Elgin	100042	16	21	20	42	3	21	20%	103%	0.79	3.81
Exhibition Centre	100207	267	83	258	84	-10	0	-4%	0%	0.61	0.04
Fairlie	100113	7	16	9	18	3	3	40%	16%	0.95	0.62
Falkirk Grahamston	100289	94	196	103	215	10	19	10%	10%	0.99	1.35
Falkirk High	100287	84	397	83	378	-1	-19	-1%	-5%	0.12	0.94
Falls of Cruachan	100058	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Fauldhouse	100292	19	32	13	27	-6	-6	-32%	-18%	1.50	1.05
Fearn	100039	0	1	0	1	0	0	24%	12%	0.12	0.12
Forres	100041	2	5	2	19	0	14	18%	252%	0.25	3.93
Forsinard	100004	88	11	88	11	0	0	0%	0%	0.00	0.00
Fort Matilda	100120	71	91	71	93	0	1	0%	2%	0.01	0.15
Fort William	100385	6	27	4	12	-2	-15	-36%	-55%	1.00	3.37
Garelochhead	100126	108	76	99	74	-8	-2	-8%	-3%	0.80	0.25



Table C.13 : Comparison of Boardings and Alightings – PM Peak (Passengers) (Cont.)

Station	Node	TMfS07		TMfS12		Difference		% Difference		GEH	
		Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
Garrowhill	100238	31	204	32	206	1	2	2%	1%	0.11	0.11
Garscadden	100206	85	150	80	149	-4	-1	-5%	-1%	0.45	0.09
Gartcosh	100267	6	58	6	59	0	1	5%	2%	0.12	0.16
Garve	100024	1	2	1	1	0	-1	51%	-51%	0.44	0.84
Georgemas Junction	100010	9	43	7	40	-2	-2	-27%	-6%	0.87	0.39
Giffnock	100174	24	126	24	153	0	27	2%	21%	0.09	2.28
Gilshochill	100205	2	26	2	26	0	1	2%	2%	0.03	0.11
Girvan	100336	6	36	14	58	8	21	119%	59%	2.40	3.11
Glasgow Central	100204	7384	3317	7476	3439	92	122	1%	4%	1.07	2.10
Glasgow Queen Street	100203	5186	2021	5488	1656	302	-365	6%	-18%	4.14	8.51
Gleneagles	100081	6	24	9	45	3	20	54%	84%	1.17	3.48
Glenfinnan	100055	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Glengarnock	100135	73	183	68	184	-5	1	-7%	1%	0.65	0.07
Glenrothes With Thornton	100374	76	46	86	58	10	12	13%	26%	1.08	1.67
Golf Street	100095	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Golspie	100040	16	4	12	4	-4	0	-25%	0%	1.04	0.00
Gourock	100119	153	262	160	264	7	2	4%	1%	0.55	0.10
Greenfaulds	100278	35	60	34	52	-1	-9	-3%	-14%	0.17	1.16
Greenock Central	100118	188	102	189	99	1	-3	1%	-3%	0.10	0.35
Greenock West	100117	191	89	191	90	0	0	0%	0%	0.02	0.02
Gretna Green	100362	3	8	5	14	2	6	51%	72%	0.83	1.77
Hairmyres	100227	70	192	77	221	8	29	11%	15%	0.89	1.99
Hamilton Central	100264	236	250	241	239	6	-11	2%	-4%	0.37	0.71
Hamilton West	100263	288	246	279	230	-9	-16	-3%	-6%	0.52	1.02
Hartwood	100284	18	33	18	33	0	0	0%	1%	0.01	0.05
Hawkhead	100159	7	4	7	8	0	4	-1%	89%	0.02	1.50
Haymarket	100348	2219	1133	2325	1171	106	38	5%	3%	2.23	1.11
Helensburgh Central	100125	78	179	81	177	3	-1	4%	-1%	0.36	0.11
Helensburgh Upper	100124	28	33	24	31	-5	-3	-16%	-8%	0.88	0.47
Helmsdale	100007	9	2	9	2	0	0	0%	0%	0.00	0.00
High Street (Glasgow)	100202	126	133	221	154	96	22	76%	16%	7.29	1.79
Hillfoot	100222	88	403	90	406	2	3	2%	1%	0.23	0.14
Hillington East	100201	7	35	7	30	0	-5	1%	-15%	0.02	0.93
Hillington West	100200	148	16	152	17	5	2	3%	11%	0.37	0.42
Holytown	100262	101	76	68	74	-33	-2	-33%	-3%	3.61	0.26
Howwood (Renfrewshire)	100136	16	13	16	20	0	7	3%	55%	0.10	1.75
Huntly	100044	9	22	6	45	-3	22	-37%	100%	1.23	3.87
Hyndland	100199	503	679	403	613	-99	-66	-20%	-10%	4.67	2.59
IBM	100116	33	4	34	4	1	1	3%	20%	0.16	0.37
Insch	100045	8	42	7	34	0	-8	-4%	-18%	0.11	1.23
Invergordon	100034	1	1	1	1	0	0	15%	8%	0.15	0.09
Invergowrie	100089	1	0	3	0	1	0	84%	0%	0.85	0.00
Inverkeithing	100371	142	733	95	711	-47	-22	-33%	-3%	4.33	0.83
Inverkip	100115	7	26	8	31	1	5	11%	20%	0.28	0.95
Inverness	100447	87	84	113	129	26	45	30%	54%	2.60	4.38
Invershin	100028	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Inverurie	100046	6	6	3	6	-3	-1	-48%	-10%	1.32	0.27
Irvine	100132	94	167	96	167	2	0	2%	0%	0.23	0.01
Johnstone	100158	70	433	63	417	-7	-16	-10%	-4%	0.87	0.78
Jordanhill	100198	358	122	361	162	3	40	1%	33%	0.17	3.35
Keith	100043	2	18	2	21	0	3	7%	17%	0.10	0.69
Kelvindale	100177	19	6	20	4	0	-1	1%	-22%	0.02	0.56
Kennishead	100197	2	5	2	4	0	-1	-14%	-27%	0.21	0.64
Kildonan	100006	1	28	1	28	0	0	38%	0%	0.25	0.00
Kilmarnock	100366	229	166	232	224	2	58	1%	35%	0.16	4.13
Kilmaurs	100150	135	185	146	188	11	3	8%	2%	0.94	0.21
Kilpatrick	100161	48	45	52	55	4	10	9%	21%	0.62	1.37
Kilwinning	100448	176	412	157	392	-19	-20	-11%	-5%	1.48	1.01
Kinbrace	100003	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Kinghorn	100321	44	74	55	82	11	8	25%	11%	1.56	0.93
Kings Park	100196	15	46	15	64	-1	18	-4%	39%	0.14	2.42
Kingsknowe	100318	2	2	2	4	0	2	10%	91%	0.13	1.04
Kingussie	100033	0	0	6	8	5	7	2468%	3543%	3.17	3.75
Kirkcaldy	100323	177	368	209	320	32	-48	18%	-13%	2.27	2.60
Kirkconnel	100255	2	13	2	14	0	1	6%	11%	0.08	0.39
Kirkhill	100237	6	15	6	14	0	-1	-5%	-6%	0.13	0.25
Kirknewton	100304	5	15	5	18	0	3	6%	21%	0.12	0.75
Kirkwood	100269	6	23	5	23	-1	0	-19%	0%	0.47	0.01
Kyle of Lochalsh	100013	1	0	1	0	0	0	0%	#DIV/0!	0.00	#DIV/0!
Ladybank	100377	14	56	18	83	4	27	28%	49%	1.00	3.28
Lairg	100000	1	3	1	3	0	0	0%	11%	0.00	0.17
Lanark	100282	65	112	67	115	3	4	4%	3%	0.33	0.33
Langbank	100140	7	27	7	29	0	2	1%	6%	0.03	0.32
Langside	100195	10	57	9	54	-1	-4	-9%	-6%	0.30	0.49
Larbert	100288	93	311	84	313	-8	1	-9%	0%	0.88	0.06
Largs	100112	27	85	36	86	9	1	34%	1%	1.64	0.12



Table C.14 : Comparison of Boardings and Alightings – PM Peak (Passengers) (Cont.)

Station	Node	TMfs07		TMfs12		Difference		% Difference		GEH	
		Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
Larkhall	100257	91	154	92	158	0	3	0%	2%	0.05	0.25
Lenzie	100252	58	249	61	291	3	42	5%	17%	0.37	2.56
Leuchars (for St Andrews)	100090	23	54	32	79	9	25	37%	47%	1.63	3.09
Linlithgow	100301	148	535	135	523	-13	-12	-9%	-2%	1.12	0.53
Livingston North	100299	20	28	67	133	48	104	244%	369%	7.23	11.64
Livingston South	100298	14	123	40	187	26	64	186%	52%	5.03	5.14
Loch Awe	100062	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Loch Eil Outward Bound	100060	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Lochailort	100052	3	5	3	5	0	0	7%	0%	0.11	0.00
Locheilside	100057	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Lochgelly	100315	21	69	46	90	24	21	115%	31%	4.22	2.37
Lochluichart	100023	0	3	0	3	0	0	-100%	0%	0.95	0.00
Lochwinnoch	100134	8	37	8	48	0	11	1%	31%	0.04	1.75
Lockerbie	100340	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Longniddry	100331	2	125	3	125	1	0	30%	0%	0.41	0.01
Mallaig	100051	0	1	0	1	0	0	0%	-23%	0.00	0.28
Markinch	100085	47	134	49	149	2	15	4%	11%	0.29	1.24
Maryhill	100194	71	41	75	42	4	1	6%	2%	0.50	0.11
Maxwell Park	100193	10	22	11	23	0	1	2%	4%	0.05	0.18
Maybole	100103	5	29	12	38	8	10	161%	34%	2.60	1.69
Merryton	100258	17	67	17	67	0	0	-1%	0%	0.03	0.02
Milliken Park	100157	23	60	26	59	3	-1	13%	-1%	0.62	0.09
Milngavie	100221	89	255	91	370	2	115	2%	45%	0.23	6.51
Monifieth	100092	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Montrose	100099	42	143	57	180	15	37	37%	26%	2.17	2.93
Morar	100050	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Mossbank	100192	2	18	3	13	0	-5	17%	-30%	0.25	1.35
Motherwell	100261	326	418	282	391	-44	-27	-14%	-6%	2.53	1.34
Mount Florida	100191	155	421	149	394	-5	-27	-3%	-6%	0.42	1.33
Mount Vernon	100236	4	20	3	14	-1	-6	-19%	-31%	0.40	1.47
Muir of Ord	100026	9	17	9	14	0	-2	-4%	-13%	0.12	0.54
Muirend	100173	13	86	14	73	1	-13	5%	-15%	0.19	1.48
Musselburgh	100329	18	52	21	67	3	15	16%	28%	0.64	1.89
Nairn	100038	1	2	2	9	1	7	41%	290%	0.41	2.84
Neilston	100152	16	118	15	102	-1	-16	-5%	-14%	0.20	1.53
New Cumnock	100226	6	30	10	32	4	2	71%	6%	1.48	0.34
Newcraighall	100344	6	114	9	134	3	20	52%	18%	1.16	1.81
Newton (Lanarkshire)	100235	59	225	57	208	-2	-18	-4%	-8%	0.29	1.19
Newtonmore	100079	0	0	7	2	6	2	8075%	1236%	3.55	1.73
Newton-on-Ayr	100129	54	81	79	113	25	32	47%	40%	3.08	3.26
Nitshill	100190	29	25	31	26	2	1	6%	3%	0.30	0.15
North Berwick	100333	67	207	69	207	2	0	3%	0%	0.25	0.03
North Queensferry	100310	25	46	26	47	0	1	2%	2%	0.09	0.16
Oban	100054	0	0	1	3	1	3	5000%	927%	1.39	2.14
Paisley Canal	100156	48	74	47	111	-1	38	-2%	51%	0.17	3.90
Paisley Gilmour Street	100155	1001	913	941	790	-60	-123	-6%	-13%	1.92	4.20
Paisley St James	100154	30	57	34	65	4	9	12%	15%	0.62	1.09
Partick	100189	825	579	718	508	-106	-71	-13%	-12%	3.83	3.05
Patterton	100172	43	69	42	73	-1	5	-1%	7%	0.10	0.54
Perth	100378	132	165	127	152	-5	-13	-4%	-8%	0.43	1.07
Pitlochry	100082	5	6	6	7	1	0	14%	4%	0.31	0.09
Plockton	100014	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Pollokshaws East	100188	15	49	15	50	0	1	-1%	2%	0.03	0.12
Pollokshaws West	100187	65	121	67	116	2	-6	4%	-5%	0.29	0.51
Pollokshields East	100186	38	34	36	33	-2	-1	-5%	-2%	0.29	0.14
Pollokshields West	100185	3	12	4	10	1	-2	17%	-16%	0.29	0.59
Polmont	100389	77	398	59	383	-17	-15	-23%	-4%	2.09	0.78
Port Glasgow	100139	115	181	119	201	3	20	3%	11%	0.30	1.44
Portlethen	100101	4	1	4	9	0	8	1%	965%	0.02	3.69
Possilpark & Parkhouse	100184	17	28	18	29	1	0	5%	2%	0.20	0.09
Prestonpans	100327	26	224	27	229	1	5	3%	2%	0.14	0.34
Airport	100128	24	20	30	20	6	0	25%	1%	1.17	0.03
Prestwick Town	100127	47	72	62	94	15	22	31%	30%	1.99	2.40
Priesthill & Darnley	100183	55	24	62	25	7	1	13%	5%	0.93	0.23
Queens Park (Glasgow)	100182	47	101	43	98	-4	-3	-9%	-3%	0.63	0.30
Rannoch	100076	0	0	0	2	0	2	#DIV/0!	#DIV/0!	0.28	1.99
Renton	100138	18	42	18	41	0	-1	1%	-1%	0.04	0.08
Rogart	100001	2	3	2	3	0	0	0%	0%	0.00	0.00
Rosyth	100309	39	152	53	172	15	21	38%	14%	2.15	1.62
Roy Bridge	100067	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Rutherglen	100234	132	319	119	281	-13	-39	-10%	-12%	1.14	2.24
Saltcoats	100106	19	44	18	45	-1	1	-6%	2%	0.27	0.11
Sanquhar	100254	2	10	3	13	1	3	54%	27%	0.61	0.80
Scots Calder	100009	2	8	2	8	0	0	0%	2%	0.00	0.07
Scotstounhill	100181	101	132	96	157	-5	25	-5%	19%	0.48	2.06
Shawlands	100180	10	25	10	21	0	-4	-4%	-16%	0.11	0.81



Table C.15 : Comparison of Boardings and Alightings – PM Peak (Passengers) (Cont.)

Station	Node	TMfS07		TMfS12		Difference		% Difference		GEH	
		Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
Shettleston	100233	67	200	67	201	1	2	18%	7%	1.30	0.96
Shieldmuir	100260	85	31	81	39	-3	8	1525%	336%	11.61	6.16
Shotts	100283	44	87	45	95	2	8	166%	-3%	5.06	0.29
Singer	100160	207	68	203	70	-4	3	-2%	-26%	0.28	2.73
Slateford	100352	20	12	17	2	-4	-9	40%	-39%	1.26	0.86
South Gyle	100306	66	24	24	4	-42	-21	-87%	-94%	15.67	10.25
Spean Bridge	100066	0	0	0	1	0	0	#DIV/0!	#DIV/0!	0.14	1.32
Springburn	100232	74	125	73	133	0	8	8%	151%	0.64	8.31
Springfield	100087	2	1	5	6	3	6	#DIV/0!	5.15	3.02	2.72
Stepps	100231	5	20	4	19	0	-2	-59%	-82%	2.35	10.78
Stevenson	100105	32	68	37	73	5	5	265%	75%	5.50	4.12
Stewarton	100149	46	90	54	136	8	46	184%	147%	5.78	8.27
Stirling	100383	444	543	441	510	-3	-34	15%	31%	2.90	5.69
Stonehaven	100100	10	28	5	60	-5	32	-76%	-60%	4.49	8.81
Stranraer	100335	2	9	14	13	12	3	#DIV/0!	0.7985714	5.32	1.79
Strathcarron	100019	0	0	0	0	0	0	#N/A	#N/A	#N/A	#N/A
Stromeferry	100016	0	0	0	0	0	0	#N/A	#N/A	#N/A	#N/A
Summerston	100179	2	14	2	16	0	1	-70%	-49%	2.32	3.13
Tain	100035	7	12	8	12	0	0	#DIV/0!	107%	3.89	2.11
Taynuilt	100059	0	0	1	1	0	1	-28%	-0.505	0.30	0.83
Thornliebank	100171	38	69	39	67	1	-2	454%	62%	6.64	3.48
Thorntonhall	100170	2	0	3	0	1	0	36%	-98%	0.46	4.53
Thurso	100011	67	65	67	65	0	0	#DIV/0!	#DIV/0!	11.62	11.40
Troon	100131	138	250	147	260	9	10	333%	87%	11.89	8.55
Tulloch	100075	0	1	0	1	0	0	#DIV/0!	#DIV/0!	#DIV/0!	1.57
Tyndrum Lower	100072	0	0	3	1	3	1	#DIV/0!	#DIV/0!	2.45	1.41
Uddingston	100230	99	274	98	252	-2	-22	117%	14%	6.23	2.00
Uphall	100300	46	160	92	237	47	76	101%	160%	5.58	11.38
Upper Tyndrum	100071	0	0	0	4	0	4	#DIV/0!	#DIV/0!	#DIV/0!	2.84
Wallyford	100326	12	179	15	181	3	3	38%	159%	1.15	9.94
Wemyss Bay	100102	19	59	19	63	0	4	37%	-22%	1.26	2.08
West Calder	100297	42	35	43	39	1	4	518%	22%	7.23	1.18
West Kilbride	100104	7	60	9	66	3	6	-17%	-7%	0.59	0.59
Wester Hailes	100303	2	19	1	27	-1	9	-74%	205%	1.86	4.32
Westerton	100395	109	322	100	348	-9	26	-22%	27%	2.59	4.18
Whifflet	100268	78	154	75	126	-3	-27	240%	56%	7.58	4.46
Whinhill	100114	23	30	30	39	7	9	42%	49%	1.75	2.22
Whitecraigs	100169	23	30	23	40	0	10	56%	-64%	1.93	8.10
Wick	100012	39	42	39	42	0	0	5.4533333	#DIV/0!	6.92	9.15
Williamwood	100168	26	100	24	95	-3	-4	-16%	1%	0.85	0.14
Wishaw	100422	63	171	54	169	-9	-2	172%	98%	5.65	7.42
Woodhall	100137	59	84	60	92	1	7	329%	439%	7.57	10.13
Yoker	100178	3	19	3	20	0	1	-63%	-59%	2.27	4.94





D TMFS07/TMFS12 RAIL PASSENGER LOADING COMPARISONS*Table D.1 : Loading versus Capacity – AM Peak (Passengers)*

Name	Description	Max TMFS12 Loading	Loading/ Capacity	Max TMFS07 Loading	TMFS07-12 Difference
1000b	GLASGOW QS->HAYMARKET	630	82%	823	-194
1000f	GLASGOW QS->EDINBURGH	566	74%	799	-233
1001f	EDINBURGH->GLASGOW QS	556	72%	649	-94
1001g	EDINBURGH->GLASGOW QS	495	64%	587	-92
1006ED	EDINBURGH->DUNBLANE	274	101%	#N/A	#N/A
1009a	DUNBLANE->EDINBURGH	396	146%	448	-52
1009b	DUNBLANE->EDINBURGH	35	77%	34	1
1010	HAYMARKET->NEWCRAIGHALL	9	20%	8	1
1011	PERTH->EDINBURGH	96	106%	102	-5
1012	STIRLING->EDINBURGH	72	159%	79	-6
1015aNC	FIFE CIRCLE	412	193%	#N/A	#N/A
1016NC	FIFE CIRCLE	385	187%	#N/A	#N/A
1017a	EDINBURGH->COWDENBEATH	127	66%	68	59
1018	EDINBURGH->MARKINCH	38	20%	47	-9
1020a	DUNF QM->EDINBURGH	129	202%	121	8
1021a	GLENROTHES->EDINBURGH	130	203%	135	-5
1021b	KIRKCALDY->EDINBURGH	133	207%	137	-4
1023b	MARKINCH->EDINBURGH	147	229%	155	-8
1025	GLASGOW QS->STIRLING	66	51%	123	-57
1025ALLOA	GLASGOW QS->ALLOA	114	60%	#N/A	#N/A
1026	GLASGOW QS->DUNBLANE	33	26%	105	-72
1027GLA_DI	GLASGOW QS->DUNDEE	20	21%	#N/A	#N/A
1028	STIRLING->GLASGOW QS	79	123%	284	-205
1028ALLOA	ALLOA->GLASGOW QS	322	126%	#N/A	#N/A
1029	DUNBLANE->GLASGOW QS	203	79%	264	-61
1030	PERTH->GLASGOW QS	102	75%	119	-18
1030_DU_G	DUNDEE->GLASGOW QS	102	75%	#N/A	#N/A
1031	EDINBURGH->PERTH	13	20%	14	-1
1032	PERTH->EDINBURGH	110	121%	111	-1
1033	PERTH->EDINBURGH	126	139%	131	-5
1034	GLASGOW QS->FALKIRK GRAHAMSTON	18	9%	15	3
1036	FALKIRK GRAHAMSTON->GLASGOW QS	97	51%	92	5
1037	GLASGOW QS->CUMBERNAULD	10	5%	10	0
1038	CUMBERNAULD->GLASGOW QS	69	36%	80	-11
1040	DUNDEE->NEWCRAIGHALL	111	174%	148	-37
1041a	EDINBURGH->NORTH BERWICK	15	18%	9	6
1041b	EDINBURGH->NORTH BERWICK	6	7%	6	-1
1042a	GLASGOW C->NORTH BERWICK	48	57%	59	-11
1043	HAYMARKET->NORTH BERWICK	16	19%	10	6
1044	NORTH BERWICK->EDINBURGH	352	233%	329	23
1045	NORTH BERWICK->HAYMARKET	176	210%	175	1
1046b	NORTH BERWICK->GLASGOW C	151	180%	161	-10
1047_SEMI_	GLASGOW C->EDINBURGH	321	111%	#N/A	#N/A
1047a	GLASGOW C->EDINBURGH	50	103%	59	-9
1047b	GLASGOW C->EDINBURGH	60	51%	75	-15
1048a	WEST CALDER->EDINBURGH	22	47%	32	-9
1048b	WEST CALDER->EDINBURGH	24	49%	30	-6
1049_SEMI_	EDINBURGH->GLASGOW C	160	55%	#N/A	#N/A
1049a	EDINBURGH->GLASGOW C	139	49%	202	-63
1049b	EDINBURGH->GLASGOW C	45	94%	61	-16
1052aEXP	EDINBURGH->ABERDEEN	34	53%	#N/A	#N/A
1052bEXP	EDINBURGH->ABERDEEN	42	66%	#N/A	#N/A
1052EDDU	EDINBURGH->DUNDEE	141	110%	#N/A	#N/A
1052EDDU_	EDINBURGH->DUNDEE	74	116%	#N/A	#N/A
1053aEXP	EDINBURGH->DYCE	49	76%	#N/A	#N/A
1057aEXP	ABERDEEN->EDINBURGH	65	101%	#N/A	#N/A
1057DUED	DUNDEE->EDINBURGH	237	185%	#N/A	#N/A
1057DUED_	DUNDEE->EDINBURGH	122	190%	#N/A	#N/A
1059	DUNDEE->BERWICK	154	115%	156	-2
1060	DUNDEE->EDINBURGH	110	242%	121	-11
1063	EDINBURGH->PERTH	13	20%	14	-1
1066	PERTH->EDINBURGH	100	157%	105	-5
1067b	GLASGOW QS->ABERDEEN	25	39%	28	-3
1067c	GLASGOW QS->ABERDEEN	74	39%	83	-8
1067dLAUR	GLASGOW QS->ABERDEEN	26	41%	#N/A	#N/A
1068	GLASGOW QS->DYCE	21	32%	24	-3
1077	DUNDEE->GLASGOW QS	47	74%	68	-20



Table D.2 : Loading versus Capacity – AM Peak (Passengers) (Cont.)

Name	Description	Max TMFS Loading	Loading/ Capacity	Max TMFS07 Loading	TMFS07-12 Difference
1078a	ABERDEEN->GLASGOW QS	49	108%	61	-13
1079	DYCE->GLASGOW QS	39	61%	55	-16
1079aLAUR	DYCE->GLASGOW QS	63	98%	#N/A	#N/A
1080	GLASGOW C->CARLISLE	150	53%	144	7
1081	GLASGOW C->CARLISLE	87	65%	67	20
1083	GLASGOW C->CARLISLE	58	44%	68	-10
1085	CARLISLE->GLASGOW C	104	78%	107	-3
1086	CARLISLE->GLASGOW C	172	63%	187	-15
1100	INVERNESS->WICK	93	204%	91	2
1102	INVERNESS->INVERGORDON	3	6%	4	-1
1103b	WICK->INVERNESS	107	236%	107	0
1104	LAIRG->INVERNESS	27	60%	15	13
1107	INVERNESS->KYLE OF LOCHALSH	10	15%	10	0
1110	GLASGOW QS->MALLAIG	49	102%	48	1
1111	FT WILLIAM->MALLAIG	44	91%	43	1
1112	MALLAIG->GLASGOW QS	31	65%	30	1
1113a	ARR AND TAR->GLASGOW QS	20	41%	20	0
1114	GLASGOW QS->OBAN	47	98%	47	0
1115	OBAN->GLASGOW QS	20	41%	22	-3
1120	GLASGOW C->CARLISLE	100	103%	112	-12
1121	CARLISLE->GLASGOW C	233	121%	156	77
1123	GIRVAN->CARLISLE	29	60%	17	12
1124	DUMFRIES->CARLISLE	15	32%	9	6
1127	GLASGOW C->GIRVAN	66	69%	45	21
1129a	KILMARNOCK->STRANRAER	17	34%	15	2
1130	STRANRAER->GLASGOW C	114	118%	56	58
1134	GLASGOW C->STRANRAER	24	50%	26	-1
1137	GLASGOW->WHIFFLET	43	15%	47	-4
1138	WHIFFLET->GLASGOW	75	26%	88	-13
1140	GLASGOW Q S->ANNIESLAND	100	34%	100	0
1141	GLASGOW Q S->ANNIESLAND	64	22%	65	-1
1145	GLASGOW->BERWICK UPON TWEED	61	31%	85	-24
1145b	GLASGOW->BERWICK UPON TWEED	32	17%	34	-2
1146a	DUNBAR->GLASGOW	42	31%	49	-8
1146c	BERWICK UPON TWEED->GLASGOW	345	109%	371	-26
1147a	EDINBURGH->NEWCASTLE	24	15%	38	-14
1148b	NEWCASTLE->EDINBURGH	229	76%	252	-23
1150a	GLASGOW C->NEILSTON	126	26%	138	-12
1150b	GLASGOW C->NEILSTON X	5	7%	5	0
1151a	GLASGOW C->NEWTON VQP	40	14%	39	1
1151b	GLASGOW C->NEWTON VMP	14	7%	14	0
1152a	NEILSTON->GLASGOW C	681	128%	708	-27
1152b	NEILSTON X->GLASGOW C	48	68%	45	3
1153a	NEWTON VQP->GLASGOW C	178	67%	202	-24
1153b	NEWTON VMP->GLASGOW C	70	27%	91	-22
1154	CATHCART OUTER	106	35%	114	-8
1155	CATHCART INNER	270	89%	289	-19
1156	GLASGOW C->BARRHEAD	96	33%	99	-3
1157a	GLASGOW C->E KILBRIDE	44	14%	45	-1
1157b	GLASGOW C->E KILBRIDE	36	13%	37	-1
1159	KILMARNOCK->GLASGOW C	117	60%	56	60
1160	BARRHEAD->GLASGOW C	176	61%	196	-20
1161a	E KILBRIDE->GLASGOW C	271	68%	267	3
1161b	E KILBRIDE->GLASGOW C	183	126%	182	0
1161c	E KILBRIDE->GLASGOW C	55	57%	53	3
1161d	HAIRMYRES->GLASGOW C	32	34%	34	-1
1165a	GLASGOW C->LARGS	26	22%	26	1
1166a	GLASGOW C->AYR	50	33%	42	8
1166b	GLASGOW C->AYR	309	34%	267	42
1168	GLASGOW C->ARDROSSAN SOUTH BEA	12	16%	24	-13
1171a	AYR->GLASGOW C	237	103%	167	70
1171b	AYR->GLASGOW C	141	92%	103	38
1171c	AYR->GLASGOW C	419	92%	311	108
1171d	AYR->GLASGOW C	292	96%	205	87
1171e	AYR->GLASGOW C	134	88%	102	32
1172a	LARGS->GLASGOW C	121	99%	94	27
1172b	LARGS->GLASGOW C	129	105%	104	25



Table D.3 : Loading versus Capacity – AM Peak (Passengers) (Cont.)

Name	Description	Max TMFS Loading	Loading/ Capacity	Max TMFS07 Loading	TMFS07-12 Difference
1172c	LARGS->GLASGOW C	116	95%	100	16
1172d	LARGS->GLASGOW C	261	142%	247	13
1173b	ARDROSSAN HARBOUR->GLASGOW C	83	135%	73	9
1174	ARDROSSAN TOWN->GLASGOW C	84	138%	71	13
1177	GLASGOW C->PAISLEY CANAL	70	16%	60	10
1178	PSY CNL->GLA C	37	8%	56	-19
1179a	GOUROCK->GLASGOW C	248	46%	247	1
1179b	GOUROCK->GLASGOW C	197	61%	174	24
1179c	GOUROCK->GLASGOW C	59	49%	56	3
1179d	GOUROCK->GLASGOW C	64	52%	61	3
1180a	WEMYSS BAY->GLASGOW C	58	48%	57	2
1180b	WEMYSS BAY->GLASGOW C	59	48%	58	1
1180c	WEMYSS BAY->GLA C	199	54%	186	13
1181a	GLASGOW C->GOUROCK	310	42%	314	-4
1181b	GLASGOW C->GOUROCK	116	32%	111	6
1181c	GLASGOW C->GOUROCK	51	42%	51	0
1182a	GLASGOW C->WEMYSS BAY	48	40%	43	6
1182b	GLASGOW C->WEMYSS BAY	108	30%	102	7
1200	DALMUIR->LANARK	164	82%	170	-6
1201a	MILINGAVIE->LANARK	233	107%	248	-15
1203	DALMUIR->MOTHERWELL	107	59%	120	-13
1204a	MILINGAVIE->MOTHERWELL	255	119%	269	-13
1204b	MILINGAVIE->MOTHERWELL	72	117%	75	-4
1205	ANDERSTON->MOTHERWELL	15	20%	18	-3
1207	MOTHERWELL->CUMBERNAULD	71	49%	65	6
1208aAB	HELENSBURGH->EDIN	77	101%	#N/A	#N/A
1208bAB	HELENSBURGH->EDIN	268	116%	#N/A	#N/A
1208cAB	HELENSBURGH->EDIN	98	127%	#N/A	#N/A
1208dAB	HELENSBURGH->EDIN	91	119%	#N/A	#N/A
1209	DALMUIR->SPRINGBURN	217	66%	233	-17
1210a	BALLOCH->SPRINGBURN	61	80%	56	5
1211	GARSCADDEN->SPRINGBURN	46	61%	51	-4
1212	MILINGAVIE->SPRINGBURN	52	34%	46	6
1214a	DALMUIR->LARKHALL	329	90%	331	-3
1216	BALLOCH->AIRDRIE	482	136%	482	0
1217	HELENSBURGH->AIRDRIE	68	88%	69	-1
1219AB	MILINGAVIE->EDINBURGH	485	141%	#N/A	#N/A
1220	HELENSBURGH->HIGH STREET	101	132%	97	4
1221	DALMUIR->HIGH STREET	43	56%	46	-3
1222	CARDROSS->GLASGOW QS	10	20%	19	-10
1240AB	EDIN->HELENS C	529	115%	#N/A	#N/A
1244	AIRDRIE->BALLOCH	556	121%	519	37
1245a	LANARK->DALMUIR	147	139%	163	-16
1245b	LANARK->DALMUIR	97	133%	88	9
1246	SPRINGBURN->DALMUIR	357	78%	299	57
1247	MOTHERWELL->DALMUIR	328	134%	344	-16
1248a	LARKHALL->DALMUIR	208	114%	212	-5
1248b	LARKHALL->DALMUIR	77	126%	82	-5
1248c	LARKHALL->DALMUIR	73	120%	77	-4
1249	MOTHERWELL->MILINGAVIE	372	133%	370	2
1250	LANARK->MILINGAVIE	301	138%	310	-9
1251	CUMBERNAULD->MILINGAVIE	98	80%	99	-1
1252AB	EDINBURGH->MILINGAVIE	546	119%	#N/A	#N/A
1253	BELGROVE->MILINGAVIE	115	12%	139	-24
1255	CUMBERNAULD->MOTHERWELL	61	43%	66	-5
1256	MOTHERWELL->GLASGOW C	36	29%	46	-10
1257a	LANARK->PARTICK	116	159%	110	6
1257b	LANARK->PARTICK	103	141%	#N/A	#N/A
1258	CARSTAIRS->PARTICK	97	133%	#N/A	#N/A
1260	EDINBURGH->CARLISLE	172	97%	#N/A	#N/A
1261	EDINBURGH->CARLISLE	58	43%	#N/A	#N/A
1263	CARLISLE->EDINBURGH	172	129%	#N/A	#N/A
1290a	ABERDEEN->BERWICK UPON TWEED	158	118%	#N/A	#N/A
1290b	ABERDEEN->NEWCASTLE	267	131%	#N/A	#N/A
1291c	BERWICK UPON TWEED->ABERDEEN	149	112%	#N/A	#N/A
2001hd	-Aberdeen-Dyce-Inverurie-Insch	27	21%	#N/A	#N/A
2002x	-Blair Atholl-Pitlochry-Dunkel	86	135%	#N/A	#N/A
2004	-Dyce-Aberdeen-Portlethen-Ston	64	100%	#N/A	#N/A
2007	-Edinburgh-Haymarket-Kirkcaldy	49	76%	#N/A	#N/A
2010	-Edinburgh-Haymarket-Kirkcaldy	17	27%	#N/A	#N/A
2014	-Edinburgh-Haymarket-Leuchars-	31	48%	#N/A	#N/A
2015HD	-Elgin-Forres-Nairn-Inverness	18	7%	#N/A	#N/A
2020HD	-Glasgow Queen Street-Stirling	39	61%	#N/A	#N/A
2023HD	-Inverness-Aviemore-Kingussie-	67	105%	#N/A	#N/A
2025	-Inverness-Aviemore-Kingussie-	43	32%	#N/A	#N/A
2026	-Inverness-Beaulieu-Muir of Ord-	6	14%	#N/A	#N/A
2029	-Inverness-Carbridge-Aviemore	51	79%	#N/A	#N/A
2031HD	-Inverness-Nairn-Forres-Elgin-	112	56%	#N/A	#N/A
2032HD	-Inverurie-Dyce-Aberdeen	5	10%	#N/A	#N/A
2037	-Inverurie-Dyce-Aberdeen-Ston	65	101%	#N/A	#N/A
2040	-London Euston-Watford Junctio	67	105%	#N/A	#N/A
ALLOA_EDIN	ALLOA->EDINBURGH	87	136%	#N/A	#N/A
KIRK_GLAS_	KIRKCALDY->GLASGOW QS	58	90%	#N/A	#N/A



Table D.4 : Loading versus Capacity – Inter Peak (Passengers)

Name	Description	Max TMfS Loading	Loading/ Capacity	Max TMfS07 Loading	TMfS07-12 Difference
1000b	GLASGOW QS->HAYMARKET	176	23%	248	-72
1000f	GLASGOW QS->EDINBURGH	153	20%	210	-57
1001f	EDINBURGH->GLASGOW QS	153	20%	216	-63
1001g	EDINBURGH->GLASGOW QS	148	19%	201	-53
1006ED	EDINBURGH->DUNBLANE	136	50%	#N/A	#N/A
1009a	DUNBLANE->EDINBURGH	191	70%	175	16
1015aNC	FIFE CIRCLE	59	30%	#N/A	#N/A
1016NC	FIFE CIRCLE	92	46%	#N/A	#N/A
1017a	EDINBURGH->COWDENBEATH	56	29%	50	6
1018	EDINBURGH->MARKINCH	39	20%	37	2
1022	COWDENBEATH->EDINBURGH	29	15%	24	4
1023a	MARKINCH->EDINBURGH	38	20%	34	4
1025	GLASGOW QS->STIRLING	12	13%	50	-37
1025ALLOA	GLASGOW QS->ALLOA	29	15%	#N/A	#N/A
1026	GLASGOW QS->DUNBLANE	9	7%	53	-45
1027	GLASGOW QS->PERTH	12	19%	#N/A	#N/A
1028	STIRLING->GLASGOW QS	15	23%	52	-37
1028ALLOA	ALLOA->GLASGOW QS	49	26%	#N/A	#N/A
1029	DUNBLANE->GLASGOW QS	36	14%	61	-25
1030_DU_GL	DUNDEE->GLASGOW QS	19	14%	#N/A	#N/A
1031	EDINBURGH->PERTH	9	28%	6	3
1032	PERTH->EDINBURGH	8	17%	6	1
1034	GLASGOW QS->FALKIRK GRAHAMSTON	19	10%	27	-8
1035	GLASGOW QS->FALKIRK GRAHAMSTON	3	8%	5	-2
1036	FALKIRK GRAHAMSTON->GLASGOW QS	13	7%	18	-5
1037	GLASGOW QS->CUMBERNAULD	14	7%	22	-8
1038	CUMBERNAULD->GLASGOW QS	10	5%	15	-6
1041a	EDINBURGH->NORTH BERWICK	44	18%	57	-13
1042b	GLASGOW C->NORTH BERWICK	16	39%	14	2
1043	HAYMARKET->NORTH BERWICK	9	18%	11	-3
1044	NORTH BERWICK->EDINBURGH	41	24%	58	-17
1045	NORTH BERWICK->HAYMARKET	19	22%	28	-9
1047_SEMI_	GLASGOW C->EDINBURGH	76	26%	#N/A	#N/A
1047b	GLASGOW C->EDINBURGH	81	28%	112	-31
1048a	WEST CALDER->EDINBURGH	1	4%	1	0
1049_SEMI_	EDINBURGH->GLASGOW C	54	19%	#N/A	#N/A
1049a	EDINBURGH->GLASGOW C	53	18%	82	-29
1052aEXP	EDINBURGH->ABERDEEN	10	31%	#N/A	#N/A
1052bEXP	EDINBURGH->ABERDEEN	13	40%	#N/A	#N/A
1052cEXP	EDINBURGH->ABERDEEN	11	33%	#N/A	#N/A
1052dEXP	EDINBURGH->ABERDEEN	37	39%	#N/A	#N/A
1052EDDU	EDINBURGH->DUNDEE	87	46%	#N/A	#N/A
1053bEXP	EDINBURGH->DYCE	33	35%	#N/A	#N/A
1057aEXP	ABERDEEN->EDINBURGH	8	25%	#N/A	#N/A
1057bEXP	ABERDEEN->EDINBURGH	27	28%	#N/A	#N/A
1057cEXP	ABERDEEN->EDINBURGH	9	27%	#N/A	#N/A
1057dEXP	ABERDEEN->EDINBURGH	9	27%	#N/A	#N/A
1057DUED	DUNDEE->EDINBURGH	85	44%	#N/A	#N/A
1058aEXP	DYCE->EDINBURGH	12	37%	#N/A	#N/A
1058bEXP	DYCE->EDINBURGH	11	34%	#N/A	#N/A
1063	EDINBURGH->PERTH	9	28%	6	3
1066	PERTH->EDINBURGH	8	24%	6	1
1067b	GLASGOW QS->ABERDEEN	12	38%	14	-2
1067c	GLASGOW QS->ABERDEEN	48	37%	54	-7
1067dLAURE	GLASGOW QS->ABERDEEN	14	43%	#N/A	#N/A
1067e	GLASGOW QS->ABERDEEN	13	41%	14	-1
1067fLAURE	GLASGOW QS->ABERDEEN	13	41%	#N/A	#N/A
1067g	GLASGOW QS->ABERDEEN	12	38%	13	-1
1077	DUNDEE->GLASGOW QS	12	37%	15	-3
1078a	ABERDEEN->GLASGOW QS	48	59%	49	-1
1078b	ABERDEEN->GLASGOW QS	14	44%	14	0
1078c	ABERDEEN->GLASGOW QS	15	46%	17	-2
1079aLAURE	DYCE->GLASGOW QS	14	43%	#N/A	#N/A
1080	GLASGOW C->CARLISLE	103	41%	109	-7
1081	GLASGOW C->CARLISLE	45	45%	41	4
1083	GLASGOW C->CARLISLE	34	43%	40	-6
1084	CARLISLE->GLASGOW C	82	34%	66	16



Table D.5 : Loading versus Capacity – Inter Peak (Passengers) (Cont.)

Name	Description	Max TMfS Loading	Loading/ Capacity	Max TMfS07 Loading	TMfS07-12 Difference
1086	CARLISLE->GLAS GOW C	16	6%	55	-39
1087	CARLISLE->GLAS GOW C	27	41%	22	6
1088	CARLISLE->GLAS GOW C	34	43%	26	8
1089	CARLISLE->GLAS GOW C	24	36%	20	4
1100	INVERNESS->WICK	21	52%	20	0
1102	INVERNESS->INVERGORDON	3	6%	5	-2
1103a	WICK->INVERNESS	17	74%	14	3
1103b	WICK->INVERNESS	18	77%	14	4
1105	INVERGORDON->INVERNESS	5	10%	7	-1
1107	INVERNESS->KYLE OF LOCHALSH	7	11%	7	0
1110	GLASGOW OS->MALLAIG	29	81%	29	0
1112	MALLAIG->GLASGOW OS	13	52%	13	0
1113b	ARR AND TAR->GLASGOW OS	15	41%	16	-1
1114	GLASGOW OS->OBAN	46	128%	26	21
1115	OBAN->GLASGOW OS	17	54%	14	3
1120	GLASGOW C->CARLISLE	80	83%	78	2
1121	CARLISLE->GLASGOW C	77	40%	53	24
1122	STRANRAER->CARLISLE	12	51%	10	2
1125	CARLISLE->STRANRAER	10	43%	14	-4
1127	GLASGOW C->GIRVAN	23	47%	19	4
1128	KILMARNOCK->GIRVAN	7	29%	7	0
1129a	KILMARNOCK->STRANRAER	10	42%	10	0
1130	STRANRAER->GLASGOW C	31	63%	17	13
1131	STRANRAER->GLASGOW C	15	61%	14	1
1132a	GIRVAN->KILMARNOCK	15	31%	15	0
1132b	GIRVAN->KILMARNOCK	5	20%	5	0
1133	STRANRAER->KILMARNOCK	7	27%	7	0
1134	GLASGOW C->STRANRAER	9	37%	12	-3
1137	GLASGOW->WHIFFLET	21	7%	36	-15
1138	WHIFFLET->GLASGOW	19	7%	31	-12
1140	GLASGOW Q S->ANNIESLAND	26	9%	40	-14
1141	GLASGOW Q S->ANNIESLAND	56	19%	61	-5
1145	GLASGOW->BERWICK UPON TWEED	50	25%	55	-5
1145b	GLASGOW->BERWICK UPON TWEED	2	2%	3	-1
1146b	BERWICK UPON TWEED->GLASGOW	55	24%	45	11
1146c	BERWICK UPON TWEED->GLASGOW	21	31%	19	2
1146d	BERWICK UPON TWEED->GLASGOW	19	24%	15	4
1147a	EDINBURGH->NEWCASTLE	27	15%	27	0
1148a	NEWCASTLE->EDINBURGH	0	0%	2	-2
1148b	NEWCASTLE->EDINBURGH	15	23%	12	3
1150a	GLASGOW C->NEILSTON	129	29%	157	-28
1151a	GLASGOW C->NEWTON VOP	43	20%	53	-10
1151b	GLASGOW C->NEWTON VMP	16	8%	24	-8
1152a	NEILSTON->GLASGOW C	112	27%	130	-18
1153a	NEWTON VOP->GLASGOW C	50	23%	58	-9
1153b	NEWTON VMP->GLASGOW C	13	6%	21	-8
1154	CATHCART OUTER	54	23%	69	-14
1155	CATHCART INNER	51	24%	65	-14
1156	GLASGOW C->BARRHEAD	54	21%	72	-18
1157a	GLASGOW C->E KILBRIDE	28	9%	35	-7
1157b	GLASGOW C->E KILBRIDE	26	9%	33	-8
1158a	GLASGOW C->KILMARNOCK	49	51%	35	14
1158b	GLASGOW C->KILMARNOCK	22	46%	17	5
1159	KILMARNOCK->GLASGOW C	70	24%	79	-10
1160	BARRHEAD->GLASGOW C	76	26%	95	-19
1161a	E KILBRIDE->GLASGOW C	27	9%	41	-14
1161b	E KILBRIDE->GLASGOW C	27	18%	40	-13
1165b	GLASGOW C->LARGS	81	52%	65	15
1165c	GLASGOW C->LARGS	20	32%	17	3
1166a	GLASGOW C->AYR	128	28%	122	7
1166c	GLASGOW C->AYR	25	22%	28	-3
1166d	GLASGOW C->AYR	22	29%	21	1
1166e	GLASGOW C->AYR	67	21%	80	-12
1169	GLASGOW C->ARDROSSA N TOWN	41	41%	38	3
1170a	GLASGOW C->ARDROSSA N HARBOUR	26	42%	23	2
1171a	AYR->GLASGOW C	24	31%	20	4
1171c	AYR->GLASGOW C	110	24%	105	5



Table D.6 : Loading versus Capacity – Inter Peak (Passengers) (Cont.)

Name	Description	Max TMFS Loading	Loading/ Capacity	Max TMFS07 Loading	TMFS07-12 Difference
1171d	AYR->GLASGOW C	138	30%	116	22
1171e	AYR->GLASGOW C	18	24%	17	1
1172d	LARGS->GLASGOW C	89	65%	89	0
1173b	ARDROSSAN HARBOUR->GLASGOW C	13	44%	14	-1
1173c	ARDROSSAN HARBOUR->GLASGOW C	14	45%	14	0
1174	ARDROSSAN TOWN->GLASGOW C	54	45%	56	-2
1177	GLASGOW C->PAISLEY CANAL	22	5%	23	-2
1178	PSY CNL->GLA C	15	3%	20	-5
1179a	GOUROCK->GLASGOW C	154	21%	168	-14
1179b	GOUROCK->GLASGOW C	82	23%	76	6
1180c	WEMYSS BAY->GLA C	76	20%	78	-2
1181a	GLASGOW C->GOUROCK	127	17%	137	-10
1181b	GLASGOW C->GOUROCK	56	15%	71	-15
1182a	GLASGOW C->WEYMSS BAY	13	21%	14	-1
1182b	GLASGOW C->WEYMSS BAY	79	22%	85	-6
1200	DALMUIR->LANARK	65	45%	70	-5
1201a	MILNGAVIE->LANARK	49	31%	56	-7
1201b	MILNGAVIE->LANARK	11	31%	11	0
1203	DALMUIR->MOTHERWELL	71	31%	85	-14
1204a	MILNGAVIE->MOTHERWELL	65	33%	82	-17
1207	MOTHERWELL->CUMBERNAULD	28	19%	24	4
1208bAB	HELENSBURGH->EDIN	114	25%	#N/A	#N/A
1209	DALMUIR->SPRINGBURN	113	25%	146	-33
1214a	DALMUIR->LARKHALL	117	32%	147	-30
1216	BALLOCH->AIRDRIE	121	26%	143	-23
1218	MILNGAVIE->AIRDRIE	76	17%	113	-37
1219AB	MILNGAVIE->EDINBURGH	132	29%	#N/A	#N/A
1223	MILNGAVIE->WHIFFLET	122	27%	154	-32
1240AB	EDIN->HELENS C	126	27%	#N/A	#N/A
1244	AIRDRIE->BALLOCH	160	35%	183	-23
1245a	LANARK->DALMUIR	69	32%	83	-13
1246	SPRINGBN->DALMUIR	176	38%	185	-9
1247	MOTHERWELL->DALMUIR	64	34%	77	-13
1248a	LARKHALL->DALMUIR	132	36%	160	-29
1249	MOTHERWELL->MILNGAVIE	78	33%	99	-21
1250	LANARK->MILNGAVIE	77	35%	99	-22
1252AB	EDINBURGH->MILNGAVIE	151	33%	#N/A	#N/A
1253	BELLSGROVE->MILNGAVIE	87	9%	134	-47
1255	CUMBERNAULD->MOTHERWELL	45	31%	40	5
1260	EDINBURGH->CARLISLE	127	63%	122	5
1261	EDINBURGH->CARLISLE	15	22%	12	3
1262	EDINBURGH->CARLISLE	128	63%	124	3
1263	CARLISLE->EDINBURGH	83	83%	94	-11
1264	CARLISLE->EDINBURGH	193	87%	215	-22
1290a	ABERDEEN->BERWICK UPON TWEED	25	38%	25	0
1290b	ABERDEEN->NEWCASTLE	60	29%	61	-2
1290c	ABERDEEN->BERWICK UPON TWEED	22	33%	23	-1
1291a	BERWICK UPON TWEED->ABERDEEN	20	31%	23	-2
1291b	NEWCASTLE->ABERDEEN	9	14%	17	-8
1291c	BERWICK UPON TWEED->ABERDEEN	21	32%	19	2
2000hd	-Aberdeen-Dyce-Inverurie	1	2%	#N/A	#N/A
2001hd	-Aberdeen-Dyce-Inverurie-Insch	59	27%	#N/A	#N/A
2006	-Edinburgh-Haymarket-Inverkeit	12	37%	#N/A	#N/A
2009	-Edinburgh-Haymarket-Kirkcaldy	11	35%	#N/A	#N/A
2011	-Edinburgh-Haymarket-Leuchars-	13	42%	#N/A	#N/A
2012	-Edinburgh-Haymarket-Leuchars-	10	31%	#N/A	#N/A
2013	-Edinburgh-Haymarket-Leuchars-	11	34%	#N/A	#N/A
2017	-Glasgow Queen Street-Stirling	21	64%	#N/A	#N/A
2018	-Glasgow Queen Street-Stirling	22	70%	#N/A	#N/A
2019	-Glasgow Queen Street-Stirling	23	72%	#N/A	#N/A
2021	-Inverness-Aviemore-Kingussie-	9	28%	#N/A	#N/A
2022	-Inverness-Aviemore-Kingussie-	26	82%	#N/A	#N/A
2024	-Inverness-Aviemore-Kingussie-	7	22%	#N/A	#N/A
2026	-Inverness-Beaully-Muir of Ord-	5	10%	#N/A	#N/A
2028	-Inverness-Carrbridge-Aviemore	9	28%	#N/A	#N/A
2031HD	-Inverness-Nairn-Forres-Elgin-	57	24%	#N/A	#N/A
2032HD	-Inverurie-Dyce-Aberdeen	1	6%	#N/A	#N/A
2034	-Inverurie-Dyce-Aberdeen-Portl	11	33%	#N/A	#N/A
2035	-Inverurie-Dyce-Aberdeen-Stone	8	25%	#N/A	#N/A
2036	-Inverurie-Dyce-Aberdeen-Stone	12	38%	#N/A	#N/A
2038	-Kyle of Lochalsh-Duirinish-Pl	6	13%	#N/A	#N/A
2041	-London Kings Cross-York-Darli	22	68%	#N/A	#N/A



Table D.7 : Loading versus Capacity – PM Peak (Passengers)

Name	Description	Max TMfS Loading	Loading/ Capacity	Max TMfS07 Loading	TMfS07-12 Difference
1000b	GLASGOW QS->HAYMARKET	508	66%	643	-134
1000f	GLASGOW QS->EDINBURGH	503	66%	604	-101
1001f	EDINBURGH->GLASGOW QS	641	83%	828	-187
1001g	EDINBURGH->GLASGOW QS	461	60%	685	-224
1006ED	EDINBURGH->DUNBLANE	504	185%	#N/A	#N/A
1007	EDINBURGH->DUNBLANE	64	101%	49	16
1009a	DUNBLANE->EDINBURGH	290	107%	300	-10
1015aNC	FIFE CIRCLE	206	166%	#N/A	#N/A
1015b	FIFE CIRCLE	138	215%	126	12
1016NC	FIFE CIRCLE	346	156%	#N/A	#N/A
1017a	EDINBURGH->COWDENBEATH	366	191%	332	34
1017b	EDINBURGH->COWDENBEATH	84	132%	80	4
1018	EDINBURGH->MARKINCH	325	172%	334	-9
1019	EDINBURGH->PERTH	119	187%	112	7
1022	COWDENBEATH->EDINBURGH	49	26%	34	15
1023a	MARKINCH->EDINBURGH	50	26%	49	1
1025	GLASGOW QS->STIRLING	67	105%	237	-170
1025ALLOA	GLASGOW QS->ALLOA	213	111%	#N/A	#N/A
1026	GLASGOW QS->DUNBLANE	142	56%	243	-101
1027	GLASGOW QS->PERTH	134	69%	176	-41
1027GLA_DU	GLASGOW QS->DUNDEE	66	69%	#N/A	#N/A
1028	STIRLING->GLASGOW QS	55	43%	116	-62
1028ALLOA	ALLOA->GLASGOW QS	85	44%	#N/A	#N/A
1029	DUNBLANE->GLASGOW QS	61	24%	104	-43
1030	PERTH->GLASGOW QS	31	23%	#N/A	#N/A
1034	GLASGOW QS->FALKIRK GRAHAMSTON	94	49%	82	12
1035	GLASGOW QS->FALKIRK GRAHAMSTON	52	81%	48	3
1036	FALKIRK GRAHAMSTON->GLASGOW QS	29	15%	19	10
1037	GLASGOW QS->CUMBERNAULD	68	35%	66	1
1038	CUMBERNAULD->GLASGOW QS	15	8%	15	0
1041a	EDINBURGH->NORTH BERWICK	142	169%	153	-11
1042b	GLASGOW C->NORTH BERWICK	196	233%	193	2
1043	HAYMARKET->NORTH BERWICK	571	249%	543	28
1044	NORTH BERWICK->EDINBURGH	49	16%	45	4
1045	NORTH BERWICK->HAYMARKET	38	15%	36	2
1046a	NORTH BERWICK->GLASGOW C	36	43%	33	3
1047_SEMI_	GLASGOW C->EDINBURGH	186	64%	#N/A	#N/A
1047b	GLASGOW C->EDINBURGH	108	56%	137	-29
1047c	GLASGOW C->EDINBURGH	51	53%	63	-12
1049_SEMI_	EDINBURGH->GLASGOW C	354	122%	#N/A	#N/A
1049a	EDINBURGH->GLASGOW C	141	49%	220	-79
1049c	EDINBURGH->GLASGOW C	50	104%	62	-12
1052EDDU	EDINBURGH->DUNDEE	243	190%	#N/A	#N/A
1052EDDU_S	EDINBURGH->DUNDEE	126	197%	#N/A	#N/A
1053bEXP	EDINBURGH->DYCE	41	64%	#N/A	#N/A
1053cEXP	EDINBURGH->DYCE	35	55%	#N/A	#N/A
1053dEXP	EDINBURGH->DYCE	40	62%	#N/A	#N/A
1054EXP	EDINBURGH->INVERURIE	37	57%	#N/A	#N/A
1057dEXP	ABERDEEN->EDINBURGH	27	42%	#N/A	#N/A
1057DUED	DUNDEE->EDINBURGH	113	88%	#N/A	#N/A
1057DUED_S	DUNDEE->EDINBURGH	59	92%	#N/A	#N/A
1057eEXP	ABERDEEN->EDINBURGH	26	41%	#N/A	#N/A
1057fEXP	ABERDEEN->EDINBURGH	29	45%	#N/A	#N/A
1058bEXP	DYCE->EDINBURGH	44	68%	#N/A	#N/A
1058cEXP	DYCE->EDINBURGH	36	56%	#N/A	#N/A
1067a	GLASGOW QS->ABERDEEN	26	40%	56	-30
1067c	GLASGOW QS->ABERDEEN	78	122%	68	10
1067FLAURE	GLASGOW QS->ABERDEEN	80	125%	#N/A	#N/A
1067g	GLASGOW QS->ABERDEEN	78	123%	68	10
1067h	GLASGOW QS->ABERDEEN	47	74%	40	8
1078a	ABERDEEN->GLASGOW QS	66	47%	94	-28
1078c	ABERDEEN->GLASGOW QS	26	40%	32	-6
1078dLAURE	ABERDEEN->GLASGOW QS	39	61%	#N/A	#N/A
1078e	ABERDEEN->GLASGOW QS	21	32%	29	-9
1080	GLASGOW C->CARLISLE	210	32%	211	0
1081	GLASGOW C->CARLISLE	42	32%	48	-5
1082	GLASGOW C->CARLISLE	41	31%	39	2



Table D.8 : Loading versus Capacity – PM Peak (Passengers) (Cont.)

Name	Description	Max TMfS Loading	Loading/ Capacity	Max TMfS07 Loading	TMfS07-12 Difference
1084	CARLISLE->GLASGOW C	91	30%	95	-4
1088	CARLISLE->GLASGOW C	57	43%	52	5
1100	INVERNESS->WICK	84	184%	83	0
1101	INVERNESS->ARDGAY	10	23%	8	2
1103a	WICK->INVERNESS	61	134%	58	2
1105	INVERGORDON->INVERNESS	6	13%	7	-1
1110	GLASGOW QS->MALLAIG	40	83%	39	2
1112	MALLAIG->GLASGOW QS	60	124%	56	4
1114	GLASGOW QS->OBAN	39	80%	39	0
1115	OBAN->GLASGOW QS	51	105%	53	-3
1120	GLASGOW C->CARLISLE	153	158%	139	13
1121	CARLISLE->GLASGOW C	95	49%	79	16
1124	DUMFRIES->CARLISLE	15	31%	10	4
1125	CARLISLE->STRANRAER	57	117%	45	12
1126	CARLISLE->DUMFRIES	13	26%	12	1
1128	KILMARNOCK->GIRVAN	42	86%	30	12
1131	STRANRAER->GLASGOW C	42	87%	28	14
1137	GLASGOW->WHIFFLET	120	42%	121	0
1138	WHIFFLET->GLASGOW	31	11%	40	-9
1140	GLASGOW Q S->ANNIESLAND	148	51%	155	-8
1141	GLASGOW Q S->ANNIESLAND	92	32%	87	5
1145b	GLASGOW->BERWICK UPON TWEED	13	6%	37	-25
1145c	GLASGOW->BERWICK UPON TWEED	188	141%	190	-1
1146b	BERWICK UPON TWEED->GLASGOW	62	27%	49	13
1146d	BERWICK UPON TWEED->GLASGOW	60	25%	50	11
1147b	EDINBURGH->NEWCASTLE	103	77%	88	15
1148a	NEWCASTLE->EDINBURGH	0	0%	3	-3
1150a	GLASGOW C->NEILSTON	693	131%	762	-69
1150b	GLASGOW C->NEILSTON X	36	51%	36	0
1151a	GLASGOW C->NEWTON VQP	224	90%	227	-4
1151b	GLASGOW C->NEWTON VMP	89	42%	98	-9
1152a	NEILSTON->GLASGOW C	143	35%	152	-9
1152c	NEILSTON->GLASGOW C	20	28%	21	-1
1153a	NEWTON VQP->GLASGOW C	53	25%	58	-5
1153b	NEWTON VMP->GLASGOW C	21	10%	20	0
1153c	NEWTON X->GLASGOW C	12	17%	13	-1
1154	CATHCART OUTER	254	104%	278	-24
1155	CATHCART INNER	105	45%	134	-29
1156	GLASGOW C->BARRHEAD	152	72%	183	-31
1157a	GLASGOW C->E KILBRIDE	283	67%	295	-12
1157b	GLASGOW C->E KILBRIDE	441	66%	455	-14
1157c	GLASGOW C->E KILBRIDE	36	37%	37	-1
1158c	GLASGOW C->KILMARNOCK	132	68%	68	64
1158d	GLASGOW C->KILMARNOCK	137	71%	69	68
1159	KILMARNOCK->GLASGOW C	102	26%	91	11
1160	BARRHEAD->GLASGOW C	107	37%	111	-4
1161a	E KILBRIDE->GLASGOW C	51	18%	48	3
1161b	E KILBRIDE->GLASGOW C	51	35%	47	3
1165b	GLASGOW C->LARGS	275	126%	265	10
1165c	GLASGOW C->LARGS	109	89%	108	1
1165d	GLASGOW C->LARGS	100	82%	97	3
1165e	GLASGOW C->LARGS	92	75%	91	1
1166a	GLASGOW C->AYR	378	82%	343	34
1166e	GLASGOW C->AYR	337	74%	325	12
1166f	GLASGOW C->AYR	132	86%	117	15
1166g	GLASGOW C->AYR	108	71%	102	7
1166h	GLASGOW C->AYR	88	58%	73	15
1166i	GLASGOW C->AYR	127	84%	114	13
1169	GLASGOW C->ARDROSSAN TOWN	118	127%	111	7
1170b	GLASGOW C->ARDROSSAN HARBOUR	89	73%	91	-2
1171a	AYR->GLASGOW C	72	47%	54	18
1171c	AYR->GLASGOW C	142	31%	127	15
1171e	AYR->GLASGOW C	45	30%	41	4
1171f	AYR->GLASGOW C	49	32%	45	4
1172a	LARGS->GLASGOW C	29	24%	28	1
1172b	LARGS->GLASGOW C	28	23%	28	0
1172d	LARGS->GLASGOW C	29	48%	28	1



Table D.9 : Loading versus Capacity – PM Peak (Passengers) (Cont.)

Name	Description	Max TMFS Loading	Loading/ Capacity	Max TMFS07 Loading	TMFS07-12 Difference
1173a	ARDROSSAN HARBOUR->GLASGOW C	26	21%	25	1
1173c	ARDROSSAN HARBOUR->GLASGOW C	27	44%	26	1
1174	ARDROSSAN TOWN->GLASGOW C	26	42%	25	0
1175	ARDROSSAN SOUTH BEACH->GLASGOW	8	13%	24	-16
1176	GIRVAN->AYR	7	14%	4	3
1177	GLASGOW C->PAISLEY CANAL	144	33%	108	36
1178	PSY CNL->GLA C	53	12%	55	-2
1179a	GOUROCK->GLASGOW C	368	52%	368	0
1179b	GOUROCK->GLASGOW C	56	46%	52	4
1179e	GOUROCK->GLASGOW C	61	50%	57	3
1180c	WEMYSS BAY->GLA C	168	46%	160	9
1181a	GLASGOW C->GOUROCK	371	54%	372	-1
1181b	GLASGOW C->GOUROCK	132	60%	124	8
1181d	GLASGOW C->GOUROCK	76	63%	76	0
1182a	GLASGOW C->WEYMSS BAY	73	60%	62	11
1182b	GLASGOW C->WEYMSS BAY	70	57%	62	8
1182c	GLASGOW C->WEYMSS BAY	66	54%	60	6
1182d	GLASGOW C->WEYMSS BAY	65	54%	61	5
1200	DALMUIR->LANARK	94	154%	100	-6
1201a	MILNGAVIE->LANARK	73	100%	88	-15
1202a	ANDERSTON->LANARK	234	126%	201	33
1202b	ANDERSTON->LANARK	116	80%	99	17
1203	DALMUIR->MOTHERWELL	356	136%	337	19
1204a	MILNGAVIE->MOTHERWELL	416	114%	440	-24
1207	MOTHERWELL->CUMBERNAULD	58	40%	53	5
1208bAB	HELENSBURGH->EDIN	567	123%	#N/A	#N/A
1208e	HELENSBURGH->DRUMGELLOCH	83	108%	95	-12
1209	DALMUIR->SPRINGBURN	341	74%	354	-14
1210b	BALLOCH->SPRINGBURN	35	46%	35	0
1214a	DALMUIR->LARKHALL	211	115%	212	-1
1214b	DALMUIR->LARKHALL	77	127%	78	-1
1215	MILNGAVIE->LARKHALL	381	52%	423	-42
1216	BALLOCH->AIRDRIE	463	101%	510	-47
1218	MILNGAVIE->AIRDRIE	239	52%	293	-54
1219AB	MILNGAVIE->EDINBURGH	501	109%	#N/A	#N/A
1223	MILNGAVIE->WHIFFLET	431	94%	477	-45
1224	DALMUIR->WHIFFLET	70	92%	71	-1
1225	DALMUIR->CARSTAIRS	90	118%	95	-5
1240AB	EDIN->HELENS C	464	101%	#N/A	#N/A
1241	BELGROVE->HELENS C	66	86%	74	-9
1242	AIRDRIE->HELENS C	73	60%	89	-16
1243	BELGROVE->BALLOCH	72	94%	62	10
1244	AIRDRIE->BALLOCH	418	121%	413	5
1245a	LANARK->DALMUIR	133	50%	145	-13
1246	SPRINGBN->DALMUIR	418	91%	357	61
1247	MOTHERWELL->DALMUIR	92	50%	105	-13
1248a	LARKHALL->DALMUIR	153	49%	174	-21
1248b	LARKHALL->DALMUIR	30	50%	35	-5
1249	MOTHERWELL->MILNGAVIE	227	93%	256	-29
1250	LANARK->MILNGAVIE	209	95%	235	-26
1252AB	EDINBURGH->MILNGAVIE	561	122%	#N/A	#N/A
1253	BELGROVE->MILNGAVIE	414	45%	486	-71
1254	LARKHALL->MILNGAVIE	65	107%	73	-8
1255	CUMBERNAULD->MOTHERWELL	78	54%	63	15
1262	EDINBURGH->CARLISLE	380	95%	359	21
1263	CARLISLE->EDINBURGH	94	49%	90	4
1264	CARLISLE->EDINBURGH	123	51%	115	8
1290c	ABERDEEN->BERWICK UPON TWEED	193	145%	196	-3
1291a	BERWICK UPON TWEED->ABERDEEN	166	124%	169	-4
1291b	NEWCASTLE->ABERDEEN	139	104%	151	-12
1291d	NEWCASTLE->ABERDEEN	164	123%	169	-5
2001hd	-Aberdeen-Dyce-Inverurie-Insch	164	67%	#N/A	#N/A
2003	-Dyce-Aberdeen-Portlethen-Ston	10	16%	#N/A	#N/A
2005	-Edinburgh-Haymarket-Cupar-Leu	36	56%	#N/A	#N/A
2008	-Edinburgh-Haymarket-Kirkcaldy	79	124%	#N/A	#N/A
2016	-Glasgow Queen Street-Larbert-	75	117%	#N/A	#N/A
2027	-Inverness-Carrbridge-Aviemore	22	35%	#N/A	#N/A
2030	-Inverness-Carrbridge-Aviemore	50	78%	#N/A	#N/A
2031HD	-Inverness-Nairn-Forres-Elgin-	39	28%	#N/A	#N/A
2032HD	-Inverurie-Dyce-Aberdeen	3	7%	#N/A	#N/A
2033	-Inverurie-Dyce-Aberdeen-Laure	55	86%	#N/A	#N/A
2039	-Kyle of Lochalsh-Duirinish-PI	17	38%	#N/A	#N/A
EDIN_ALLOA	EDINBURGH->ALLOA	119	185%	#N/A	#N/A
GLAS_KIRK_	GLASGOW QS->KIRKCALDY	98	153%	#N/A	#N/A





E TMFS07/TMFS12 TIMETABLED AND MODELLED BUS JOURNEY TIME COMPARISONS*Table E.1 : Bus Journey Time Comparisons – AM Peak (Minutes)*

Line No	Operator	AM Peak Period		Modelled '07	Modelled '12	Diff	% Diff
		Service No.	Route Description				
721	Scottish CityLink	916	Uig - Glasgow	381	382	0	0%
720	Scottish CityLink	916	Glasgow - Uig	372	373	1	0%
309c	Stagecoach Inverness	10	Aberdeen - Inverness	239	238	-1	-1%
310a	Stagecoach Inverness	10	Inverness - Aberdeen	234	237	3	1%
697	Scottish CityLink	M10	Glasgow - Inverness	241	235	-7	-3%
760	Scottish CityLink	973	Dundee - Oban	210	209	0	0%
933a	First Borders	X95	Carlisle - Edinburgh	184	184	0	0%
932a	First Borders	X95	Edinburgh - Carlisle	172	173	1	0%
714	Scottish CityLink	976	Oban - Glasgow	180	181	0	0%
713	Scottish CityLink	976	Glasgow - Oban	171	171	1	0%
775	MacEwan's	100	Dumfries - Edinburgh	179	179	0	0%
511f	Stagecoach Fife	X58/X60	St Andrews - Edinburgh	195	196	2	1%
512c	Stagecoach Fife	X58/X60	Edinburgh - St Andrews	174	180	6	3%
249b	Stagecoach Fife	X54	Edinburgh - Dundee	133	140	7	6%
248a	Stagecoach Fife	X54	Dundee - Edinburgh	144	150	6	4%
567b	Stagecoach West	246	Dumfries - Ayr	124	123	-1	-1%
568d	Stagecoach West	246	Ayr - Dumfries	122	122	0	0%
797	Stagecoach West	500	Stranraer - Dumfries	116	116	0	0%
796	Stagecoach West	500	Dumfries - Stranraer	115	115	0	0%
919b	First Borders	62	Edinburgh - Melrose	129	130	1	1%
694a	Scottish CityLink	M8	Dundee - Glasgow	165	157	-8	-5%
693a	Scottish CityLink	M8	Glasgow - Dundee	164	164	0	0%
302a	Stagecoach Inverness	25	Tain - Inverness	70	71	1	1%
300a	Stagecoach Inverness	25	Inverness - Tain	68	68	0	0%
564a	Stagecoach West	585	Ayr - Greenock	144	144	0	0%
563a	Stagecoach West	585	Greenock - Ayr	142	142	0	0%
667	Stagecoach West	X74	Glasgow - Dumfries	117	117	0	0%
668	Stagecoach West	X74	Dumfries - Glasgow	117	117	0	0%
914a	First Borders	60	Galashiels - Tweedmouth	79	79	0	0%
915a	First Borders	60	Tweedmouth - Galashiels	79	79	0	0%
115b	Stagecoach Bluebird	X7	Montrose - Aberdeen	78	78	1	1%
502b	Stagecoach Fife	X27	Kirkcaldy - Glasgow	136	122	-14	-10%
832	Lothian	15A	Tranent - Penicuik	98	97	-1	-1%
833	Lothian	15A	Penicuik - Tranent	93	93	1	1%
728a	First Glasgow	216	Glasgow - Helensburgh	77	77	0	0%
729a	First Glasgow	216	Helensburgh - Glasgow	79	79	0	0%
726a	First Glasgow	215	Glasgow - Lomond Shores	80	80	0	0%
712a	Scottish CityLink	901	Largs - Glasgow	114	118	4	3%
711a	Scottish CityLink	901	Glasgow - Largs	109	112	2	2%
863	First Edinburgh	124	North Berwick - Edinburgh	93	92	-2	-2%
862	First Edinburgh	124	Edinburgh - North Berwick	75	75	0	0%
766a	Stagecoach Cumberland	79	Dumfries - Carlisle	52	52	0	0%
767a	Stagecoach Cumberland	79	Carlisle - Dumfries	51	52	1	2%
636a	Stagecoach West	X44	Ardrossan - Glasgow	88	90	2	2%
731	First Glasgow	24	Stirling - Glasgow	105	105	0	0%
730a	First Glasgow	24	Glasgow - Stirling	101	101	1	1%
661a	First Glasgow	240	Glasgow - Pather	96	97	1	1%
662a	First Glasgow	240	Pather - Glasgow	106	104	-2	-2%
824	Lothian	30	Clovenstone - Musselburgh	64	63	-1	-1%
825	Lothian	30	Musselburgh - Clovenstone	66	66	0	1%
753a	McGills	904	Helensburgh - Glasgow	81	82	1	2%
752a	McGills	904	Glasgow - Helensburgh	75	77	2	2%
659a	First Glasgow	255	Glasgow - Newarthill	69	68	-1	-1%
660a	First Glasgow	255	Newarthill - Glasgow	80	77	-2	-3%
732	First Glasgow	27	Glasgow - Falkirk	78	79	0	0%
733	First Glasgow	27	Falkirk - Glasgow	82	82	0	0%
613b	Scottish Citylink	900	Edinburgh - Glasgow	83	83	0	0%
612a	Scottish Citylink	900	Glasgow - Edinburgh	85	85	-1	-1%
692a	First Glasgow	X39	Stirling - Glasgow	75	68	-8	-10%
691	First Glasgow	X39	Glasgow - Stirling	67	65	-2	-3%
464	First Edinburgh	X30	Falkirk - Edinburgh	80	80	1	1%
885c	First Edinburgh	44	Wallyford - Balerno	94	92	-2	-2%
884a	First Edinburgh	44	Balerno - Wallyford	86	83	-3	-3%
459	First Glasgow	X37	Falkirk - Glasgow	88	81	-7	-8%
458a	First Glasgow	X37	Glasgow - Falkirk	83	81	-2	-3%
631a	Stagecoach West	X34	Glasgow - Irvine	69	69	1	1%
267b	Stagecoach Strathtay	16	Perth - Dundee	45	47	2	5%
266b	Stagecoach Strathtay	16	Dundee - Perth	44	44	0	0%
550	Stagecoach West	11	Ardrossan - Kilmarnock	75	76	0	0%



Table E.2 : Bus Journey Time Comparisons – AM Peak (Minutes) (Cont.)

Line No	AM Peak Period		Route Description	Modelled	Modelled	Diff	% Diff
	Operator	Service No.		'07	'12		
551	Stagecoach West	11	Kilmarnock - Ardrossan	77	78	0	0%
101a	Stagecoach Bluebird	263	Peterhead - Aberdeen	71	73	1	2%
100a	Stagecoach Bluebird	263	Aberdeen - Peterhead	64	68	4	6%
600a	First Glasgow	X1	Hillhouse - Glasgow (George Square)	37	37	0	0%
741a	Arriva	36	Kilbarchan - Glasgow	50	51	1	2%
740b	Arriva	36	Glasgow - Kilbarchan	49	48	-1	-1%
750a	Arriva	23A	Glasgow (Renfield St) - Erskine Harbour	40	39	-1	-2%
616	First Edinburgh	15A	Glasgow - Livingston	51	51	0	-1%
615	First Edinburgh	15A	Livingston - Glasgow	49	49	1	1%
242a	Stagecoach Strathtay	73A	Carnoustie - Ninewells	57	57	0	0%
241c	Stagecoach Strathtay	73A	Ninewells - Carnoustie	56	56	-1	-1%
566a	Stagecoach West	X77	Glasgow - Ayr	55	55	0	1%
565a	Stagecoach West	X77	Ayr - Glasgow	56	59	3	5%
643	First Glasgow	85	Glasgow - Campsie Glen	45	45	0	0%
644	First Glasgow	85	Campsie Glen - Glasgow	52	52	0	0%
844	First Edinburgh	8	Livingston - Whitburn	45	45	0	0%
845	First Edinburgh	8	Whitburn - Livingston	48	48	0	0%
610	First Glasgow	X11	Newmains - Glasgow	62	62	0	0%
611	First Glasgow	X11	Glasgow - Newmains	58	57	0	-1%
736	McKindless	80	Glasgow - Harestanes	46	46	0	0%
737	McKindless	80	Harestanes - Glasgow	55	55	0	0%
413a	First Edinburgh	59	Stirling - Callander	27	27	0	0%
414a	First Edinburgh	59	Callander - Stirling	27	27	0	-1%
554	Stagecoach West	10	Kilmarnock - Troon	40	40	0	0%
555a	Stagecoach West	10	Troon - Kilmarnock	39	39	0	0%
676	First Glasgow	FX4	Abronnhill - Glasgow	55	47	-7	-13%
664	First Glasgow	213	Bargeddie - Glasgow	23	23	0	0%
663	First Glasgow	213	Glasgow - Bargeddie	23	23	0	0%
860	First Edinburgh	121	North Berwick - Haddington	31	30	0	-1%
861	First Edinburgh	121	Haddington - North Berwick	28	28	0	0%
400	First Edinburgh	60	Stirling - Clackmannan	28	28	0	-1%
402	First Edinburgh	60	Clackmannan - Stirling	30	29	-1	-2%



Table E.3 : Bus Journey Time Comparisons – Inter Peak (Minutes)

Line No	IP Peak Period		Route Description	Modelled	Modelled	Diff	% Diff
	Operator	Service No.		'07	'12		
721	Scottish CityLink	916	Uig - Glasgow	372	363	-9	-2%
720	Scottish CityLink	916	Glasgow - Uig	371	361	-10	-3%
309c	Stagecoach Inverness	10	Aberdeen - Inverness	229	226	-3	-1%
310a	Stagecoach Inverness	10	Inverness - Aberdeen	222	221	-1	-1%
697	Scottish CityLink	M10	Glasgow - Inverness	233	246	13	5%
760	Scottish CityLink	973	Dundee - Oban	208	203	-5	-2%
933a	First Borders	X95	Carlisle - Edinburgh	172	172	0	0%
932a	First Borders	X95	Edinburgh - Carlisle	174	173	-1	0%
714	Scottish CityLink	976	Oban - Glasgow	171	162	-9	-5%
713	Scottish CityLink	976	Glasgow - Oban	170	160	-10	-6%
775	MacEwan's	100	Dumfries - Edinburgh	165	167	2	1%
776	MacEwan's	100	Edinburgh - Dumfries	165	167	2	1%
511f	Stagecoach Fife	X58/X60	St Andrews - Edinburgh	163	164	1	1%
512c	Stagecoach Fife	X58/X60	Edinburgh - St Andrews	167	169	2	1%
249b	Stagecoach Fife	X54	Edinburgh - Dundee	116	117	1	1%
248a	Stagecoach Fife	X54	Dundee - Edinburgh	110	111	1	1%
567b	Stagecoach West	246	Dumfries - Ayr	124	123	-1	-1%
568d	Stagecoach West	246	Ayr - Dumfries	121	120	-1	-1%
797	Stagecoach West	500	Stranraer - Dumfries	115	115	0	0%
796	Stagecoach West	500	Dumfries - Stranraer	115	115	0	0%
918a	First Borders	62	Melrose - Edinburgh	127	129	2	2%
919b	First Borders	62	Edinburgh - Melrose	129	131	2	1%
694a	Scottish CityLink	M8	Dundee - Glasgow	152	147	-5	-3%
693a	Scottish CityLink	M8	Glasgow - Dundee	156	151	-5	-3%
302a	Stagecoach Inverness	25	Tain - Inverness	68	68	0	0%
300a	Stagecoach Inverness	25	Inverness - Tain	66	66	0	0%
564a	Stagecoach West	585	Ayr - Greenock	141	141	0	0%
563a	Stagecoach West	585	Greenock - Ayr	138	137	-1	-1%
667	Stagecoach West	X74	Glasgow - Dumfries	116	117	1	1%
668	Stagecoach West	X74	Dumfries - Glasgow	113	114	1	1%
914a	First Borders	60	Galashiels - Tweedmouth	79	79	0	0%
915a	First Borders	60	Tweedmouth - Galashiels	79	79	0	0%
503b	Stagecoach Fife	X27	Glasgow - Kirkcaldy	119	113	-6	-5%
502b	Stagecoach Fife	X27	Kirkcaldy - Glasgow	121	116	-5	-4%
832	Lothian	15A	Tranent - Penicuik	81	87	6	7%
833	Lothian	15A	Penicuik - Tranent	83	89	6	8%
728a	First Glasgow	216	Glasgow - Helensburgh	75	76	1	2%
729a	First Glasgow	216	Helensburgh - Glasgow	74	75	1	2%
726a	First Glasgow	215	Glasgow - Lomond Shores	77	78	1	1%
727a	First Glasgow	215	Lomond Shores - Glasgow	76	77	1	2%
712a	Scottish CityLink	901	Largs - Glasgow	104	103	-1	-1%
711a	Scottish CityLink	901	Glasgow - Largs	107	107	0	0%
863	First Edinburgh	124	North Berwick - Edinburgh	76	78	2	3%
862	First Edinburgh	124	Edinburgh - North Berwick	76	79	3	4%
766a	Stagecoach Cumberland	79	Dumfries - Carlisle	51	51	0	0%
767a	Stagecoach Cumberland	79	Carlisle - Dumfries	51	51	0	0%
731	First Glasgow	24	Stirling - Glasgow	96	96	0	0%
730a	First Glasgow	24	Glasgow - Stirling	96	96	0	0%
661a	First Glasgow	240	Glasgow - Pather	92	92	0	0%
662a	First Glasgow	240	Pather - Glasgow	96	96	0	0%
824	Lothian	30	Clovenstone - Musselburgh	58	62	4	6%
825	Lothian	30	Musselburgh - Clovenstone	57	61	4	7%
753a	McGills	904	Helensburgh - Glasgow	73	71	-2	-3%
752a	McGills	904	Glasgow - Helensburgh	73	71	-2	-3%
659a	First Glasgow	255	Glasgow - Newarthill	68	68	0	-1%
660a	First Glasgow	255	Newarthill - Glasgow	74	74	0	0%
732	First Glasgow	27	Glasgow - Falkirk	73	73	0	0%
733	First Glasgow	27	Falkirk - Glasgow	74	74	0	0%
613b	Scottish Citylink	900	Edinburgh - Glasgow	75	76	1	1%
612a	Scottish Citylink	900	Glasgow - Edinburgh	73	73	0	0%
692a	First Glasgow	X39	Stirling - Glasgow	65	63	-2	-3%
691	First Glasgow	X39	Glasgow - Stirling	63	61	-2	-3%
885c	First Edinburgh	44	Wallyford - Balerno	77	84	7	9%
884a	First Edinburgh	44	Balerno - Wallyford	78	84	6	8%
459	First Glasgow	X37	Falkirk - Glasgow	80	79	-1	-1%
458a	First Glasgow	X37	Glasgow - Falkirk	79	79	0	0%
631a	Stagecoach West	X34	Glasgow - Irvine	66	66	0	0%
632b	Stagecoach West	X34	Irvine - Glasgow	65	65	0	1%
267b	Stagecoach Strathtay	16	Perth - Dundee	43	38	-5	-11%



Table E.4 : Bus Journey Time Comparisons – Inter Peak (Minutes) (Cont.)

Line No	IP Peak Period			Modelled	Modelled	Diff	% Diff
	Operator	Service No.	Route Description	'07	'12		
266b	Stagecoach Strathtay	16	Dundee - Perth	43	38	-5	-11%
550	Stagecoach West	11	Ardrossan - Kilmarnock	71	71	0	0%
551	Stagecoach West	11	Kilmarnock - Ardrossan	74	74	0	0%
101a	Stagecoach Bluebird	263	Peterhead - Aberdeen	64	67	3	4%
100a	Stagecoach Bluebird	263	Aberdeen - Peterhead	64	67	3	4%
601b	First Glasgow	X1	Glasgow (George Square) - Hillhouse	29	29	0	2%
600a	First Glasgow	X1	Hillhouse - Glasgow (George Square)	32	32	0	1%
741a	Arriva	36	Kilbarchan - Glasgow	46	46	0	0%
740b	Arriva	36	Glasgow - Kilbarchan	47	47	0	0%
751	Arriva 23A	Erskine	Harbour - Glasgow (Renfield St.)	36	36	0	-1%
242a	Stagecoach Strathtay	73A	Carnoustie - Ninewells	54	50	-4	-7%
241c	Stagecoach Strathtay	73A	Ninewells - Carnoustie	54	51	-3	-6%
566a	Stagecoach West	X77	Glasgow - Ayr	53	52	-1	-1%
565a	Stagecoach West	X77	Ayr - Glasgow	52	52	0	0%
844	First Edinburgh	8	Livingston - Whitburn	44	44	0	0%
845	First Edinburgh	8	Whitburn - Livingston	46	45	-1	-1%
610	First Glasgow	X1 1	Newmains - Glasgow	57	57	0	-1%
611	First Glasgow	X1 1	Glasgow - Newmains	57	57	0	0%
736	McKindless	80	Glasgow - Harestanes	44	44	0	0%
413a	First Edinburgh	59	Stirling - Callander	27	26	-1	-2%
414a	First Edinburgh	59	Callander - Stirling	26	26	0	-1%
554	Stagecoach West	10	Kilmarnock - Troon	39	39	0	0%
555a	Stagecoach West	10	Troon - Kilmarnock	37	37	0	0%
676	First Glasgow	FX4	Abronhill - Glasgow	46	46	0	0%
675	First Glasgow	FX4	Glasgow - Abronhill	38	38	0	0%
664	First Glasgow	213	Bargeddie - Glasgow	22	21	-1	-2%
663	First Glasgow	213	Glasgow - Bargeddie	23	23	0	0%
860	First Edinburgh	121	North Berwick - Haddington	30	30	0	1%
861	First Edinburgh	121	Haddington - North Berwick	28	28	0	-1%
400	First Edinburgh	60	Stirling - Clackmannan	28	27	-1	-2%
402	First Edinburgh	60	Clackmannan - Stirling	27	27	0	1%



Table E.5 : Bus Journey Time Comparisons – PM Peak (Minutes)

Line No	Operator	Service No.	Route Description	PM Peak Period		Diff	% Diff
				Modelled '07	Modelled '12		
721	Scottish CityLink	916	Uig - Glasgow	376	379	3	1%
720	Scottish CityLink	916	Glasgow - Uig	386	386	0	0%
309c	Stagecoach Inverness	10	Aberdeen - Inverness	245	252	7	3%
310a	Stagecoach Inverness	10	Inverness - Aberdeen	234	234	0	0%
697	Scottish CityLink	M10	Glasgow - Inverness	248	239	-9	-4%
760	Scottish CityLink	973	Dundee - Oban	214	213	-1	-1%
933a	First Borders	X95	Carlisle - Edinburgh	177	181	4	2%
932a	First Borders	X95	Edinburgh - Carlisle	192	193	1	0%
714	Scottish CityLink	976	Oban - Glasgow	176	177	1	1%
713	Scottish CityLink	976	Glasgow - Oban	185	184	-1	0%
775	MacEwan's	100	Dumfries - Edinburgh	171	172	1	1%
511f	Stagecoach Fife	X58/X60	St Andrews - Edinburgh	174	179	5	3%
512c	Stagecoach Fife	X58/X60	Edinburgh - St Andrews	210	211	1	0%
249b	Stagecoach Fife	X54	Edinburgh - Dundee	163	167	4	3%
248a	Stagecoach Fife	X54	Dundee - Edinburgh	123	133	10	8%
567b	Stagecoach West	246	Dumfries - Ayr	124	123	-1	-1%
568d	Stagecoach West	246	Ayr - Dumfries	122	123	0	0%
797	Stagecoach West	500	Stranraer - Dumfries	116	116	0	0%
796	Stagecoach West	500	Dumfries - Stranraer	117	117	1	0%
919b	First Borders	62	Edinburgh - Melrose	147	148	0	0%
694a	Scottish CityLink	M8	Dundee - Glasgow	166	162	-4	-2%
693a	Scottish CityLink	M8	Glasgow - Dundee	172	167	-5	-3%
302a	Stagecoach Inverness	25	Tain - Inverness	67	69	2	3%
300a	Stagecoach Inverness	25	Inverness - Tain	70	72	1	2%
564a	Stagecoach West	585	Ayr - Greenock	147	147	0	0%
563a	Stagecoach West	585	Greenock - Ayr	143	143	0	0%
667	Stagecoach West	X74	Glasgow - Dumfries	124	124	0	0%
668	Stagecoach West	X74	Dumfries - Glasgow	119	120	1	1%
914a	First Borders	60	Galashiels - Tweedmouth	80	80	0	0%
915a	First Borders	60	Tweedmouth - Galashiels	77	81	4	5%
115b	Stagecoach Bluebird	X7	Montrose - Aberdeen	72	72	0	0%
502b	Stagecoach Fife	X27	Kirkcaldy - Glasgow	134	125	-9	-7%
832	Lothian	15A	Tranent - Penicuik	96	97	0	0%
833	Lothian	15A	Penicuik - Tranent	104	104	0	0%
728a	First Glasgow	216	Glasgow - Helensburgh	85	84	-1	-1%
729a	First Glasgow	216	Helensburgh - Glasgow	77	78	1	1%
726a	First Glasgow	215	Glasgow - Lomond Shores	89	88	-1	-1%
712a	Scottish CityLink	901	Largs - Glasgow	107	110	3	3%
711a	Scottish CityLink	901	Glasgow - Largs	121	124	3	2%
863	First Edinburgh	124	North Berwick - Edinburgh	77	77	0	0%
862	First Edinburgh	124	Edinburgh - North Berwick	96	95	-1	-1%
766a	Stagecoach Cumberland	79	Dumfries - Carlisle	52	53	1	2%
767a	Stagecoach Cumberland	79	Carlisle - Dumfries	48	52	3	7%
636a	Stagecoach West	X44	Ardrossan - Glasgow	84	85	2	2%
731	First Glasgow	24	Stirling - Glasgow	105	105	0	0%
730a	First Glasgow	24	Glasgow - Stirling	107	108	1	1%
661a	First Glasgow	240	Glasgow - Pather	102	102	0	0%
662a	First Glasgow	240	Pather - Glasgow	109	111	2	2%
824	Lothian	30	Clovenstone - Musselburgh	70	70	0	1%
825	Lothian	30	Musselburgh - Clovenstone	71	70	-1	-1%
753a	McGills	904	Helensburgh - Glasgow	78	80	2	2%
752a	McGills	904	Glasgow - Helensburgh	87	86	-1	-1%
659a	First Glasgow	255	Glasgow - Newarthill	75	74	0	-1%
660a	First Glasgow	255	Newarthill - Glasgow	79	79	0	0%
732	First Glasgow	27	Glasgow - Falkirk	83	84	1	1%
733	First Glasgow	27	Falkirk - Glasgow	83	84	1	1%
613b	Scottish Citylink	900	Edinburgh - Glasgow	90	92	1	2%
612a	Scottish Citylink	900	Glasgow - Edinburgh	81	82	0	1%
692a	First Glasgow	X39	Stirling - Glasgow	74	70	-3	-5%
691	First Glasgow	X39	Glasgow - Stirling	74	70	-4	-5%
464	First Edinburgh	X30	Falkirk - Edinburgh	77	78	1	1%
885c	First Edinburgh	44	Wallyford - Balerno	89	87	-1	-1%
884a	First Edinburgh	44	Balerno - Wallyford	97	98	0	0%
459	First Glasgow	X37	Falkirk - Glasgow	88	85	-3	-3%
458a	First Glasgow	X37	Glasgow - Falkirk	88	83	-4	-5%
631a	Stagecoach West	X34	Glasgow - Irvine	74	76	2	3%
267b	Stagecoach Strathtay	16	Perth - Dundee	46	44	-1	-3%
266b	Stagecoach Strathtay	16	Dundee - Perth	47	46	0	-1%
550	Stagecoach West	11	Ardrossan - Kilmarnock	75	75	0	0%



Table E.6 : Bus Journey Time Comparisons – PM Peak (Minutes) (Cont.)

Line No	PM Peak Period			Modelled	Modelled	Diff	% Diff
	Operator	Service No.	Route Description	'07	'12		
551	Stagecoach West	11	Kilmarnock - Ardrossan	79	79	0	0%
101a	Stagecoach Bluebird	263	Peterhead - Aberdeen	66	67	1	1%
100a	Stagecoach Bluebird	263	Aberdeen - Peterhead	72	69	-3	-4%
600a	First Glasgow	X1	Hillhouse - Glasgow (George Square)	37	37	0	0%
741a	Arriva	36	Kilbarchan - Glasgow	49	50	1	3%
740b	Arriva	36	Glasgow - Kilbarchan	52	52	0	0%
750a	Arriva	23A	Glasgow (Renfield St) - Erskine Harbour	42	42	0	0%
616	First Edinburgh	15A	Glasgow - Livingston	52	52	0	0%
615	First Edinburgh	15A	Livingston - Glasgow	48	54	6	12%
242a	Stagecoach Strathtay	73A	Carnoustie - Ninewells	58	57	-1	-1%
241c	Stagecoach Strathtay	73A	Ninewells - Carnoustie	60	59	-1	-1%
566a	Stagecoach West	X77	Glasgow - Ayr	61	62	1	2%
565a	Stagecoach West	X77	Ayr - Glasgow	56	57	1	3%
643	First Glasgow	85	Glasgow - Campsie Glen	52	54	1	2%
644	First Glasgow	85	Campsie Glen - Glasgow	49	50	1	1%
844	First Edinburgh	8	Livingston - Whitburn	49	48	0	0%
845	First Edinburgh	8	Whitburn - Livingston	47	47	0	0%
610	First Glasgow	X11	Newmains - Glasgow	64	65	1	1%
611	First Glasgow	X11	Glasgow - Newmains	65	66	0	0%
736	McKindless	80	Glasgow - Harestanes	56	57	1	2%
737	McKindless	80	Harestanes - Glasgow	52	52	0	0%
413a	First Edinburgh	59	Stirling - Callander	27	27	0	0%
414a	First Edinburgh	59	Callander - Stirling	27	27	0	1%
554	Stagecoach West	10	Kilmarnock - Troon	41	41	0	0%
555a	Stagecoach West	10	Troon - Kilmarnock	38	39	1	2%
676	First Glasgow	FX4	Abronnhill - Glasgow	53	50	-3	-6%
664	First Glasgow	213	Bargeddie - Glasgow	22	22	0	1%
663	First Glasgow	213	Glasgow - Bargeddie	24	26	1	6%
860	First Edinburgh	121	North Berwick - Haddington	30	30	0	0%
861	First Edinburgh	121	Haddington - North Berwick	29	29	0	1%
400	First Edinburgh	60	Stirling - Clackmannan	31	30	-1	-3%
402	First Edinburgh	60	Clackmannan - Stirling	28	28	0	1%
703a	Scottish Citylink	M91	Edinburgh - Inverness via Perth	306	303	-2	-1%
704a	Scottish Citylink	M91	Inverness to Edinburgh via Perth	271	276	5	2%



F TMFS12 PASSENGER LOADING COMPARISONS

F.1 AM Peak

Table F.1 : Aberdeen Cordon Inbound (Passengers) (excludes Non ScotRail Services)

INBOUND						AM Observed	AM Modelled			
Station/Road Name	ID	REF	Mode	Dir	In/Out	Hour	Hour	Diff	% Duff	GEH
Aberdeen to Dyce	8011	AC_I_R1	Rail	S	I	141	136	-5	-4%	0.5
Portlethen to Aberdeen	1131	AC_I_R2	Rail	N	I	290	226	-64	-22%	4.0
A96 (at Greenburn Rd)	8031	AC_I_B1	Bus	E	I	160	243	83	52%	5.9
A947 (at Stonewood Terrace)	8041	AC_I_B2	Bus	S	I	83	152	69	83%	6.4
A90 North (by Denmore)	8051	AC_I_B3	Bus	S	I	278	229	-49	-18%	3.1
A90South(nr A9sJunction)	8061	AC_I_B4	Bus	N	I	155	231	76	49%	5.5
A93(westofPeterculter)	8081	AC_I_B5	Bus	E	I	28	76	48	170%	6.6
A944 (by Old Skene Rd)	8091	AC_I_B6	Bus	E	I	153	162	9	6%	0.7
Total - Rail						431	362	-69	-16%	3.5
Total - Bus						857	1093	236	27%	7.5
Total						1288	1454	166	13%	4.5

Table F.2 : Aberdeen Cordon Outbound (Passengers) (excludes Non ScotRail Services)

OUTBOUND						AM Observed	AM Modelled			
Station/Road Name	ID	REF	Mode	Dir	In/Out	Hour	Hour	Diff	% Duff	GEH
Aberdeen to Dyce	8012	AC_O_R1	Rail	N	O	162	60	-102	-63%	9.6
Portlethen to Aberdeen	1132	AC_O_R2	Rail	S	O	106	109	3	3%	0.3
A96 (at Greenburn Rd)	8032	AC_O_B1	Bus	W	O	57	37	-20	-35%	2.9
A947 (at Stonewood Terrace)	8042	AC_O_B2	Bus	N	O	24	71	47	197%	6.8
A90 North (by Denmore)	8052	AC_O_B3	Bus	N	O	90	55	-35	-39%	4.2
A90South(nr A9sJunction)	8062	AC_O_B4	Bus	S	O	109	155	46	42%	4.0
A93(westofPeterculter)	8082	AC_O_B5	Bus	W	O	16	47	31	196%	5.6
A944 (by Old Skene Rd)	8092	AC_O_B6	Bus	W	O	80	55	-25	-31%	3.0
Total - Rail						268	169	-99	-37%	6.7
Total - Bus						376	421	45	12%	2.2
Total						644	590	-54	-8%	2.2

Table F.3 : Dundee Cordon Inbound (Passengers) (excludes Non ScotRail Services)

INBOUND						AM Observed	AM Modelled			
Station/Road Name	ID	REF	Mode	Dir	In/Out	Hour	Hour	Diff	% Duff	GEH
Invergowrie to Dundee	7011	AC_I_R1	Rail	E	I	136	132	-4	-3%	0.3
Leuchars to Dundee	1111	AC_I_R2	Rail	N	I	125	370	245	196%	15.6
Balmoissie to Monifieth	7031	AC_I_R3	Rail	W	I	251	237	-14	-5%	0.9
A90 West	7041	AC_I_B1	Bus	E	I	99	106	7	7%	0.7
A923 (East of Birkhill)	7051	AC_I_B2	Bus	E	I	110	77	-33	-30%	3.5
A90 North (at Fintry)	7061	AC_I_B3	Bus	S	I	299	490	191	64%	9.6
A92 East (West of W Grange Rd Rou	7071	AC_I_B4	Bus	W	I	40	58	18	45%	2.6
A930 (West of Grange Rd South)	7081	AC_I_B5	Bus	W	I	218	179	-39	-18%	2.7
A92 South (Tay Bridge)	7091	AC_I_B6	Bus	N	I	404	375	-29	-7%	1.5
Total - Rail						512	739	227	44%	9.1
Total - Bus						1170	1285	115	10%	3.3
Total						1682	2024	342	20%	8.0



Table F.4 : Dundee Cordon Outbound (Passengers) (excludes Non ScotRail Services)

OUTBOUND						AM Observed	AM Modelled			
Station/Road Name	ID	REF	Mode	Dir	In/Out	Hour	Hour	Diff	% Duff	GEH
Invergowrie to Dundee	7012	AC_O_R1	Rail	W	O	153	190	37	24%	2.8
Leuchars to Dundee	1112	AC_O_R2	Rail	S	O	130	143	13	10%	1.1
Balmossie to Monifieth	7032	AC_O_R3	Rail	E	O	126	188	62	49%	4.9
A90 West	7042	AC_O_B1	Bus	W	O	164	219	55	33%	4.0
A923 (East of Birkhill)	7052	AC_O_B2	Bus	W	O	28	22	-6	-22%	1.2
A90 North (at Fintry)	7062	AC_O_B3	Bus	N	O	49	177	128	261%	12.0
Roundabout)	7072	AC_O_B4	Bus	E	O	20	60	40	199%	6.3
A930 (West of Grange Rd South)	7082	AC_O_B5	Bus	E	O	32	66	34	105%	4.8
A92 South (Tay Bridge)	7092	AC_O_B6	Bus	S	O	119	97	-22	-19%	2.1
Total - Rail						409	521	112	27%	5.2
Total - Bus						412	640	228	55%	9.9
Total						821	1161	340	41%	10.8

Table F.5 : Edinburgh Cordon Inbound (Passengers) (excludes Non ScotRail Services)

INBOUND						AM Observed	AM Modelled			
Station/Road Name	ID	REF	Mode	Dir	In/Out	Hour	Hour	Diff	% Duff	GEH
South Gyle to Dalmeny	4111	EC_I_R1	Rail	E	I	1608	2624	1016	63%	22.1
West of Edinburgh Park	4121	EC_I_R2	Rail	E	I	2402	2892	490	20%	9.5
Wester Hailes to Curriehill	4131	EC_I_R3	Rail	E	I	177	547	370	209%	19.5
Brunstane to Newcraighall	4141	EC_I_R4	Rail	W	I	85	210	125	146%	10.3
West of Musselburgh	4151	EC_I_R5	Rail	W	I	533	679	146	27%	5.9
A90 (at South Queensferry)	4161	EC_I_B1	Bus	S	I	448	229	-219	-49%	11.9
A8 (West of Airport)	4171	EC_I_B2	Bus	E	I	869	1156	287	33%	9.0
M8 (at Hermiston Gait Roundabout)	4181	EC_I_B3	Bus	E	I	72	69	-3	-4%	0.3
A71 (at Hermiston House Rd)	4191	EC_I_B4	Bus	E	I	343	664	321	94%	14.3
A702 (South of City Bypass)	4201	EC_I_B5	Bus	N	I	81	357	276	341%	18.7
A701 (South of B702 Junction)	4211	EC_I_B6	Bus	N	I	690	297	-393	-57%	17.7
Lasswade Road (South of City Bypass)	4221	EC_I_B7	Bus	N	I	221	221	0	0%	0.0
Gilmerton Road (South of City Bypass)	4241	EC_I_B8	Bus	W	I	491	426	-65	-13%	3.0
A7/A68 (South of Danderhall)	4251	EC_I_B9	Bus	W	I	570	587	17	3%	0.7
A1 (South of The Jewel)	4261	EC_I_B10	Bus	N	I	427	159	-268	-63%	15.6
Cres)	4271	EC_I_B11	Bus	W	I	160	182	22	14%	1.7
A199 (West of B6415 Junction)	4281	EC_I_B12	Bus	W	I	889	1049	160	18%	5.1
Total - Rail						4805	6951	2146	45%	28.0
Total - Bus						5261	5396	135	3%	1.8
Total						10066	12347	2281	23%	21.5



Table F.6 : Edinburgh Cordon Outbound (Passengers) (excludes Non ScotRail Services)

OUTBOUND	Station/Road Name	ID	REF	Mode	Dir	In/Out	AM	AM	Diff	% Duff	GEH
							Observed	Modelled			
	South Gyle to Dalmeny	4112	EC_O_R1	Rail	E	O	320	503	183	57%	9.0
	West of Edinburgh Park	4122	EC_O_R2	Rail	E	O	953	1046	93	10%	2.9
	WesterHailes to Curriehill	4132	EC_O_R3	Rail	E	O	24	211	187	780%	17.3
	Brunstane to Newcraighall	4142	EC_O_R4	Rail	W	O	3	23	20	672%	5.6
	West of Musselburgh	4152	EC_O_R5	Rail	W	O	19	125	106	557%	12.5
	A90 (at South Queensferry)	4162	EC_O_B1	Bus	S	O	90	109	19	22%	1.9
	A8 (West of Airport)	4172	EC_O_B2	Bus	E	O	424	314	-110	-26%	5.7
	M8 (at Hermiston Gait Roundabout)	4182	EC_O_B3	Bus	E	O	0	1	1	#DIV/0!	1.4
	A71 (at Hermiston House Rd)	4192	EC_O_B4	Bus	E	O	140	109	-31	-22%	2.8
	A702 (South of City Bypass)	4202	EC_O_B5	Bus	N	O	84	64	-20	-24%	2.3
	A701 (South of B702 Junction)	4212	EC_O_B6	Bus	N	O	243	179	-64	-26%	4.4
	Bypass)	4222	EC_O_B7	Bus	N	O	77	34	-43	-56%	5.8
	Bypa:.*	4242	EC_O_B8	Bus	W	O	254	101	-153	-60%	11.5
	A7/A68 (South of Danderhall)	4252	EC_O_B9	Bus	W	O	158	237	79	50%	5.6
	A1 (South of The Jewel)	4262	EC_O_B10	Bus	N	O	28	17	-11	-40%	2.3
	Cres)	4272	EC_O_B11	Bus	W	O	216	128	-88	-41%	6.7
	A199 (West of B6415 Junction)	4282	EC_O_B12	Bus	W	O	373	452	79	21%	3.9
	Total - Rail						1319	1908	589	45%	14.7
	Total - Bus						2087	1746	-341	-16%	7.8
	Total						3406	3654	248	7%	4.2



Table F.7 : Glasgow Cordon Inbound (Passengers) (excludes Non ScotRail Services)

INBOUND	Station/Road Name	ID	REF	Mode	Dir	In/Out	AM	AM	Diff	% Duff	GEH
							Observed	Modelled			
							Hour	Hour			
West of Bishopbriggs	1012	GC_I_R1	Rail	W	I		2317	2236	-81	-4%	1.7
Springburn to Stepps	5121	GC_I_R2	Rail	W	I		281	204	-77	-28%	5.0
Easterhouse to Blairhill	5131	GC_I_R3	Rail	W	I		871	1260	389	45%	11.9
Baillieston to Bargeddie	5141	GC_I_R4	Rail	W	I		149	25	-124	-83%	13.2
Cambuslang to Newton	5151	GC_I_R5	Rail	W	I		1824	1692	-132	-7%	3.1
Kirkhill to Newton	5161	GC_I_R6	Rail	W	I		58	23	-35	-60%	5.5
Giffnock to Clarkston	5171	GC_I_R7	Rail	N	I		716	399	-317	-44%	13.4
Muirhead to Williamwood	5181	GC_I_R8	Rail	N	I		402	346	-56	-14%	2.9
Kennishead to Priesthill & Darnley	5191	GC_I_R9	Rail	E	I		436	558	122	28%	5.5
Mossspark to Crookston	5201	GC_I_R10	Rail	E	I		192	34	-158	-82%	14.9
Hillington East to Hillington West	5211	GC_I_R11	Rail	E	I		2757	2792	35	1%	0.7
Garscadden to Yorker	5221	GC_I_R12	Rail	E	I		780	693	-87	-11%	3.2
Drumchapel to Drumry	5231	GC_I_R13	Rail	E	I		532	489	-43	-8%	1.9
Westerton to Bearsden	5241	GC_I_R14	Rail	S	I		452	763	311	69%	12.6
A803 (North of Colston Rd)	5251	GC_I_B1	Bus	S	I		341	642	301	88%	13.6
B757 (South of Lenzie)	5261	GC_I_B2	Bus	S	I		331	642	311	94%	14.1
A80 (East of Crowwood Rbt)	5271	GC_I_B3	Bus	W	I		1057	1119	62	6%	1.9
A89 (West of Bargeddie)	5281	GC_I_B4	Bus	W	I		56	159	103	185%	10.0
A74 (North of B7001 Junction)	5291	GC_I_B5	Bus	W	I		230	410	180	78%	10.1
A724 (Manse Brae)	5311	GC_I_B6	Bus	W	I		161	256	95	59%	6.6
A749 (at Neilston Southbound offslip)	5321	GC_I_B7	Bus	N	I		326	528	202	62%	9.8
A726 (West of Phillipshill)	5331	GC_I_B8	Bus	N	I		239	455	216	90%	11.6
B767 (North of Waterfoot)_ Rd	5341	GC_I_B9	Bus	N	I		71	31	-40	-56%	5.6
	5351	GC_I_B10	Bus	N	I		134	199	65	49%	5.0
A736 (at Salterland Rd Junction)	5361	GC_I_B11	Bus	N	I		82	136	54	66%	5.2
A761 (Oldshaw Rd, Barshaw)	5371	GC_I_B12	Bus	E	I		380	789	409	108%	16.9
A741 (at Arkleston Rd)	5381	GC_I_B13	Bus	E	I		441	213	-228	-52%	12.6
A8 (Inchinnan Rd at Argyll Avenue)	5391	GC_I_B14	Bus	E	I		94	147	53	56%	4.8
A814 (at Dock Street, Yoker)	5401	GC_I_B15	Bus	E	I		368	433	65	18%	3.3
A82 (East of Drumry Rail Station)	5411	GC_I_B16	Bus	E	I		149	427	278	187%	16.4
A739 (South of Canniesburn Toll)	5421	GC_I_B17	Bus	S	I		123	0	-123	-100%	15.7
A81 (South of Canniesburn Toll)	5431	GC_I_B18	Bus	S	I		503	341	-162	-32%	7.9
Buses)	5441	GC_I_B19	Bus	S	I		971	1123	152	16%	4.7
M8 at Harthill + B7066 at Newhouse)	5451	GC_I_B20	Bus	S	I		312	180	-132	-42%	8.4
(Hamilton+Motherwell)	5461	GC_I_B21	Bus	S	I		180	930	750	416%	31.8
Total - Rail							11767	11515	-252	-2%	2.3
Total - Bus							6549	9159	2610	40%	29.4
Total							18316	20674	2358	13%	16.9



Table F.8 : Glasgow Cordon Outbound (Passengers) (excludes Non ScotRail Services)

OUTBOUND						AM	AM			
						Observed	Modelled			
Station/Road Name	ID	REF	Mode	Dir	In/Out	Hour	Hour	Diff	% Duff	GEH
West of Bishopbriggs	1011	GC_O_R1	Rail	E	O	1023	811	-212	-21%	7.0
Springburn to Stepps	5122	GC_O_R2	Rail	E	O	26	14	-12	-48%	2.8
Easterhouse to Blairhill	5132	GC_O_R3	Rail	E	O	154	717	563	365%	27.0
Baillieston to Bargeddie	5142	GC_O_R4	Rail	E	O	18	20	2	9%	0.4
Cambuslang to Newton	5152	GC_O_R5	Rail	E	O	337	606	269	80%	12.4
Kirkhill to Newton	5162	GC_O_R6	Rail	E	O	10	10	0	5%	0.2
Giffnock to Clarkston	5172	GC_O_R7	Rail	S	O	113	73	-40	-36%	4.2
Muirhead to Williamwood	5182	GC_O_R8	Rail	S	O	104	52	-52	-50%	5.8
Kennishead to Priesthill & Darnley	5192	GC_O_R9	Rail	W	O	92	182	90	98%	7.7
Mosspark to Crookston	5202	GC_O_R10	Rail	W	O	65	56	-9	-15%	1.2
Hillington East to Hillington West	5212	GC_O_R11	Rail	W	O	514	904	390	76%	14.6
Garscadden to Yorker	5222	GC_O_R12	Rail	W	O	148	187	39	27%	3.0
Drumchapel to Drumry	5232	GC_O_R13	Rail	W	O	259	175	-84	-33%	5.7
Westerton to Bearsden	5242	GC_O_R14	Rail	N	O	92	187	95	103%	8.0
A803 (North of Colston Rd)	5252	GC_O_B1	Bus	N	O	236	400	164	69%	9.2
B757 (South of Lenzie)	5262	GC_O_B2	Bus	N	O	79	102	23	29%	2.4
A80 (East of Crowwood Rbt)	5272	GC_O_B3	Bus	E	O	232	337	105	45%	6.2
A89 (West of Bargeddie)	5282	GC_O_B4	Bus	E	O	33	97	64	193%	7.9
A74 (North of B7001 Junction)	5292	GC_O_B5	Bus	E	O	98	159	61	63%	5.4
A724 (Manse Brae)	5312	GC_O_B6	Bus	E	O	117	216	99	84%	7.6
A749 (at Neilston Southbound offslip)	5322	GC_O_B7	Bus	S	O	159	167	8	5%	0.6
A726 (West of Phillipshill)	5332	GC_O_B8	Bus	S	O	222	236	14	6%	0.9
B767 (North of Waterfoot Rd)	5342	GC_O_B9	Bus	S	O	8	25	17	210%	4.2
A736 (at Salterland Rd Junction)	5362	GC_O_B11	Bus	S	O	10	35	25	254%	5.3
A761 (Oldshaw Rd, Barshaw)	5372	GC_O_B12	Bus	W	O	377	396	19	5%	1.0
A741 (at Arkleston Rd)	5382	GC_O_B13	Bus	W	O	472	219	-254	-54%	13.6
A8 (Inchinnan Rd at Argyll Avenue)	5392	GC_O_B14	Bus	W	O	268	89	-179	-67%	13.4
A814 (at Dock Street, Yorker)	5402	GC_O_B15	Bus	W	O	265	226	-39	-15%	2.5
A82 (East of Drumry Rail Station)	5412	GC_O_B16	Bus	W	O	156	265	109	70%	7.5
A739 (South of Canniesburn Toll)	5422	GC_O_B17	Bus	N	O	53	0	-53	-100%	10.3
A81 (South of Canniesburn Toll Buses)	5432	GC_O_B18	Bus	N	O	182	90	-92	-50%	7.9
A81 (South of Canniesburn Toll Buses)	5442	GC_O_B19	Bus	N	O	92	56	-36	-39%	4.2
M8 at Harthill + B7066 at Newhouse)	5452	GC_O_B20	Bus	N	O	144	103	-41	-28%	3.6
(Hamilton+Motherwell)	5462	GC_O_B21	Bus	N	O	85	190	105	124%	9.0
Total - Rail						2955	3993	1038	35%	17.6
Total - Bus						3437	3561	124	4%	2.1
Total						6392	7554	1162	18%	13.9

Table F.9 : Inverness Cordon Inbound (Passengers) (excludes Non ScotRail Services)

INBOUND						AM	AM			
						Observed	Modelled			
Station/Road Name	ID	REF	Mode	Dir	In/Out	Hour	Hour	Diff	% Duff	GEH
Beauly to Inverness	6011	IC_I_R1	Rail	E	I	79	32	-47	-60%	6.4
Nairn to Inverness	6021	IC_I_R2	Rail	W	I	67	39	-28	-42%	3.8
Carrbridge to Inverness	6031	IC_I_B1	Rail	W	I	25	43	18	72%	3.1
A862 (West of Mid St/High St)	6041	IC_I_B2	Bus	E	I	48	0	-48	-100%	9.8
A9 North (Kessock Bridge)	6051	IC_I_B3	Bus	S	I	227	303	76	34%	4.7
A96 (West of Inverness Retail Park)	6061	IC_I_B4	Bus	W	I	305	298	-7	-2%	0.4
B9006 (Over A9)	6071	IC_I_B5	Bus	W	I	197	116	-81	-41%	6.5
A9 South (South of Raigmore Interchange)	6081	IC_I_B6	Bus	N	I	41	100	59	145%	7.1
A82 (South of General Booth Rd)	6091	IC_I_B7	Bus	E	I	14	55	41	290%	6.9
Total - Rail						171	114	-57	-34%	4.8
Total - Bus						832	873	41	5%	1.4
Total						1003	986	-17	-2%	0.5



Table F.10 : Inverness Cordon Outbound (Passengers) (excludes Non ScotRail Services)

OUTBOUND						AM Observed	AM Modelled			
Station/Road Name	ID	REF	Mode	Dir	In/Out	Hour	Hour	Diff	% Duff	GEH
Beauly to Inverness	6012	OC_O_R1	Rail	W	O	18	39	21	115%	3.9
Nairn to Inverness	6022	OC_O_R2	Rail	E	O	25	53	28	112%	4.5
Carrbridge to Inverness	6032	OC_O_B1	Rail	E	O	23	47	24	104%	4.1
A862 (West of Mid St/High St)	6042	OC_O_B2	Bus	W	O	109	0	-109	-100%	14.8
A9 North (Kessock Bridge)	6052	OC_O_B3	Bus	N	O	119	104	-15	-13%	1.5
A96 (West of Inverness Retail Park)	6062	OC_O_B4	Bus	E	O	123	57	-66	-53%	6.9
B9006 (Over A9)	6072	OC_O_B5	Bus	E	O	86	69	-17	-20%	2.0
A9 South (South of Raigmore Interchange)	6082	OC_O_B6	Bus	S	O	60	118	58	97%	6.2
A82 (South of General Booth Rd)	6092	OC_O_B7	Bus	W	O	5	25	20	408%	5.2
Total - Rail						66	139	73	110%	7.2
Total - Bus						502	373	-129	-26%	6.2
Total						568	512	-56	-10%	2.4

Table F.11 : Lower Forth Crossing Inbound (Passengers) (excludes Non ScotRail Services)

NORTHBOUND					AM Observed	AM Modelled			
Station/Road Name	ID	REF	Mode	Dir	Hour	Hour	Diff	% Duff	GEH
Forth Bridge	1071	FL_N_R1	Rail	N	271	483	212	78%	10.9
A90 (at South Queensferry)	4162	EC_O_R2	Bus	N	90	109	19	22%	1.9
Total					361	592	231	64%	10.6

Table F.12 : Lower Forth Crossing Outbound (Passengers) (excludes Non ScotRail Services)

SOUTHBOUND					AM Observed	AM Modelled			
Station/Road Name	ID	REF	Mode	Dir	Hour	Hour	Diff	% Duff	GEH
Forth Bridge	1072	FL_S_R1	Rail	S	1505	2531	1026	1	23
A90 (at South Queensferry)	4161	EC_I_R2	Bus	S	448	229	-219	0	12
Total					1953	2760	807	0	17

Table F.13 : Lower Tay Crossing Inbound (Passengers) (excludes Non ScotRail Services)

NORTHBOUND					Observed	Modelled			
Station/Road Name	ID	REF	Mode	Dir	Hour	Hour	Diff	% Duff	GEH
Tay Bridge	1111	DC_I_R2	Rail	N	125	370	245	2	16
A92 South (Tay Bridge)	7091	DC_I_B6	Bus	N	404	375	-29	0	1
Total					529	744	215	0	9



Table F.14 : Lower Tay Crossing Outbound (Passengers) (excludes Non ScotRail Services)

SOUTHBOUND					Observed	Modelled			
Station/Road Name	ID	REF	Mode	Dir	Hour	Hour	Diff	% Duff	GEH
Tay Bridge	1112	DC_O_R2	Rail	S	130	143	13	0	1
A92 South (Tay Bridge)	7092	DC_O_B6	Bus	S	119	97	-22	0	2
Total					249	240	-9	0	1

Table F.15 : Other Key Links (Passengers) (excludes Non ScotRail Services)

INBOUND						AM	AM			
Station/Road Name	ID	REF	Mode	Dir	In/Out	Observed	Modelled	Diff	% Duff	GEH
West of Bishopbriggs	1011	MP_2_E	Rail	E		1023	811	-212	0	7
Between Falkirk High and Polmont	1021	MP_3_E	Rail	E		985	922	-63	0	2
Between Larbert and Stirling	1031	MP_4_N	Rail	N		396	434	38	0	2
Between Livingston and Uphall	1041	MP_5_E	Rail	E		478	901	423	1	16
East of Edinburgh Waverley	1051	MP_6_E	Rail	E		25	215	190	8	17
West of Edinburgh Haymarket	1061	MP_7_E	Rail	E		3901	5939	2038	1	29
Forth Bridge	1071	MP_8_N	Rail	N		271	483	212	1	11
Between Inverkeithing and Rosyth	1081	MP_9_E	Rail	E		494	586	92	0	4
Between Inverkeithing and Dalgety B	1091	MP_10_E	Rail	E		127	399	272	2	17
Between Markinch and Ladybank	1101	MP_11_N	Rail	N		178	372	194	1	12
Tay Bridge	1111	MP_12_N	Rail	N		125	370	245	2	16
Between Dundee and Broughty Ferry	1121	MP_13_E	Rail	E		126	189	63	1	5
Between Aberdeen and Portlethen	1131	MP_14_N	Rail	N		290	226	-64	0	4
Between Port Glasgow and Woodhall	1141	MP_15_E	Rail	E		657	681	24	0	1
Between Ayr and Newton-On-Ayr	1151	MP_16_N	Rail	N		279	480	201	1	10
Between Dalry and Kilwinning	1161	MP_17_N	Rail	N		1159	1755	596	1	16
Between Paisley and Hillington West	1171	MP_18_E	Rail	E		2770	2829	59	0	1
Between Partick and Hyndland	1181	MP_19_E	Rail	E		2602	2797	195	0	4
Between High Street and Bellgrove	1191	MP_20_E	Rail	E		262	777	515	2	23
Between Argyle Street and Bridgeton	1201	MP_21_E	Rail	E		373	651	278	1	12
Between Crosshill and Mount Florida	1211	MP_22_N	Rail	N		1095	1011	-84	0	3
Between Maxwell Park and Pollokshie	1221	MP_23_N	Rail	N		334	168	-166	-1	10
Between Crossmyloof and Pollokshav	1231	MP_24_N	Rail	N		1251	1107	-144	0	4
Between Hamilton West and Hamiltor	1241	MP_25_N	Rail	N		370	367	-3	0	0
Between Shotts and Fauldhouse	1251	MP_26_E	Rail	E		39	293	254	7	20
Between Coatdyke and Airdrie	1261	MP_27_E	Rail	E		52	525	473	9	28
Between Dumbarton East and Dumb	1271	MP_28_E	Rail	E		826	1013	187	0	6
Narim to Forres	1281	MP_29_E	Rail	E		31	57	26	1	4
Kingussie to Aviemore	1291	MP_30_N	Rail	N		24	60	36	1	6
Ardlui to Crianlarich	1301	MP_31_N	Rail	N		37	5	-32	-1	7
Oban to Connel Ferry	1311	MP_32_E	Rail	E		17	8	-9	-1	3
Invergordon to Fearn	1321	MP_33_N	Rail	N		8	25	17	2	4
Lochluichart to Garve	1331	MP_34_E	Rail	E		3	0	-3	-1	2



Table F.16 : Other Key Links (Passengers) (excludes Non ScotRail Services)

OUTBOUND						AM	AM			
						Observed	Modelled			
Station/Road Name	ID	REF	Mode	Dir	In/Out	Hour	Hour	Diff	% Duff	GEH
West of Bishopbriggs	1012	MP_1_W	Rail	W		2317	2236	-81	0	2
Between Falkirk High and Polmont	1022	MP_2_W	Rail	W		871	803	-68	0	2
Between Larbert and Stirling	1032	MP_3_S	Rail	S		679	788	109	0	4
Between Livingston and Uphall	1042	MP_4_W	Rail	W		91	374	283	3	19
East of Edinburgh Waverley	1052	MP_5_W	Rail	W		698	1070	372	1	13
West of Edinburgh Haymarket	1062	MP_6_W	Rail	W		1383	1950	567	0	14
Forth Bridge	1072	MP_7_S	Rail	S		1505	2531	1026	1	23
Between Inverkeithing and Rosyth	1082	MP_8_W	Rail	W		104	183	79	1	7
Between Inverkeithing and Dalgety Be	1092	MP_9_W	Rail	W		558	1089	531	1	19
Between Markinch and Ladybank	1102	MP_10_S	Rail	S		162	339	177	1	11
Tay Bridge	1112	MP_11_S	Rail	S		130	143	13	0	1
Between Dundee and Broughty Ferry	1122	MP_12_W	Rail	W		251	251	0	0	0
Between Aberdeen and Portlethen	1132	MP_13_S	Rail	S		106	109	3	0	0
Between Port Glasgow and Woodhall	1142	MP_14_W	Rail	W		232	515	283	1	15
Between Ayr and Newton-On-Ayr	1152	MP_15_S	Rail	S		183	381	198	1	12
Between Dalry and Kilwinning	1162	MP_16_S	Rail	S		250	1220	970	4	36
Between Paisley and Hillington West	1172	MP_17_W	Rail	W		469	809	340	1	13
Between Partick and Hyndland	1182	MP_18_W	Rail	W		706	1023	317	0	11
Between High Street and Bellgrove	1192	MP_19_W	Rail	W		1594	1862	268	0	6
Between Argyle Street and Bridgeton	1202	MP_20_W	Rail	W		1966	1768	-198	0	5
Between Crosshill and Mount Florida	1212	MP_21_S	Rail	S		137	206	69	1	5
Between Maxwell Park and Pollokshie	1222	MP_22_S	Rail	S		37	41	4	0	1
Between Crossmyloof and Pollokshav	1232	MP_23_S	Rail	S		189	241	52	0	4
Between Hamilton West and Hamiltor	1242	MP_24_S	Rail	S		105	153	48	0	4
Between Shotts and Fauldhouse	1252	MP_25_W	Rail	W		41	218	177	4	16
Between Coatdyke and Airdrie	1262	MP_26_W	Rail	W		443	880	437	1	17
Between Dumbarton East and Dumbæ	1272	MP_27_W	Rail	W		182	215	33	0	2
Forres to Nairn	1282	MP_28_W	Rail	W		50	41	-9	0	1
Aviemore to Kingussie	1292	MP_29_S	Rail	S		24	60	36	2	6
Crianlarich to Ardlui	1302	MP_30_S	Rail	S		65	18	-47	-1	7
Connel Ferry to Oban	1312	MP_31_W	Rail	W		0	0	0	#DIV/0!	1
Fearn to Invergordon	1322	MP_32_S	Rail	S		32	12	-20	-1	4
Garve to Lochluichart	1332	MP_33_W	Rail	W		28	8	-20	-1	5

Table F.17 : Central Scotland – East West Screenline (Passengers) (excludes Non ScotRail Services)

EASTBOUND					AM	AM				
					Observed	Modelled				
Station/Road Name	ID	REF	Mode	Dir	Hour	Hour	Diff	% Duff	GEH	
East of Camelon Station	2011	CL_E_R1	Rail	E		396	378	-18	0	1
West of Falkirk High Station	2021	CL_E_R2	Rail	E		849	672	-177	0	6
East of Shotts Station	1251	CL_E_R3	Rail	E		39	293	254	7	20
East of Carsstairs Junction	2041	CL_E_R4	Rail	E		0	82	82	#DIV/0!	13
Total						1284	1424	140	0	4



Table F.18 : Central Scotland – East West Screenline (Passengers) (excludes Non ScotRail Services)

WESTBOUND					AM	AM			
Station/Road Name	ID	REF	Mode	Dir	Observed	Modelled	Diff	% Duff	GEH
					Hour	Hour			
East of Camelon Station	2012	CL_W_R1	Rail	E	207	271	64	0	4
West of Falkirk High Station	2022	CL_W_R2	Rail	E	985	871	-114	0	4
East of Shotts Station	1252	CL_W_R3	Rail	E	41	218	177	4	16
East of Carsstairs Junction	2042	CL_W_R4	Rail	E	0	4	4	#DIV/0!	3
Total					1233	1364	131	0	4

Table F.19 : Central Scotland – East West Screenline (Passengers) (excludes Non ScotRail Services)

NORTHBOUND					AM	AM			
Station/Road Name	ID	REF	Mode	Dir	Observed	Modelled	Diff	% Duff	GEH
					Hour	Hour			
Forth Bridge	1071	FL_N_R1	Rail	N	271	483	212	1	11
North of Stirling Station	3021	FL_N_R2	Rail	N	180	230	50	0	4
Total					451	713	262	1	11

Table F.20 : Central Scotland – East West Screenline (Passengers) (excludes Non ScotRail Services)

SOUTHBOUND					AM	AM			
Station/Road Name	ID	REF	Mode	Dir	Observed	Modelled	Diff	% Duff	GEH
					Hour	Hour			
Forth Bridge	1072	FL_S_R1	Rail	S	1505	2957	1452	96%	31
North of Stirling Station	3022	FL_S_R2	Rail	S	402	462	60	15%	3
Total					1907	3418	1511	79%	29



F.2 Inter Peak

Table F.21 : Aberdeen Cordon Inbound (Passengers) (excludes Non ScotRail Services)

INBOUND	Station/Road Name	ID	REF	Mode	Dir	In/Out	IP		Diff	0/o Duff	GEH
							Observed	Modelled			
	Aberdeen to Dyce	8011	AC_I_R1	Rail	S	I	53	71	18	34%	2.3
	Portlethen to Aberdeen	1131	AC_I_R2	Rail	N	I	114	126	12	11%	1.1
	A96 (at Greenburn Rd)	8031	AC_I_B1	Bus	E	I	56	77	21	38%	2.6
	A947 (at Stonewood Terrace)	8041	AC_I_B2	Bus	S	I	43	87	44	102%	5.4
	A90 North (by Denmore)	8051	AC_I_B3	Bus	S	I	72	77	5	7%	0.5
	A9OSouth(nrA9s6junction)	8061	AC_I_B4	Bus	N	I	106	98	-8	-8%	0.8
	A93(westofPeterculter)	8081	AC_I_B5	Bus	E	I	8	33	25	311%	5.5
	A944 (by Old Skene Rd)	8091	AC_I_B6	Bus	E	I	28	45	17	62%	2.8
	Total - Rail						167	198	31	18%	2.3
	Total - Bus						313	417	104	33%	5.4
	Total						480	614	134	28%	5.7

Table F.22 : Aberdeen Cordon Outbound (Passengers) (excludes Non ScotRail Services)

OUTBOUND	Station/Road Name	ID	REF	Mode	Dir	In/Out	IP		Diff	0/o Duff	GEH
							Observed	Modelled			
	Aberdeen to Dyce	8012	AC_O_R1	Rail	N	O	52	61	9	17%	1.2
	Portlethen to Aberdeen	1132	AC_O_R2	Rail	S	O	138	94	-44	-32%	4.1
	A96 (at Greenburn Rd)	8032	AC_O_B1	Bus	W	O	51	63	12	24%	1.6
	A947 (at Stonewood Terrace)	8042	AC_O_B2	Bus	N	O	47	64	17	37%	2.3
	A90 North (by Denmore)	8052	AC_O_B3	Bus	N	O	125	85	-40	-32%	3.9
	A9OSouth(nrA9s6junction)	8062	AC_O_B4	Bus	S	O	92	83	-9	-10%	0.9
	A93(westofPeterculter)	8082	AC_O_B5	Bus	W	O	14	33	19	137%	4.0
	A944 (by Old Skene Rd)	8092	AC_O_B6	Bus	W	O	29	38	9	30%	1.5
	Total - Rail						190	155	-35	-19%	2.7
	Total - Bus						358	367	9	2%	0.4
	Total						548	521	-27	-5%	1.2

Table F.23 : Dundee Cordon Inbound (Passengers) (excludes Non ScotRail Services)

INBOUND	Station/Road Name	ID	REF	Mode	Dir	In/Out	IP		Diff	0/o Duff	GEH
							Observed	Modelled			
	Invergowrie to Dundee	7011	AC_I_R1	Rail	E	I	96	95	-1	-1%	0.1
	Leuchars to Dundee	1111	AC_I_R2	Rail	N	I	73	180	107	146%	9.5
	Balmossie to Monifieth	7031	AC_I_R3	Rail	W	I	148	152	4	3%	0.4
	A90 West	7041	AC_I_B1	Bus	E	I	72	91	19	26%	2.1
	A923 (East of Birkhill)	7051	AC_I_B2	Bus	E	I	36	109	73	204%	8.6
	A90 North (at Fintry)	7061	AC_I_B3	Bus	S	I	118	198	80	68%	6.4
	A92 East (West of W Grange Rd Roundabout)	7071	AC_I_B4	Bus	W	I	49	45	-4	-8%	0.6
	A930 (West of Grange Rd South)	7081	AC_I_B5	Bus	W	I	118	111	-7	-6%	0.6
	A92 South (Tay Bridge)	7091	AC_I_B6	Bus	N	I	193	144	-49	-25%	3.8
	Total - Rail						317	427	110	35%	5.7
	Total - Bus						586	698	112	19%	4.4
	Total						903	1125	222	25%	7.0



Table F.24 : Dundee Cordon Outbound (Passengers) (excludes Non ScotRail Services)

Invergowrie to Dundee	7012	AC_O_R1	Rail	W	O	104	77	-27	-26%	2.8
Leuchars to Dundee	1112	AC_O_R2	Rail	S	O	95	127	32	34%	3.1
Balmossie to Monifieth	7032	AC_O_R3	Rail	E	O	133	187	54	41%	4.3
A90 West	7042	AC_O_B1	Bus	W	O	116	90	-26	-22%	2.5
A923 (East of Birkhill)	7052	AC_O_B2	Bus	W	O	46	21	-25	-53%	4.2
A90 North (at Fintry)	7062	AC_O_B3	Bus	N	O	119	205	86	72%	6.8
A92 East (West of W Grange Rd Roundabout)	7072	AC_O_B4	Bus	E	O	43	38	-5	-11%	0.7
A930 (West of Grange Rd South)	7082	AC_O_B5	Bus	E	O	88	53	-35	-40%	4.2
A92 South (Tay Bridge)	7092	AC_O_B6	Bus	S	O	156	98	-58	-37%	5.2
Total - Rail						332	391	59	18%	3.1
Total - Bus						568	506	-62	-11%	2.7
Total						900	897	-3	0%	0.1

Table F.25 : Edinburgh Cordon Inbound (Passengers) (excludes Non ScotRail Services)

INBOUND	Station/Road Name	ID	REF	Mode	Dir	In/Out	IP	IP	Diff	O/o Duff	GEH
							Observed	Modelled			
	South Gyle to Dalmeny	4111	EC_I_R1	Rail	E	I	309	307	-2	-1%	0.1
	West of Edinburgh Park	4121	EC_I_R2	Rail	E	I	575	705	130	23%	5.1
	WesterHailes to Curriehill	4131	EC_I_R3	Rail	E	I	28	98	70	250%	8.8
	Brunstane to Newcraighall	4141	EC_I_R4	Rail	W	I	11	6	-5	-42%	1.6
	West of Musselburgh	4151	EC_I_R5	Rail	W	I	42	80	38	90%	4.8
	A90 (at South Queensferry)	4161	EC_I_B1	Bus	S	I	142	123	-19	-14%	1.7
	A8 (West of Airport)	4171	EC_I_B2	Bus	E	I	291	256	-35	-12%	2.1
	M8 (at Hermiston Gait Roundabout)	4181	EC_I_B3	Bus	E	I	2	1	-1	-73%	1.3
	A71 (at Hermiston House Rd)	4191	EC_I_B4	Bus	E	I	69	94	25	36%	2.8
	A702 (South of City Bypass)	4201	EC_I_B5	Bus	N	I	64	75	11	18%	1.3
	A701 (South of B702 Junction)	4211	EC_I_B6	Bus	N	I	161	132	-29	-18%	2.4
	Lasswade Road (South of City Bypass)	4221	EC_I_B7	Bus	N	I	57	71	14	24%	1.7
	Gilmerton Road (South of City Bypa: **)	4241	EC_I_B8	Bus	W	I	139	189	50	36%	3.9
	A7/A68 (South of Danderhall)	4251	EC_I_B9	Bus	W	I	185	164	-21	-11%	1.6
	A1 (South of The Jewel)	4261	EC_I_B10	Bus	N	I	79	49	-30	-38%	3.7
	Nevcraighall Road (by Clayknowes Cres)	4271	EC_I_B11	Bus	W	I	203	97	-107	-52%	8.7
	A199 (West of B6415 Junction)	4281	EC_I_B12	Bus	W	I	445	466	21	5%	1.0
	Total - Rail						965	1195.86	231	24%	7.0
	Total - Bus						1837	1715.04	-122	-7%	2.9
	Total						2802	2911	109	4%	2.0

Table F.26 : Edinburgh Cordon Outbound (Passengers) (excludes Non ScotRail Services)

OUTBOUND	Station/Road Name	ID	REF	Mode	Dir	In/Out	IP	IP	Diff	O/o Duff	GEH
							Observed	Modelled			
	South Gyle to Dalmeny	4112	EC_O_R1	Rail	E	O	270	380	110	41%	6.1
	West of Edinburgh Park	4122	EC_O_R2	Rail	E	O	533	615	82	15%	3.4
	WesterHailes to Curriehill	4132	EC_O_R3	Rail	E	O	31	68	37	121%	5.3
	Brunstane to Newcraighall	4142	EC_O_R4	Rail	W	O	22	7	-15	-69%	4.0
	West of Musselburgh	4152	EC_O_R5	Rail	W	O	53	56	3	6%	0.4
	A90 (at South Queensferry)	4162	EC_O_B1	Bus	S	O	143	58	-85	-59%	8.4
	A8 (West of Airport)	4172	EC_O_B2	Bus	E	O	255	215	-40	-16%	2.6
	M8 (at Hermiston Gait Roundabout)	4182	EC_O_B3	Bus	E	O	0	1	1	#DIV/0!	1.0
	A71 (at Hermiston House Rd)	4192	EC_O_B4	Bus	E	O	118	76	-42	-36%	4.3
	A702 (South of City Bypass)	4202	EC_O_B5	Bus	N	O	67	18	-49	-73%	7.5
	A701 (South of B702 Junction)	4212	EC_O_B6	Bus	N	O	192	147	-45	-23%	3.5
	Lasswade Road (South of City Bypass)	4222	EC_O_B7	Bus	N	O	65	68	3	5%	0.4
	Gilmerton Road (South of City Bypa: **)	4242	EC_O_B8	Bus	W	O	151	118	-33	-22%	2.9
	A7/A68 (South of Danderhall)	4252	EC_O_B9	Bus	W	O	192	154	-39	-20%	2.9
	A1 (South of The Jewel)	4262	EC_O_B10	Bus	N	O	89	35	-54	-61%	6.9
	Nevcraighall Road (by Clayknowes Cres)	4272	EC_O_B11	Bus	W	O	137	111	-26	-19%	2.3
	A199 (West of B6415 Junction)	4282	EC_O_B12	Bus	W	O	487	369	-118	-24%	5.7
	Total - Rail						909	1127.23	218	24%	6.8
	Total - Bus						1896	1368.89	-527	-28%	13.0
	Total						2805	2496	-309	-11%	6.0



Table F.27 : Glasgow Cordon Inbound (Passengers) (excludes Non ScotRail Services)

INBOUND	Station/Road Name	ID	REF	Mode	Dir	In/Out	IP		Diff	O/o Duff	GEH
							Observed	Modelled			
							Hour	Hour			
	West of Bishopbriggs	1012	GC_I_R1	Rail	W	I	601	518	-83	-14%	3.5
	Springburn to Stepps	5121	GC_I_R2	Rail	W	I	40	14	-26	-66%	5.1
	Easterhouse to Blairhill	5131	GC_I_R3	Rail	W	I	210	365	155	74%	9.2
	Baillieston to Bargeddie	5141	GC_I_R4	Rail	W	I	36	12	-24	-66%	4.8
	Cambuslang to Newton	5151	GC_I_R5	Rail	W	I	301	263	-38	-13%	2.2
	Kirkhill to Newton	5161	GC_I_R6	Rail	W	I	9	2	-7	-74%	2.8
	Giffnock to Clarkston	5171	GC_I_R7	Rail	N	I	121	43	-78	-65%	8.7
	Muirhead to Williamwood	5181	GC_I_R8	Rail	N	I	73	26	-47	-65%	6.7
	Kennishead to Priesthill & Darnley	5191	GC_I_R9	Rail	E	I	71	197	126	177%	10.9
	Mosspark to Crookston	5201	GC_I_R10	Rail	E	I	48	10	-38	-79%	7.1
	Hillington East to Hillington West	5211	GC_I_R11	Rail	E	I	630	726	96	15%	3.7
	Garscadden to Yorker	5221	GC_I_R12	Rail	E	I	140	148	8	6%	0.6
	Drumchapel to Drumry	5231	GC_I_R13	Rail	E	I	171	154	-17	-10%	1.4
	Westerton to Bearsden	5241	GC_I_R14	Rail	S	I	89	220	131	147%	10.5
	A803 (North of Colston Rd)	5251	GC_I_B1	Bus	S	I	231	190	-41	-18%	2.8
	B757 (South of Lenzie)	5261	GC_I_B2	Bus	S	I	113	152	39	34%	3.4
	A80 (East of Crowwood Rbt)	5271	GC_I_B3	Bus	W	I	290	344	54	19%	3.0
	A89 (West of Bargeddie)	5281	GC_I_B4	Bus	W	I	14	91	77	548%	10.6
	A74 (North of B7001 Junction)	5291	GC_I_B5	Bus	W	I	120	202	82	68%	6.4
	A724 (Manse Brae)	5311	GC_I_B6	Bus	W	I	68	126	58	85%	5.8
	A749 (at Neilston Southbound offslip)	5321	GC_I_B7	Bus	N	I	177	179	2	1%	0.2
	A726 (West of Phillipshill)	5331	GC_I_B8	Bus	N	I	107	160	53	49%	4.6
	B767 (North of Waterfoot)	5341	GC_I_B9	Bus	N	I	21	25	4	18%	0.8
	A77 (Ayr Rd at the Loaning + Mearns Rd)	5351	GC_I_B10	Bus	N	I	146	103	-43	-30%	3.9
	A736 (at Salterland Rd Junction)	5361	GC_I_B11	Bus	N	I	25	83	58	230%	7.9
	A761 (Oldshaw Rd, Barshaw)	5371	GC_I_B12	Bus	E	I	227	251	24	11%	1.6
	A741 (at Arkleston Rd)	5381	GC_I_B13	Bus	E	I	322	131	-191	-59%	12.7
	A8 (Inchinnan Rd at Argyll Avenue)	5391	GC_I_B14	Bus	E	I	118	130	12	10%	1.1
	A814 (at Dock Street, Yoker)	5401	GC_I_B15	Bus	E	I	202	93	-109	-54%	8.9
	A82 (East of Drumry Rail Station)	5411	GC_I_B16	Bus	E	I	182	269	87	48%	5.8
	A739 (South of Canniesburn Toll)	5421	GC_I_B17	Bus	S	I	43	0	-43	-100%	9.3
	A81 (South of Canniesburn Toll)	5431	GC_I_B18	Bus	S	I	216	69	-147	-68%	12.4
	Bothwell Street (for M8 West + M77 Buses)	5441	GC_I_B19	Bus	S	I	343	116	-227	-66%	15.0
	M8 at Harthill + B7066 at Newhouse)	5451	GC_I_B20	Bus	S	I	163	21	-142	-87%	14.8
	M74 north of J6 (Hamilton+Motherwell)	5461	GC_I_B21	Bus	S	I	87	471	384	441%	23.0
	Total - Rail						2540	2698	158	6%	3.1
	Total - Bus						3215	3204	-11	0%	0.2
	Total						5755	5902	147	3%	1.9



Table F.28 : Glasgow Cordon Outbound (Passengers) (excludes Non ScotRail Services)

OUTBOUND	Station/Road Name	ID	REF	Mode	Dir	In/Out	IP		Diff	O/o Duff	GEH
							Observed	Modelled			
West of Bishopbriggs	1011	GC_O_R1	Rail	E	O	630	542	-88	-14%	3.6	
Springburn to Stepps	5122	GC_O_R2	Rail	E	O	41	24	-17	-41%	2.9	
Easterhouse to Blairhill	5132	GC_O_R3	Rail	E	O	129	292	163	127%	11.3	
Baillieston to Bargeddie	5142	GC_O_R4	Rail	E	O	28	12	-16	-56%	3.5	
Cambuslang to Newton	5152	GC_O_R5	Rail	E	O	245	290	45	18%	2.8	
Kirkhill to Newton	5162	GC_O_R6	Rail	E	O	9	4	-5	-56%	2.0	
Giffnock to Clarkston	5172	GC_O_R7	Rail	S	O	112	48	-64	-57%	7.1	
Muirhead to Williamwood	5182	GC_O_R8	Rail	S	O	54	35	-19	-34%	2.8	
Kennishead to Priesthill & Darnley	5192	GC_O_R9	Rail	W	O	116	144	28	24%	2.4	
Mosspark to Crookston	5202	GC_O_R10	Rail	W	O	38	19	-19	-51%	3.7	
Hillington East to Hillington West	5212	GC_O_R11	Rail	W	O	358	624	266	74%	12.0	
Garscadden to Yorker	5222	GC_O_R12	Rail	W	O	135	184	49	36%	3.9	
Drumchapel to Drumry	5232	GC_O_R13	Rail	W	O	140	111	-29	-20%	2.6	
Westerton to Bearsden	5242	GC_O_R14	Rail	N	O	99	202	103	104%	8.4	
A803 (North of Colston Rd)	5252	GC_O_B1	Bus	N	O	245	161	-84	-34%	5.9	
B757 (South of Lenzie)	5262	GC_O_B2	Bus	N	O	110	149	39	36%	3.4	
A80 (East of Crowwood Rbt)	5272	GC_O_B3	Bus	E	O	235	229	-6	-2%	0.4	
A89 (West of Bargeddie)	5282	GC_O_B4	Bus	E	O	39	75	36	94%	4.8	
A74 (North of B7001 Junction)	5292	GC_O_B5	Bus	E	O	99	185	86	87%	7.2	
A724 (Manse Brae)	5312	GC_O_B6	Bus	E	O	66	70	4	7%	0.5	
A749 (at Neilston Southbound offslip)	5322	GC_O_B7	Bus	S	O	91	109	18	20%	1.8	
A726 (West of Phillipshill)	5332	GC_O_B8	Bus	S	O	100	143	43	43%	3.9	
B767 (North of Waterfoot)	5342	GC_O_B9	Bus	S	O	22	25	3	14%	0.6	
A77 (Ayr Rd at the Loaning + Mearns Rd)	5352	GC_O_B10	Bus	S	O	131	64	-67	-51%	6.8	
A736 (at Salterland Rd Junction)	5362	GC_O_B11	Bus	S	O	27	70	43	161%	6.2	
A761 (Oldshaw Rd, Barshaw)	5372	GC_O_B12	Bus	W	O	320	216	-104	-32%	6.3	
A741 (at Arkleston Rd)	5382	GC_O_B13	Bus	W	O	324	165	-159	-49%	10.2	
A8 (Inchinnan Rd at Argyll Avenue)	5392	GC_O_B14	Bus	W	O	129	103	-26	-20%	2.4	
A814 (at Dock Street, Yoker)	5402	GC_O_B15	Bus	W	O	193	150	-43	-22%	3.3	
A82 (East of Drumry Rail Station)	5412	GC_O_B16	Bus	W	O	147	165	18	12%	1.4	
A739 (South of Canniesburn Toll)	5422	GC_O_B17	Bus	N	O	49	0	-49	-100%	9.9	
A81 (South of Canniesburn Toll)	5432	GC_O_B18	Bus	N	O	233	46	-187	-80%	15.9	
Bothwell Street (for M8 West + M77 Buses)	5442	GC_O_B19	Bus	N	O	210	103	-107	-51%	8.6	
M8 at Harthill + B7066 at Newhouse)	5452	GC_O_B20	Bus	N	O	127	39	-88	-69%	9.7	
M74 north of J6 (Hamilton+Motherwell)	5462	GC_O_B21	Bus	N	O	58	267	209	360%	16.4	
Total - Rail						2134	2534	400	19%	8.3	
Total - Bus						2955	2534	-421	-14%	8.0	
Total						5089	5068	-21	0%	0.3	

Table F.29 : Inverness Cordon Inbound (Passengers) (excludes Non ScotRail Services)

INBOUND	Station/Road Name	ID	REF	Mode	Dir	In/Out	IP		Diff	O/o Duff	GEH
							Observed	Modelled			
Beauly to Inverness	6011	IC_I_R1	Rail	E	I	9	21	12	137%	3.2	
Nairn to Inverness	6021	IC_I_R2	Rail	W	I	24	35	11	44%	1.9	
Carbridge to Inverness	6031	IC_I_B1	Rail	W	I	28	56	28	99%	4.3	
A862 (West of Mid St/High St)	6041	IC_I_B2	Bus	E	I	6	0	-6	-100%	3.5	
A9 North (Kessock Bridge)	6051	IC_I_B3	Bus	S	I	96	148	52	54%	4.7	
A96 (West of Inverness Retail Park)	6061	IC_I_B4	Bus	W	I	177	102	-75	-43%	6.4	
B9006 (Over A9)	6071	IC_I_B5	Bus	W	I	68	49	-19	-27%	2.4	
A9 South (South of Raigmore Interchange)	6081	IC_I_B6	Bus	N	I	44	46	2	5%	0.3	
A82 (South of General Booth Rd)	6091	IC_I_B7	Bus	E	I	10	23	13	132%	3.2	
Total - Rail						61	112	51	83%	5.4	
Total - Bus						401	368	-33	-8%	1.7	
Total						462	480	18	4%	0.8	



Table F.30 : Inverness Cordon Outbound (Passengers) (excludes Non ScotRail Services)

OUTBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	IP		Diff	0/o Duff	GEH
						Observed Hour	Modelled Hour			
Beauly to Inverness	6012	OC_O_R1	Rail	W	O	13	19	6	48%	1.5
Nairn to Inverness	6022	OC_O_R2	Rail	E	O	34	26	-8	-24%	1.5
Carbridge to Inverness	6032	OC_O_B1	Rail	E	O	43	33	-10	-22%	1.6
A862 (West of Mid St/High St)	6042	OC_O_B2	Bus	W	O	12	0	-12	-100%	4.9
A9 North (Kessock Bridge)	6052	OC_O_B3	Bus	N	O	139	115	-24	-17%	2.1
A96 (West of Inverness Retail Park)	6062	OC_O_B4	Bus	E	O	129	67	-62	-48%	6.3
B9006 (Over A9)	6072	OC_O_B5	Bus	E	O	84	72	-12	-14%	1.3
A9 South (South of Raigmore Interchange)	6082	OC_O_B6	Bus	S	O	45	86	41	92%	5.1
A82 (South of General Booth Rd)	6092	OC_O_B7	Bus	W	O	19	37	18	94%	3.4
Total - Rail						90	79	-11	-13%	1.2
Total - Bus						428	378	-50	-12%	2.5
Total						518	456	-62	-12%	2.8

Table F.31 : Lower Forth Crossing Inbound (Passengers) (excludes Non ScotRail Services)

NORTHBOUND Station/Road Name	ID	REF	Mode	Dir	IP		Diff	0/o Duff	GEH
					Observed Hour	Modelled Hour			
Forth Bridge	1071	FL_N_R1	Rail	N	229	382	153	67%	8.7
A90 (at South Queensferry)	4162	EC_O_R2	Bus	N	143	58	-85	-59%	8.4
Total					372	440	68	18%	3.4

Table F.32 : Lower Forth Crossing Outbound (Passengers) (excludes Non ScotRail Services)

SOUTHBOUND Station/Road Name	ID	REF	Mode	Dir	IP		Diff	0/o Duff	GEH
					Observed Hour	Modelled Hour			
Forth Bridge	1072	FL_S_R1	Rail	S	312	304	-8	-3%	0.5
A90 (at South Queensferry)	4161	EC_I_R2	Bus	S	142	123	-19	-14%	1.7
Total					454	427	-27	-6%	1.3

Table F.33 : Lower Tay Crossing Inbound (Passengers) (excludes Non ScotRail Services)

NORTHBOUND Station/Road Name	ID	REF	Mode	Dir	IP		Diff	0/o Duff	GEH
					Observed Hour	Modelled Hour			
Tay Bridge	1111	DC_I_R2	Rail	N	73	180	107	1	9
A92 South (Tay Bridge)	7091	DC_I_B6	Bus	N	193	144	-49	0	4
Total					266	324	58	0	3

Table F.34 : Lower Tay Crossing Outbound (Passengers) (excludes Non ScotRail Services)

SOUTHBOUND Station/Road Name	ID	REF	Mode	Dir	IP		Diff	0/o Duff	GEH
					Observed Hour	Modelled Hour			
Tay Bridge	1112	DC_O_R2	Rail	S	95	127	32	0	3
A92 South (Tay Bridge)	7092	DC_O_B6	Bus	S	156	98	-58	0	5
Total					251	225	-26	0	2



Table F.35 : Other Key Links (Passengers) (excludes Non ScotRail Services)

INBOUND	Station/Road Name	ID	REF	Mode	Dir	In/Out	IP		Diff	0/o Duff	GEH
							Observed	Modelled			
	West of Bishopbriggs	1011	MP_2_E	Rail	E		630	542	-88	0	4
	Between Falkirk High and Polmont	1021	MP_3_E	Rail	E		365	316	-49	0	3
	Between Larbert and Stirling	1031	MP_4_N	Rail	N		228	277	49	0	3
	Between Livingston and Uphall	1041	MP_5_E	Rail	E		81	221	140	2	11
	East of Edinburgh Waverley	1051	MP_6_E	Rail	E		89	75	-14	0	2
	West of Edinburgh Haymarket	1061	MP_7_E	Rail	E		912	1069	157	0	5
	Forth Bridge	1071	MP_8_N	Rail	N		229	382	153	1	9
	Between Inverkeithing and Rosyth	1081	MP_9_E	Rail	E		73	84	11	0	1
	Between Inverkeithing and Dalgety Bay	1091	MP_10_E	Rail	E		82	317	235	3	17
	Between Markinch and Ladybank	1101	MP_11_N	Rail	N		100	257	157	2	12
	Tay Bridge	1111	MP_12_N	Rail	N		73	180	107	1	9
	Between Dundee and Broughty Ferry	1121	MP_13_E	Rail	E		133	187	54	0	4
	Between Aberdeen and Portlethen	1131	MP_14_N	Rail	N		114	126	12	0	1
	Between Port Glasgow and Woodhall	1141	MP_15_E	Rail	E		203	291	88	0	6
	Between Ayr and Newton-On-Ayr	1151	MP_16_N	Rail	N		108	228	120	1	9
	Between Dalry and Kilwinning	1161	MP_17_N	Rail	N		240	639	399	2	19
	Between Paisley and Hillington West	1171	MP_18_E	Rail	E		627	723	96	0	4
	Between Partick and Hyndland	1181	MP_19_E	Rail	E		497	832	335	1	13
	Between High Street and Bellgrove	1191	MP_20_E	Rail	E		222	409	187	1	11
	Between Argyle Street and Bridgeton	1201	MP_21_E	Rail	E		283	331	48	0	3
	Between Crosshill and Mount Florida	1211	MP_22_N	Rail	N		140	178	38	0	3
	Between Maxwell Park and Pollokshields West	1221	MP_23_N	Rail	N		42	26	-16	0	3
	Between Crossmyloof and Pollokshaws West	1231	MP_24_N	Rail	N		205	255	50	0	3
	Between Hamilton West and Hamilton Central	1241	MP_25_N	Rail	N		97	109	12	0	1
	Between Shotts and Fauldhouse	1251	MP_26_E	Rail	E		18	94	76	4	10
	Between Coatdyke and Airdrie	1261	MP_27_E	Rail	E		66	253	187	3	15
	Between Dumbarton East and Dumbarton Central	1271	MP_28_E	Rail	E		167	197	30	0	2
	Narim to Forres	1281	MP_29_E	Rail	E		30	27	-3	0	1
	Kingussie to Aviemore	1291	MP_30_N	Rail	N		28	70	42	2	6
	Ardlui to Crianlarich	1301	MP_31_N	Rail	N		26	32	6	0	1
	Oban to Connel Ferry	1311	MP_32_E	Rail	E		9	4	-5	-1	2
	Invergordon to Fearn	1321	MP_33_N	Rail	N		4	3	-1	0	0
	Lochluichart to Garve	1331	MP_34_E	Rail	E		3	3	0	0	0



Table F.36 : Other Key Links (Passengers) (excludes Non ScotRail Services)

OUTBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	IP		Diff	0/o Duff	GEH
						Observed Hour	Modelled Hour			
West of Bishopbriggs	1012	MP_1_W	Rail	W		601	518	-83	0	3
Between Falkirk High and Polmont	1022	MP_2_W	Rail	W		338	281	-57	0	3
Between Larbert and Stirling	1032	MP_3_S	Rail	S		245	312	67	0	4
Between Livingston and Uphall	1042	MP_4_W	Rail	W		75	196	121	2	10
East of Edinburgh Waverley	1052	MP_5_W	Rail	W		59	117	58	1	6
West of Edinburgh Haymarket	1062	MP_6_W	Rail	W		833	1028	195	0	6
Forth Bridge	1072	MP_7_S	Rail	S		312	304	-8	0	0
Between Inverkeithing and Rosyth	1082	MP_8_W	Rail	W		112	116	4	0	0
Between Inverkeithing and Dalgety Bay	1092	MP_9_W	Rail	W		189	257	68	0	5
Between Markinch and Ladybank	1102	MP_10_S	Rail	S		167	196	29	0	2
Tay Bridge	1112	MP_11_S	Rail	S		95	127	32	0	3
Between Dundee and Broughty Ferry	1122	MP_12_W	Rail	W		148	152	4	0	0
Between Aberdeen and Portlethen	1132	MP_13_S	Rail	S		138	94	-44	0	4
Between Port Glasgow and Woodhall	1142	MP_14_W	Rail	W		161	244	83	1	6
Between Ayr and Newton-On-Ayr	1152	MP_15_S	Rail	S		119	145	26	0	2
Between Dalry and Kilwinning	1162	MP_16_S	Rail	S		311	620	309	1	14
Between Paisley and Hillington West	1172	MP_17_W	Rail	W		362	633	271	1	12
Between Partick and Hyndland	1182	MP_18_W	Rail	W		455	746	291	1	12
Between High Street and Bellgrove	1192	MP_19_W	Rail	W		283	416	133	0	7
Between Argyle Street and Bridgeton	1202	MP_20_W	Rail	W		319	264	-55	0	3
Between Crosshill and Mount Florida	1212	MP_21_S	Rail	S		159	205	46	0	3
Between Maxwell Park and Pollokshields West	1222	MP_22_S	Rail	S		45	32	-13	0	2
Between Crossmyloof and Pollokshaws West	1232	MP_23_S	Rail	S		240	184	-56	0	4
Between Hamilton West and Hamilton Central	1242	MP_24_S	Rail	S		96	134	38	0	4
Between Shotts and Fauldhouse	1252	MP_25_W	Rail	W		17	66	49	3	8
Between Coatdyke and Airdrie	1262	MP_26_W	Rail	W		89	267	178	2	13
Between Dumbarton East and Dumbarton Central	1272	MP_27_W	Rail	W		138	266	128	1	9
Forres to Nairn	1282	MP_28_W	Rail	W		22	37	15	1	3
Aviemore to Kingussie	1292	MP_29_S	Rail	S		53	41	-12	0	2
Crianlarich to Ardlui	1302	MP_30_S	Rail	S		18	7	-11	-1	3
Connel Ferry to Oban	1312	MP_31_W	Rail	W		19	19	0	0	0
Fearn to Invergordon	1322	MP_32_S	Rail	S		7	8	1	0	0
Garve to Lochluichart	1332	MP_33_W	Rail	W		2	3	1	1	1

Table F.37 : Central Scotland – East West Screenline (Passengers) (excludes Non ScotRail Services)

EASTBOUND Station/Road Name	ID	REF	Mode	Dir	IP		Diff	0/o Duff	GEH	
					Observed Hour	Modelled Hour				
East of Camelon Station	2011	CL_E_R1	Rail	E		76	153	77	1	7
West of Falkirk High Station	2021	CL_E_R2	Rail	E		382	288	-94	0	5
East of Shotts Station	1251	CL_E_R3	Rail	E		18	94	76	4	10
East of Carsstairs Junction	2041	CL_E_R4	Rail	E		0	8	8	#DIV/0!	4
Total						476	543	67	0	3

Table F.38 : Central Scotland – East West Screenline (Passengers) (excludes Non ScotRail Services)

WESTBOUND Station/Road Name	ID	REF	Mode	Dir	IP		Diff	0/o Duff	GEH	
					Observed Hour	Modelled Hour				
East of Camelon Station	2012	CL_W_R1	Rail	E		72	96	24	0	3
West of Falkirk High Station	2022	CL_W_R2	Rail	E		344	275	-70	0	4
East of Shotts Station	1252	CL_W_R3	Rail	E		17	66	49	3	8
East of Carsstairs Junction	2042	CL_W_R4	Rail	E		0	0	0	#DIV/0!	#DIV/0!
Total						433	436	3	0	0



Table F.39 : Central Scotland – East West Screenline (Passengers) (excludes Non ScotRail Services)

NORTHBOUND Station/Road Name	ID	REF	Mode	Dir	IP	IP	Diff	0/o Duff	GEH
					Observed Hour	Modelled Hour			
Forth Bridge	1071	FL_N_R1	Rail	N	229	382	153	1	9
North of Stirling Station	3021	FL_N_R2	Rail	N	148	201	53	0	4
Total					377	582	205	1	9

Table F.40 : Central Scotland – East West Screenline (Passengers) (excludes Non ScotRail Services)

SOUTHBOUND Station/Road Name	ID	REF	Mode	Dir	IP	IP	Diff	0/o Duff	GEH
					Observed Hour	Modelled Hour			
Forth Bridge	1072	FL_S_R1	Rail	S	312	304	-8	0	0
North of Stirling Station	3022	FL_S_R2	Rail	S	159	203	44	0	3
Total					471	507	36	0	2



F.3 PM Peak

Table F.41 : Aberdeen Cordon Inbound (Passengers) (excludes Non ScotRail Services)

INBOUND	Station/Road Name	ID	REF	Mode	Dir	In/Out	PM	PM	Diff	% Duff	GEH
							Observed	Modelled			
	Aberdeen to Dyce	8011	AC_I_R1	Rail	S	I	171	109	-62	-36%	5.2
	Portlethen to Aberdeen	1131	AC_I_R2	Rail	N	I	180	139	-41	-23%	3.3
	A96 (at Greenburn Rd)	8031	AC_I_B1	Bus	E	I	78	47	-31	-40%	3.9
	A947 (at Stoneywood Terrace)	8041	AC_I_B2	Bus	S	I	31	91	60	194%	7.7
	A90 North (by Denmore)	8051	AC_I_B3	Bus	S	I	97	74	-23	-23%	2.4
	A90South(nr A9s6iunction)	8061	AC_I_B4	Bus	N	I	131	168	37	28%	3.0
	A93(westofPeterculter)	8081	AC_I_B5	Bus	E	I	13	38	25	192%	4.9
	A944 (by Old Skene Rd)	8091	AC_I_B6	Bus	E	I	48	53	5	11%	0.7
	Total - Rail						351	248	-103	-29%	6.0
	Total - Bus						398	471	73	18%	3.5
	Total						749	719	-30	-4%	1.1

Table F.42 : Aberdeen Cordon Outbound (Passengers) (excludes Non ScotRail Services)

OUTBOUND	Station/Road Name	ID	REF	Mode	Dir	In/Out	PM	PM	Diff	% Duff	GEH
							Observed	Modelled			
	Aberdeen to Dyce	8012	AC_O_R1	Rail	N	O	141	194	53	37%	4.1
	Portlethen to Aberdeen	1132	AC_O_R2	Rail	S	O	326	293	-33	-10%	1.9
	A96 (at Greenburn Rd)	8032	AC_O_B1	Bus	W	O	160	246	86	54%	6.0
	A947 (at Stoneywood Terrace)	8042	AC_O_B2	Bus	N	O	101	159	58	57%	5.1
	A90 North (by Denmore)	8052	AC_O_B3	Bus	N	O	395	322	-73	-18%	3.9
	A90South(nr A9s6iunction)	8062	AC_O_B4	Bus	S	O	146	193	47	32%	3.6
	A93(westofPeterculter)	8082	AC_O_B5	Bus	W	O	87	109	22	25%	2.2
	A944 (by Old Skene Rd)	8092	AC_O_B6	Bus	W	O	108	146	38	35%	3.4
	Total - Rail						467	487	20	4%	0.9
	Total - Bus						997	1174	177	18%	5.4
	Total						1464	1661	197	13%	5.0

Table F.43 : Dundee Cordon Inbound (Passengers) (excludes Non ScotRail Services)

INBOUND	Station/Road Name	ID	REF	Mode	Dir	In/Out	PM	PM	Diff	% Duff	GEH
							Observed	Modelled			
	Invergowrie to Dundee	7011	AC_I_R1	Rail	E	I	167	174	7	4%	0.5
	Leuchars to Dundee	1111	AC_I_R2	Rail	N	I	138	192	54	39%	4.2
	Balmoisie to Monifieth	7031	AC_I_R3	Rail	W	I	190	196	6	3%	0.4
	A90 West	7041	AC_I_B1	Bus	E	I	82	184	102	124%	8.8
	A923 (East of Birkhill)	7051	AC_I_B2	Bus	E	I	10	30	20	200%	4.5
	A90 North (at Fintry)	7061	AC_I_B3	Bus	S	I	72	182	110	152%	9.7
	A92 East (West of W Grange Rd Roundabout)	7071	AC_I_B4	Bus	W	I	35	73	38	109%	5.2
	A930 (West of Grange Rd South)	7081	AC_I_B5	Bus	W	I	108	112	4	3%	0.4
	A92 South (Tay Bridge)	7091	AC_I_B6	Bus	N	I	99	106	7	7%	0.7
	Total - Rail						495	561	66	13%	2.9
	Total - Bus						406	686	280	69%	12.0
	Total						901	1248	347	39%	10.6



Table F.44 : Dundee Cordon Outbound (Passengers) (excludes Non ScotRail Services)

OUTBOUND	Station/Road Name	ID	REF	Mode	Dir	In/Out	PM	PM	Diff	% Duff	GEH
							Observed	Modelled			
	Invergowrie to Dundee	7012	AC_O_R1	Rail	W	O	97	119	22	23%	2.1
	Leuchars to Dundee	1112	AC_O_R2	Rail	S	O	207	305	98	47%	6.1
	Balmossie to Monifieth	7032	AC_O_R3	Rail	E	O	284	278	-6	-2%	0.4
	A90 West	7042	AC_O_B1	Bus	W	O	155	162	7	4%	0.5
	A923 (East of Birkhill)	7052	AC_O_B2	Bus	W	O	113	52	-61	-54%	6.7
	A90 North (at Fintry)	7062	AC_O_B3	Bus	N	O	204	402	198	97%	11.4
	A92 East (West of W Grange Rd Roundabout)	7072	AC_O_B4	Bus	E	O	102	64	-38	-38%	4.2
	A930 (West of Grange Rd South)	7082	AC_O_B5	Bus	E	O	302	226	-76	-25%	4.7
	A92 South (Tay Bridge)	7092	AC_O_B6	Bus	S	O	400	356	-44	-11%	2.3
	Total - Rail						588	702	114	19%	4.5
	Total - Bus						1276	1262	-14	-1%	0.4
	Total						1864	1964	100	5%	2.3

Table F.45 : Edinburgh Cordon Inbound (Passengers) (excludes Non ScotRail Services)

INBOUND	Station/Road Name	ID	REF	Mode	Dir	In/Out	PM	PM	Diff	% Duff	GEH
							Observed	Modelled			
	South Gyle to Dalmeny	4111	EC_I_R1	Rail	E	I	389	446	57	15%	2.8
	West of Edinburgh Park	4121	EC_I_R2	Rail	E	I	1057	1239	182	17%	5.4
	Wester Hailes to Curriehill	4131	EC_I_R3	Rail	E	I	33	196	163	494%	15.2
	Brunstane to Newcraighall	4141	EC_I_R4	Rail	W	I	4	9	5	135%	2.1
	West of Musselburgh	4151	EC_I_R5	Rail	W	I	27	96	69	256%	8.8
	A90 (at South Queensferry)	4161	EC_I_B1	Bus	S	I	106	156	50	47%	4.4
	A8 (West of Airport)	4171	EC_I_B2	Bus	E	I	554	361	-193	-35%	9.0
	M8 (at Hermiston Gait Roundabout)	4181	EC_I_B3	Bus	E	I	20	0	-20	-100%	6.3
	A71 (at Hermiston House Rd)	4191	EC_I_B4	Bus	E	I	232	217	-15	-7%	1.0
	A702 (South of City Bypass)	4201	EC_I_B5	Bus	N	I	39	74	35	90%	4.7
	A701 (South of B702 Junction)	4211	EC_I_B6	Bus	N	I	377	224	-153	-41%	8.8
	Lasswade Road (South of City Bypass)	4221	EC_I_B7	Bus	N	I	74	35	-39	-53%	5.3
	Gilmerton Road (South of City Bypa:*)	4241	EC_I_B8	Bus	W	I	257	145	-112	-43%	7.9
	A7/A68 (South of Danderhall)	4251	EC_I_B9	Bus	W	I	195	208	13	7%	0.9
	A1 (South of The Jewel)	4261	EC_I_B10	Bus	N	I	121	68	-53	-44%	5.5
	Nevcraighall Road (by Clayknowes Cres)	4271	EC_I_B11	Bus	W	I	199	120	-79	-40%	6.3
	A199 (West of B6415 Junction)	4281	EC_I_B12	Bus	W	I	642	625	-17	-3%	0.7
	Total - Rail						1510	1986.56	477	32%	11.4
	Total - Bus						2816	2232.56	-583	-21%	11.6
	Total						4326	4219	-107	-2%	1.6



Table F.46 : Edinburgh Cordon Outbound (Passengers) (excludes Non ScotRail Services)

OUTBOUND	Station/Road Name	ID	REF	Mode	Dir	In/Out	PM	PM	Diff	% Duff	GEH
							Observed	Modelled			
	South Gyle to Dalmeny	4112	EC_O_R1	Rail	E	O	1386	2221	835	60%	19.7
	West of Edinburgh Park	4122	EC_O_R2	Rail	E	O	2308	2749	441	19%	8.8
	Wester Hailes to Curriehill	4132	EC_O_R3	Rail	E	O	188	543	355	189%	18.6
	Brunstane to Newcraighall	4142	EC_O_R4	Rail	W	O	88	134	46	52%	4.4
	West of Musselburgh	4152	EC_O_R5	Rail	W	O	462	908	446	97%	17.1
	A90 (at South Queensferry)	4162	EC_O_B1	Bus	S	O	366	161	-205	-56%	12.7
	A8 (West of Airport)	4172	EC_O_B2	Bus	E	O	890	1170	280	31%	8.7
	M8 (at Hermiston Gait Roundabout)	4182	EC_O_B3	Bus	E	O	0	87	87	#DIV/0!	13.2
	A71 (at Hermiston House Rd)	4192	EC_O_B4	Bus	E	O	336	580	244	73%	11.4
	A702 (South of City Bypass)	4202	EC_O_B5	Bus	N	O	99	30	-69	-70%	8.6
	A701 (South of B702 Junction)	4212	EC_O_B6	Bus	N	O	864	661	-203	-23%	7.3
	Lasswade Road (South of City Bypass)	4222	EC_O_B7	Bus	N	O	252	225	-27	-11%	1.8
	Gilmerton Road (South of City Bypa..**)	4242	EC_O_B8	Bus	W	O	646	499	-147	-23%	6.1
	A7/A68 (South of Danderhall)	4252	EC_O_B9	Bus	W	O	697	795	98	14%	3.6
	A1 (South of The Jewel)	4262	EC_O_B10	Bus	N	O	424	131	-293	-69%	17.6
	Nevcraighall Road (by Clayknowes Cres)	4272	EC_O_B11	Bus	W	O	186	202	16	8%	1.1
	A199 (West of B6415 Junction)	4282	EC_O_B12	Bus	W	O	924	869	-55	-6%	1.9
	Total - Rail						4432	6555.58	2124	48%	28.7
	Total - Bus						5684	5408.93	-275	-5%	3.7
	Total						10116	11965	1849	18%	17.6

Table F.47 : Glasgow Cordon Inbound (Passengers) (excludes Non ScotRail Services)

INBOUND	Station/Road Name	ID	REF	Mode	Dir	In/Out	PM	PM	Diff	% Duff	GEH
							Observed	Modelled			
	West of Bishopbriggs	1012	GC_I_R1	Rail	W	I	1153	701	-452	-39%	14.8
	Springburn to Stepps	5121	GC_I_R2	Rail	W	I	41	25	-16	-38%	2.7
	Easterhouse to Blairhill	5131	GC_I_R3	Rail	W	I	208	735	527	253%	24.3
	Baillieston to Bargeddie	5141	GC_I_R4	Rail	W	I	33	13	-20	-62%	4.3
	Cambuslang to Newton	5151	GC_I_R5	Rail	W	I	391	802	411	105%	16.8
	Kirkhill to Newton	5161	GC_I_R6	Rail	W	I	12	23	11	93%	2.7
	Giffnock to Clarkston	5171	GC_I_R7	Rail	N	I	154	102	-52	-34%	4.6
	Muirhead to Williamwood	5181	GC_I_R8	Rail	N	I	70	30	-40	-57%	5.7
	Kennishead to Priesthill & Darnley	5191	GC_I_R9	Rail	E	I	128	188	60	47%	4.8
	Mossspark to Crookston	5201	GC_I_R10	Rail	E	I	62	50	-12	-19%	1.5
	Hillington East to Hillington West	5211	GC_I_R11	Rail	E	I	737	1067	330	45%	11.0
	Garscadden to Yorker	5221	GC_I_R12	Rail	E	I	161	274	113	70%	7.6
	Drumchapel to Drumry	5231	GC_I_R13	Rail	E	I	231	303	72	31%	4.4
	Westerton to Bearsden	5241	GC_I_R14	Rail	S	I	113	231	118	105%	9.0
	A803 (North of Colston Rd)	5251	GC_I_B1	Bus	S	I	272	345	73	27%	4.2
	B757 (South of Lenzie)	5261	GC_I_B2	Bus	S	I	83	90	7	8%	0.7
	A80 (East of Crowwood Rbt)	5271	GC_I_B3	Bus	W	I	276	361	85	31%	4.7
	A89 (West of Bargeddie)	5281	GC_I_B4	Bus	W	I	37	74	37	101%	5.0
	A74 (North of B7001 Junction)	5291	GC_I_B5	Bus	W	I	115	138	23	20%	2.0
	A724 (Manse Brae)	5311	GC_I_B6	Bus	W	I	131	111	-20	-15%	1.8
	A749 (at Neilston Southbound offslip)	5321	GC_I_B7	Bus	N	I	261	222	-39	-15%	2.5
	A726 (West of Phillipshill)	5331	GC_I_B8	Bus	N	I	205	248	43	21%	2.8
	B767 (North of Waterfoot)	5341	GC_I_B9	Bus	N	I	15	28	13	89%	2.9
	A77 (Ayr Rd at the Loaning + Mearns Rd)	5351	GC_I_B10	Bus	N	I	180	154	-26	-15%	2.0
	A736 (at Salterland Rd Junction)	5361	GC_I_B11	Bus	N	I	33	51	18	56%	2.8
	A761 (Oldshaw Rd, Barshaw)	5371	GC_I_B12	Bus	E	I	346	372	26	7%	1.4
	A741 (at Arkleston Rd)	5381	GC_I_B13	Bus	E	I	612	252	-360	-59%	17.3
	A8 (Inchinnan Rd at Argyll Avenue)	5391	GC_I_B14	Bus	E	I	269	87	-182	-68%	13.6
	A814 (at Dock Street, Yorker)	5401	GC_I_B15	Bus	E	I	190	80	-110	-58%	9.5
	A82 (East of Drumry Rail Station)	5411	GC_I_B16	Bus	E	I	218	253	35	16%	2.3
	A739 (South of Carniesburn Toll)	5421	GC_I_B17	Bus	S	I	69	0	-69	-100%	11.7
	A81 (South of Carniesburn Toll)	5431	GC_I_B18	Bus	S	I	293	80	-213	-73%	15.6
	Bothwell Street (for M8 West + M77 Buses)	5441	GC_I_B19	Bus	S	I	287	63	-224	-78%	16.9
	M8 at Harthill + B7066 at Newhouse)	5451	GC_I_B20	Bus	S	I	140	136	-4	-3%	0.4
	M74 north of J6 (Hamilton+Motherwell)	5461	GC_I_B21	Bus	S	I	39	205	166	427%	15.1
	Total - Rail						3494	4544	1050	30%	16.6
	Total - Bus						4071	3350	-721	-18%	11.8
	Total						7565	7894	329	4%	3.7



Table F.48 : Glasgow Cordon Outbound (Passengers) (excludes Non ScotRail Services)

OUTBOUND	Station/Road Name	ID	REF	Mode	Dir	In/Out	PM	PM	Diff	% Duff	GEH
							Observed	Modelled			
West of Bishopbriggs	1011	GC_O_R1	Rail	E	O	2209	2168	-41	-2%	0.9	
Springburn to Stepps	5122	GC_O_R2	Rail	E	O	249	115	-134	-54%	9.9	
Easterhouse to Blairhill	5132	GC_O_R3	Rail	E	O	740	1409	669	90%	20.4	
Baillieston to Bargeddie	5142	GC_O_R4	Rail	E	O	152	54	-98	-64%	9.6	
Cambuslang to Newton	5152	GC_O_R5	Rail	E	O	1467	1841	374	26%	9.2	
Kirkhill to Newton	5162	GC_O_R6	Rail	E	O	55	14	-41	-74%	6.9	
Giffnock to Clarkston	5172	GC_O_R7	Rail	S	O	627	497	-130	-21%	5.5	
Muirhead to Williamwood	5182	GC_O_R8	Rail	S	O	371	235	-136	-37%	7.8	
Kennishead to Priesthill & Darnley	5192	GC_O_R9	Rail	W	O	453	523	70	16%	3.2	
Mosspark to Crookston	5202	GC_O_R10	Rail	W	O	197	121	-76	-38%	6.0	
Hillington East to Hillington West	5212	GC_O_R11	Rail	W	O	1639	2672	1033	63%	22.2	
Garscadden to Yoker	5222	GC_O_R12	Rail	W	O	786	794	8	1%	0.3	
Drumchapel to Drumry	5232	GC_O_R13	Rail	W	O	510	376	-134	-26%	6.4	
Westerton to Bearsden	5242	GC_O_R14	Rail	N	O	491	923	432	88%	16.2	
A803 (North of Colston Rd)	5252	GC_O_B1	Bus	N	O	510	620	110	22%	4.6	
B757 (South of Lenzie)	5262	GC_O_B2	Bus	N	O	295	532	237	80%	11.6	
A80 (East of Crowwood Rbt)	5272	GC_O_B3	Bus	E	O	767	862	95	12%	3.3	
A89 (West of Bargeddie)	5282	GC_O_B4	Bus	E	O	98	100	2	2%	0.2	
A74 (North of B7001 Junction)	5292	GC_O_B5	Bus	E	O	264	428	164	62%	8.8	
A724 (Manse Brae)	5312	GC_O_B6	Bus	E	O	186	165	-21	-11%	1.6	
A749 (at Neilston Southbound offslip)	5322	GC_O_B7	Bus	S	O	386	490	104	27%	5.0	
A726 (West of Phillipshill)	5332	GC_O_B8	Bus	S	O	210	357	147	70%	8.7	
B767 (North of Waterfoot)	5342	GC_O_B9	Bus	S	O	31	54	23	73%	3.5	
A77 (Ayr Rd at the Loaning + Mearns Rd)	5352	GC_O_B10	Bus	S	O	257	161	-96	-37%	6.6	
A736 (at Salterland Rd Junction)	5362	GC_O_B11	Bus	S	O	89	216	127	143%	10.3	
A761 (Oldshaw Rd, Barshaw)	5372	GC_O_B12	Bus	W	O	778	982	204	26%	6.9	
A741 (at Arkleston Rd)	5382	GC_O_B13	Bus	W	O	664	164	-500	-75%	24.6	
A8 (Inchinnan Rd at Argyll Avenue)	5392	GC_O_B14	Bus	W	O	203	167	-36	-18%	2.7	
A814 (at Dock Street, Yoker)	5402	GC_O_B15	Bus	W	O	352	305	-47	-13%	2.6	
A82 (East of Drumry Rail Station)	5412	GC_O_B16	Bus	W	O	121	467	346	286%	20.2	
A739 (South of Canniesburn Toll)	5422	GC_O_B17	Bus	N	O	139	0	-139	-100%	16.7	
A81 (South of Canniesburn Toll)	5432	GC_O_B18	Bus	N	O	706	222	-484	-68%	22.4	
Bothwell Street (for M8 West + M77 Buses)	5442	GC_O_B19	Bus	N	O	441	1079	638	145%	23.2	
M8 at Harthill + B7066 at Newhouse)	5452	GC_O_B20	Bus	N	O	167	140	-27	-16%	2.2	
M74 north of J6 (Hamilton+Motherwell)	5462	GC_O_B21	Bus	N	O	98	622	524	535%	27.6	
Total - Rail						9946	11745	1799	18%	17.3	
Total - Bus						6762	8133	1371	20%	15.9	
Total						16708	19877	3169	19%	23.4	

Table F.49 : Inverness Cordon Inbound (Passengers) (excludes Non ScotRail Services)

INBOUND	Station/Road Name	ID	REF	Mode	Dir	In/Out	PM	PM	Diff	% Duff	GEH
							Observed	Modelled			
Beauly to Inverness	6011	IC_I_R1	Rail	E	I	22	24	2	8%	0.4	
Nairn to Inverness	6021	IC_I_R2	Rail	W	I	22	50	28	128%	4.7	
Carrbridge to Inverness	6031	IC_I_B1	Rail	W	I	38	56	18	49%	2.7	
A862 (West of Mid St/High St)	6041	IC_I_B2	Bus	E	I	20	0	-20	-100%	6.3	
A9 North (Kessock Bridge)	6051	IC_I_B3	Bus	S	I	102	85	-17	-16%	1.7	
A96 (West of Inverness Retail Park)	6061	IC_I_B4	Bus	W	I	123	44	-79	-64%	8.7	
B9006 (Over A9)	6071	IC_I_B5	Bus	W	I	40	63	23	58%	3.2	
A9 South (South of Raigmore Interchange)	6081	IC_I_B6	Bus	N	I	41	63	22	53%	3.0	
A82 (South of General Booth Rd)	6091	IC_I_B7	Bus	E	I	8	33	25	313%	5.5	
Total - Rail						82	130	48	59%	4.7	
Total - Bus						334	288	-46	-14%	2.6	
Total						416	418	2	1%	0.1	



Table F.50 : Inverness Cordon Outbound (Passengers) (excludes Non ScotRail Services)

OUTBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	PM	PM	Diff	% Duff	GEH
						Observed Hour	Modelled Hour			
Beauly to Inverness	6012	OC_O_R1	Rail	W	O	82	24	-58	-71%	8.0
Nairn to Inverness	6022	OC_O_R2	Rail	E	O	76	56	-20	-26%	2.5
Carrbridge to Inverness	6032	OC_O_B1	Rail	E	O	67	35	-32	-48%	4.5
A862 (West of Mid St/High St)	6042	OC_O_B2	Bus	W	O	10	0	-10	-100%	4.5
A9 North (Kessock Bridge)	6052	OC_O_B3	Bus	N	O	196	243	47	24%	3.2
A96 (West of Inverness Retail Park)	6062	OC_O_B4	Bus	E	O	302	188	-114	-38%	7.3
B9006 (Over A9)	6072	OC_O_B5	Bus	E	O	170	141	-29	-17%	2.4
A9 South (South of Raigmore Interchange)	6082	OC_O_B6	Bus	S	O	97	105	8	8%	0.8
A82 (South of General Booth Rd)	6092	OC_O_B7	Bus	W	O	18	50	32	176%	5.4
Total - Rail						225	115	-110	-49%	8.5
Total - Bus						793	727	-66	-8%	2.4
Total						1018	841	-177	-17%	5.8

Table F.51 : Lower Forth Crossing Inbound (Passengers) (excludes Non ScotRail Services)

NORTHBOUND Station/Road Name	ID	REF	Mode	Dir		PM	PM	Diff	% Duff	GEH
						Observed Hour	Modelled Hour			
Forth Bridge	1071	FL_N_R1	Rail	N	0	1471	2119	648	44%	15.3
A90 (at South Queensferry)	4162	EC_O_R2	Bus	N	0	366	161	-205	-56%	12.7
Total						1837	2279	442	24%	9.8

Table F.52 : Lower Forth Crossing Outbound (Passengers) (excludes Non ScotRail Services)

SOUTHBOUND Station/Road Name	ID	REF	Mode	Dir		PM	PM	Diff	% Duff	GEH
						Observed Hour	Modelled Hour			
Forth Bridge	1072	FL_S_R1	Rail	S	0	350	422	72	21%	3.7
A90 (at South Queensferry)	4161	EC_I_R2	Bus	S	0	106	156	50	47%	4.4
Total						456	578	122	27%	5.4

Table F.53 : Lower Tay Crossing Inbound (Passengers) (excludes Non ScotRail Services)

NORTHBOUND Station/Road Name	ID	REF	Mode	Dir		Observed	Modelled	Diff	% Duff	GEH
						Hour	Hour			
Tay Bridge	1111	DC_I_R2	Rail	N	0	138	192	54	0	4
A92 South (Tay Bridge)	7091	DC_I_B6	Bus	N	0	99	106	7	0	1
Total						237	298	61	0	4

Table F.54 : Lower Tay Crossing Outbound (Passengers) (excludes Non ScotRail Services)

SOUTHBOUND Station/Road Name	ID	REF	Mode	Dir		Observed	Modelled	Diff	% Duff	GEH
						Hour	Hour			
Tay Bridge	1112	DC_O_R2	Rail	S	0	207	305	98	0	6
A92 South (Tay Bridge)	7092	DC_O_B6	Bus	S	0	400	356	-44	0	2
Total						607	661	54	0	2



Table F.55 : Other Key Links (Passengers) (excludes Non ScotRail Services)

INBOUND	ID	REF	Mode	Dir	In/Out	PM	PM	Diff	% Duff	GEH
						Observed	Modelled			
Station/Road Name						Hour	Hour			
West of Bishopbriggs	1011	MP_2_E	Rail	E	0	2209	2168	-41	0	1
Between Falkirk High and Polmont	1021	MP_3_E	Rail	E	0	833	763	-70	0	2
Between Larbert and Stirling	1031	MP_4_N	Rail	N	0	707	784	77	0	3
Between Livingston and Uphall	1041	MP_5_E	Rail	E	0	104	507	403	4	23
East of Edinburgh Waverley	1051	MP_6_E	Rail	E	0	595	1144	549	1	19
West of Edinburgh Haymarket	1061	MP_7_E	Rail	E	0	1559	1995	436	0	10
Forth Bridge	1071	MP_8_N	Rail	N	0	1471	2119	648	0	15
Between Inverkeithing and Rosyth	1081	MP_9_E	Rail	E	0	92	140	48	1	4
Between Inverkeithing and Dalgety Bay	1091	MP_10_E	Rail	E	0	457	920	463	1	18
Between Markinch and Ladybank	1101	MP_11_N	Rail	N	0	300	298	-2	0	0
Tay Bridge	1111	MP_12_N	Rail	N	0	138	192	54	0	4
Between Dundee and Broughty Ferry	1121	MP_13_E	Rail	E	0	288	281	-7	0	0
Between Aberdeen and Portlethen	1131	MP_14_N	Rail	N	0	180	139	-41	0	3
Between Port Glasgow and Woodhall	1141	MP_15_E	Rail	E	0	231	583	352	2	17
Between Ayr and Newton-On-Ayr	1151	MP_16_N	Rail	N	0	173	300	127	1	8
Between Dalry and Kilwinning	1161	MP_17_N	Rail	N	0	365	1215	850	2	30
Between Paisley and Hillington West	1171	MP_18_E	Rail	E	0	708	977	269	0	9
Between Partick and Hyndland	1181	MP_19_E	Rail	E	0	780	1312	532	1	16
Between High Street and Bellgrove	1191	MP_20_E	Rail	E	0	1256	2166	910	1	22
Between Argyle Street and Bridgeton	1201	MP_21_E	Rail	E	0	1593	2213	620	0	14
Between Crosshill and Mount Florida	1211	MP_22_N	Rail	N	0	181	239	58	0	4
Between Maxwell Park and Pollokshields West	1221	MP_23_N	Rail	N	0	56	38	-18	0	3
Between Crossmyloof and Pollokshaws West	1231	MP_24_N	Rail	N	0	294	277	-17	0	1
Between Hamilton West and Hamilton Central	1241	MP_25_N	Rail	N	0	138	177	39	0	3
Between Shotts and Fauldhouse	1251	MP_26_E	Rail	E	0	51	204	153	3	14
Between Coatdyke and Airdrie	1261	MP_27_E	Rail	E	0	353	1002	649	2	25
Between Dumbarton East and Dumbarton Central	1271	MP_28_E	Rail	E	0	187	330	143	1	9
Narim to Forres	1281	MP_29_E	Rail	E	0	67	50	-17	0	2
Kingussie to Aviemore	1291	MP_30_N	Rail	N	0	72	69	-3	0	0
Ardlui to Crianlarich	1301	MP_31_N	Rail	N	0	0	5	5	#DIV/0!	3
Oban to Connel Ferry	1311	MP_32_E	Rail	E	0	18	1	-17	-1	6
Invergordon to Feam	1321	MP_33_N	Rail	N	0	17	9	-8	0	2
Lochluichart to Garve	1331	MP_34_E	Rail	E	0	5	6	1	0	0



Table F.56 : Other Key Links (Passengers) (excludes Non ScotRail Services)

OUTBOUND Station/Road Name	ID	REF	Mode	Dir	In/Out	PM	PM	Diff	% Duff	GEH
						Observed	Modelled			
West of Bishopbriggs	1012	MP_1_W	Rail	W	0	1153	701	-452	0	15
Between Falkirk High and Polmont	1022	MP_2_W	Rail	W	0	1076	767	-309	0	10
Between Larbert and Stirling	1032	MP_3_S	Rail	S	0	484	484	0	0	0
Between Livingston and Uphall	1042	MP_4_W	Rail	W	0	436	882	446	1	17
East of Edinburgh Waverley	1052	MP_5_W	Rail	W	0	35	152	117	3	12
West of Edinburgh Haymarket	1062	MP_6_W	Rail	W	0	3746	5342	1596	0	24
Forth Bridge	1072	MP_7_S	Rail	S	0	350	422	72	0	4
Between Inverkeithing and Rosyth	1082	MP_8_W	Rail	W	0	657	620	-37	0	1
Between Inverkeithing and Dalgety Bay	1092	MP_9_W	Rail	W	0	206	341	135	1	8
Between Markinch and Ladybank	1102	MP_10_S	Rail	S	0	216	308	92	0	6
Tay Bridge	1112	MP_11_S	Rail	S	0	207	305	98	0	6
Between Dundee and Broughty Ferry	1122	MP_12_W	Rail	W	0	190	196	6	0	0
Between Aberdeen and Portlethen	1132	MP_13_S	Rail	S	0	326	293	-33	0	2
Between Port Glasgow and Woodhall	1142	MP_14_W	Rail	W	0	572	692	120	0	5
Between Ayr and Newton-On-Ayr	1152	MP_15_S	Rail	S	0	281	514	233	1	12
Between Dalry and Kilwinning	1162	MP_16_S	Rail	S	0	1095	1694	599	1	16
Between Paisley and Hillington West	1172	MP_17_W	Rail	W	0	1657	2717	1060	1	23
Between Partick and Hyndland	1182	MP_18_W	Rail	W	0	2364	3127	763	0	15
Between High Street and Bellgrove	1192	MP_19_W	Rail	W	0	345	843	498	1	20
Between Argyle Street and Bridgeton	1202	MP_20_W	Rail	W	0	433	580	147	0	7
Between Crosshill and Mount Florida	1212	MP_21_S	Rail	S	0	1052	999	-53	0	2
Between Maxwell Park and Pollokshields West	1222	MP_22_S	Rail	S	0	338	187	-151	0	9
Between Crossmyloof and Pollokshaws West	1232	MP_23_S	Rail	S	0	1217	1216	-1	0	0
Between Hamilton West and Hamilton Central	1242	MP_24_S	Rail	S	0	350	480	130	0	6
Between Shotts and Fauldhouse	1252	MP_25_W	Rail	W	0	81	331	250	3	17
Between Coatdyke and Airdrie	1262	MP_26_W	Rail	W	0	90	599	509	6	27
Between Dumbarton East and Dumbarton Central	1272	MP_27_W	Rail	W	0	724	904	180	0	6
Forres to Naim	1282	MP_28_W	Rail	W	0	22	52	30	1	5
Aviemore to Kingussie	1292	MP_29_S	Rail	S	0	41	53	12	0	2
Crianlarich to Ardlui	1302	MP_30_S	Rail	S	0	0	13	13	#DIV/0!	5
Connel Ferry to Oban	1312	MP_31_W	Rail	W	0	0	3	3	#DIV/0!	2
Fearn to Invergordon	1322	MP_32_S	Rail	S	0	0	12	12	#DIV/0!	5
Garve to Lochluichart	1332	MP_33_W	Rail	W	0	0	0	0	#DIV/0!	#DIV/0!

Table F.57 : Central Scotland – East West Screenline (Passengers) (excludes Non ScotRail Services)

EASTBOUND Station/Road Name	ID	REF	Mode	Dir	PM	PM	Diff	% Duff	GEH	
					Observed	Modelled				
East of Camelon Station	2011	CL_E_R1	Rail	E	0	230	306	76	0	5
West of Falkirk High Station	2021	CL_E_R2	Rail	E	0	911	845	-66	0	2
East of Shotts Station	1251	CL_E_R3	Rail	E	0	51	204	153	3	14
East of Carsstairs Junction	2041	CL_E_R4	Rail	E	0	0	3	3	#DIV/0!	3
Total						1192	1359	167	0	5

Table F.58 : Central Scotland – East West Screenline (Passengers) (excludes Non ScotRail Services)

WESTBOUND Station/Road Name	ID	REF	Mode	Dir	PM	PM	Diff	% Duff	GEH	
					Observed	Modelled				
East of Camelon Station	2012	CL_W_R1	Rail	E	0	312	439	127	0	7
West of Falkirk High Station	2022	CL_W_R2	Rail	E	0	936	553	-383	0	14
East of Shotts Station	1252	CL_W_R3	Rail	E	0	81	331	250	3	17
East of Carsstairs Junction	2042	CL_W_R4	Rail	E	0	0	13	13	#DIV/0!	5
Total						1329	1335	6	0	0



Table F.59 : Central Scotland – East West Screenline (Passengers) (excludes Non ScotRail Services)

NORTHBOUND Station/Road Name	ID	REF	Mode	Dir	PM	PM	Diff	% Duff	GEH
					Observed Hour	Modelled Hour			
Forth Bridge	1071	FL_N_R1	Rail	N	1471	2119	648	0	15
North of Stirling Station	3021	FL_N_R2	Rail	N	463	459	-4	0	0
North of Stirling Station					1934	2578	644	0	14

Table F.60 : Central Scotland – East West Screenline (Passengers) (excludes Non ScotRail Services)

SOUTHBOUND Station/Road Name	ID	REF	Mode	Dir	PM	PM	Diff	% Duff	GEH
					Observed Hour	Modelled Hour			
Forth Bridge	1072	FL_S_R1	Rail	S	350	422	72	0	4
North of Stirling Station	3022	FL_S_R2	Rail	S	242	254	12	0	1
Total					592	676	84	0	3





G TMFS12 RAIL BOARDINGS AND ALIGHTINGS





G.1 AM Peak

Table G.1 : Comparison of Boardings and Alightings – AM Peak (Passengers)

Station	Node	Scotrail		Tmfs12		Difference		% Difference		GEH	
		Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
Aberdeen	100048	209	352	121	313	-88	-39	-42%	-11%	6.86	2.13
Aberdour	100314	46	3	58	32	12	29	27%	970%	1.70	6.95
Achanalt	100022	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Achnasheen	100021	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Achnashellach	100020	0	0	0	11	0	11	#DIV/0!	#DIV/0!	#DIV/0!	4.73
Addiewell	100295	3	0	66	4	63	4	2111%	#DIV/0!	10.76	2.95
Airbles	100266	37	23	31	22	-6	-1	-16%	-4%	1.00	0.22
Airdrie	100277	367	52	408	107	41	55	11%	105%	2.08	6.14
Alexandra Parade	100251	55	12	58	37	3	25	5%	212%	0.39	5.12
Alexandria	100145	124	28	88	30	-36	2	-29%	7%	3.48	0.36
Athess	100031	7	1	1	4	-6	3	-81%	310%	2.79	1.94
Atna Breac	100008	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Anderston	100219	39	408	188	1365	149	957	383%	235%	14.01	32.15
Annan	100339	20	7	23	17	3	10	15%	147%	0.64	2.96
Annieland	100218	243	239	324	326	81	87	33%	37%	4.83	5.20
Arbroath	100098	87	30	53	75	-34	45	-39%	150%	4.03	6.21
Arngay	100032	1	0	19	4	18	4	1777%	#DIV/0!	5.65	2.75
Ardlui	100069	1	2	1	0	0	-2	-16%	-100%	0.17	2.00
Ardrissan Harbour	100111	8	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Ardrissan South Beach	100369	66	12	67	32	1	20	2%	163%	0.15	4.18
Ardrissan Town	100109	18	11	4	0	-14	-11	-80%	-100%	4.39	4.69
Argyle Street	100217	89	582	87	219	-2	-363	-2%	-62%	0.18	18.12
Arisaig	100049	1	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Arrochar & Tarbet	100068	3	2	1	1	-2	-1	-73%	-62%	1.58	1.06
Ashfield	100216	13	4	48	25	35	21	271%	535%	6.37	5.58
Attadale	100018	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Auchinleck	100363	15	0	98	43	83	43	555%	#DIV/0!	11.07	9.22
Aviemore	100036	11	4	16	18	5	14	44%	341%	1.32	4.14
Ayr	100130	266	171	450	414	184	243	69%	142%	9.72	14.20
Baillieston	100250	26	4	8	24	-18	20	-69%	499%	4.32	5.34
Balloch	100147	172	40	226	50	54	10	31%	26%	3.81	1.56
Balmossie	100094	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Banavie	100065	0	0	0	82	0	82	#DIV/0!	#DIV/0!	#DIV/0!	12.82
Barassie	100365	61	11	69	8	8	-3	13%	-30%	0.99	1.07
Bargeddie	100276	33	8	8	8	-25	0	-77%	-6%	5.60	0.16
Barnhill	100249	24	19	9	11	-15	-9	-63%	-45%	3.70	2.21
Barthead	100153	238	54	164	67	-74	13	-31%	24%	5.24	1.65
Barnhill	100337	0	0	6	3	6	3	#DIV/0!	#DIV/0!	3.34	2.33
Barry Links	100097	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Bathgate	100294	261	41	350	116	89	75	34%	183%	5.08	8.47
Bearsden	100225	131	36	148	82	17	46	13%	127%	1.44	5.98
Beasdale	100053	0	0	4	19	4	19	#DIV/0!	#DIV/0!	2.76	6.19
Beaully	100025	18	3	34	18	16	15	92%	507%	3.22	4.67
Bellgrove	100248	134	86	165	61	31	-25	23%	-29%	2.50	2.92
Bellshill	100275	170	65	210	114	40	49	23%	75%	2.88	5.14
Bishopbriggs	100253	413	68	91	39	-322	-29	-78%	-42%	20.27	3.94
Bishopston	100166	181	26	186	36	5	10	3%	37%	0.39	1.72
Blair Atholl	100080	0	0	0	2	0	2	#DIV/0!	#DIV/0!	0.24	2.19
Blairhill	100274	180	68	167	102	-13	34	-7%	50%	0.99	3.69
Blantyre	100229	147	19	100	10	-47	-9	-32%	-46%	4.26	2.27
Bogston	100370	6	5	42	39	36	34	596%	688%	7.32	7.30
Bowling	100165	14	4	18	14	4	10	26%	239%	0.91	3.23
Branchton	100123	18	12	118	75	100	63	555%	523%	12.12	9.52
Breich	100293	0	0	0	0	0	0	#DIV/0!	#DIV/0!	0.14	#DIV/0!
Bridge of Allan	100281	69	61	105	36	36	-25	53%	-41%	3.88	3.57
Bridge of Orchy	100073	0	0	6	0	6	0	#DIV/0!	#DIV/0!	3.48	0.49
Bridgeton	100247	76	85	65	98	-11	13	-14%	15%	1.26	1.32
Broxa	100005	2	0	2	4	0	4	-17%	#DIV/0!	0.25	2.69
Broughty Ferry	100093	0	0	14	2	14	2	#DIV/0!	#DIV/0!	5.34	2.00
Brunstane	100347	81	4	182	67	101	63	125%	1581%	8.83	10.60
Burnside	100246	116	19	55	24	-61	5	-53%	25%	6.63	1.02
Burntisland	100322	45	3	85	9	40	6	90%	197%	5.01	2.42
Busby	100176	62	5	53	16	-9	11	-15%	218%	1.20	3.37
Cambuslang	100245	315	63	251	176	-64	113	-20%	179%	3.80	10.34
Cameon	100390	41	14	81	42	40	28	98%	202%	5.15	5.33
Cardenden	100325	15	0	160	45	145	45	967%	#DIV/0!	15.50	9.44
Cardonald	100215	46	31	16	11	-30	-20	-65%	-64%	5.37	4.32
Cardross	100143	99	7	47	1	-52	-6	-52%	-86%	6.06	3.03



Table G.2 : Comparison of Boardings and Alightings – AM Peak (Passengers) (Cont.)

Station	Node	ScotRail		TMS07		Difference		% Difference		GEH	
		Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
Camtyne	100243	73	22	49	16	-24	-6	-33%	-25%	3.11	1.27
Carrbridge	100037	1	1	0	2	-1	1	-100%	67%	1.41	0.58
Carsairs	100359	0	0	44	42	44	42	#DIV/0!	#DIV/0!	9.39	9.18
Cartsdyke	100122	30	10	35	4	5	-6	17%	-59%	0.88	2.24
Cathcart	100214	200	28	325	113	125	85	62%	304%	7.71	10.14
Charing Cross (Glasgow)	100213	126	954	268	961	142	7	113%	1%	10.13	0.24
Chateaufort	100256	10	3	13	0	3	-3	33%	-91%	0.97	2.15
Clarkston	100175	166	30	194	28	28	-2	17%	-7%	2.08	0.37
Cleland	100285	24	1	13	67	-11	66	-44%	6585%	2.47	11.31
Clydebank	100164	76	63	25	59	-51	-4	-67%	-6%	7.15	0.51
Coatbridge Central	100273	3	1	60	38	57	37	1902%	3703%	10.16	8.38
Coatbridge Sunny side	100272	164	40	256	214	92	174	56%	435%	6.33	15.45
Coatdyke	100271	126	34	142	60	16	26	13%	76%	1.41	3.75
Connel Ferry	100056	2	0	0	8	-2	8	-100%	#DIV/0!	2.00	3.97
Corkerhill	100212	27	62	13	3	-14	-59	-52%	-95%	3.14	10.36
Copach	100061	0	0	2	11	2	11	#DIV/0!	#DIV/0!	1.98	4.65
Corour	100074	0	0	12	0	12	0	#DIV/0!	#DIV/0!	4.82	#DIV/0!
Cowdenbeath	100316	44	8	98	37	54	29	122%	363%	6.40	6.12
Craigendoran	100387	45	49	67	8	22	-41	49%	-84%	2.97	7.78
Crianlarich	100386	0	0	0	0	0	0	#DIV/0!	#DIV/0!	0.28	0.20
Croftfoot	100242	65	4	25	10	-40	6	-62%	142%	6.02	2.17
Crookston	100211	37	36	8	3	-29	-33	-79%	-91%	6.13	7.36
Crosshill	100210	78	100	122	72	44	-28	56%	-28%	4.40	3.02
Crossmyloof	100209	144	77	88	35	-56	-42	-39%	-54%	5.21	5.58
Croy	100280	937	85	617	235	-320	150	-34%	177%	11.47	11.88
Culrain	100029	0	0	15	0	15	0	#DIV/0!	#DIV/0!	5.57	#DIV/0!
Cumbernauld	100279	104	14	24	17	-80	3	-77%	23%	9.97	0.82
Cupar	100088	48	18	90	109	42	91	87%	506%	5.05	11.43
Curriehill	100305	23	3	16	11	-7	8	-29%	255%	1.49	2.93
Dalgety Bay	100313	102	15	243	19	141	4	138%	29%	10.71	1.07
Dalmailly	100063	1	0	0	0	-1	0	-100%	#DIV/0!	1.41	0.49
Dalmarnock	100241	18	27	57	44	39	17	214%	61%	6.31	2.79
Dalmeny	100308	132	66	171	62	39	-4	30%	-5%	3.20	0.44
Dalmuir	100163	282	135	363	155	81	20	29%	15%	4.51	1.69
Dalreoch	100388	80	119	162	79	82	-40	103%	-34%	7.46	4.05
Dalry	100108	82	7	96	21	14	14	17%	202%	1.50	3.77
Dalwhinnie	100077	0	0	3	0	3	0	#DIV/0!	#DIV/0!	2.49	#DIV/0!
Dingwall	100384	19	10	8	15	-11	5	-60%	46%	3.12	1.31
Drem	100332	37	2	155	5	118	3	319%	155%	12.05	1.65
Drumchapel	100224	89	41	96	27	7	-14	8%	-33%	0.75	2.35
Drumtochar	100121	12	7	69	54	57	47	476%	674%	8.97	8.53
Drumgoiloch	100270	81	5	166	63	85	58	105%	1153%	7.63	9.91
Drumry	100223	77	15	104	309	27	294	35%	1961%	2.80	23.11
Duirnish	100015	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Duke Street	100240	22	9	43	24	21	15	94%	163%	3.64	3.64
Dumbarton Central	100141	215	99	348	96	133	-3	62%	-3%	7.90	0.30
Dumbarton East	100162	103	35	114	19	11	-16	11%	-47%	1.06	3.18
Dumbreck	100208	32	12	12	24	-20	12	-63%	96%	4.27	2.73
Dumfries	100338	44	8	121	77	77	69	175%	865%	8.48	10.60
Dunbar	100342	0	0	6	2	6	2	#DIV/0!	#DIV/0!	3.52	1.90
Dunblane	100078	187	19	93	40	-94	21	-50%	110%	7.96	3.84
Duncraig	100017	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Dundee	100091	194	275	242	473	48	198	25%	72%	3.28	10.25
Dunfermline Queen Margaret	100312	13	0	100	91	87	91	673%	#DIV/0!	11.61	13.52
Dunfermline Town	100302	262	25	280	155	18	130	7%	522%	1.11	13.73
Dunkeld & Birnam	100083	5	1	11	3	6	2	121%	167%	2.14	1.23
Dunlop	100151	21	4	25	6	4	2	21%	38%	0.90	0.69
Dunrobin Castle	100002	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Dyce	100047	33	150	41	51	8	-99	23%	-66%	1.26	9.87
East Kilbride	100228	307	42	41	17	-266	-25	-86%	-59%	20.11	4.58
Easterhouse	100239	152	41	173	73	21	32	14%	78%	1.68	4.25
Edinburgh	100320	1028	3158	1156	4198	128	1040	12%	33%	3.88	17.15
Edinburgh Park	100307	64	241	47	340	-17	99	-27%	41%	2.28	5.81
Elgin	100042	39	10	26	11	-13	1	-33%	9%	2.29	0.28
Exhibition Centre	100207	62	295	31	249	-31	-46	-51%	-16%	4.61	2.78
Fairlie	100113	10	1	8	4	-2	3	-20%	296%	0.65	1.88



Table G.3 : Comparison of Boardings and Alightings – AM Peak (Passengers) (Cont.)

Station	Node	ScotRail		TMS07		Difference		% Difference		GEH	
		Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
Garrowhill	100238	214	23	168	34	-46	11	-21%	48%	3.31	2.08
Garscadden	100206	104	14	189	47	85	33	81%	236%	6.99	5.96
Gartcosh	100267	36	2	90	5	54	3	151%	131%	6.85	1.44
Garve	100024	22	1	0	2	-22	1	-100%	138%	6.59	1.06
Georgemas Junction	100010	0	0	75	6	75	6	#DIV/0!	#DIV/0!	12.21	3.47
Giffnock	100174	86	34	107	36	21	2	25%	5%	2.16	0.28
Gilshochill	100205	20	5	26	3	6	-2	31%	-33%	1.29	0.81
Girvan	100336	0	0	53	15	53	15	#DIV/0!	#DIV/0!	10.25	5.44
Glasgow Central	100204	1596	8063	2908	6979	1312	-1084	82%	-13%	27.64	12.50
Glasgow Queen Street	100203	842	3453	1793	4787	951	1334	113%	39%	26.21	20.78
Glengables	100081	7	1	5	7	-2	6	-23%	614%	0.65	3.04
Glenfinnan	100055	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Glengarnock	100135	103	14	197	53	94	39	91%	282%	7.67	6.79
Glenrothes W th Thornton	100374	0	0	49	66	49	66	#DIV/0!	#DIV/0!	9.88	11.52
Golf Street	100095	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Golspie	100040	21	1	5	24	-16	23	-78%	2251%	4.58	6.43
Gourock	100119	177	23	234	137	57	114	32%	497%	3.96	12.78
Greenfaulds	100278	42	8	27	39	-15	31	-37%	394%	2.62	6.46
Grenock Central	100118	72	62	112	186	40	124	55%	200%	4.14	11.14
Grenock West	100117	114	92	96	199	-18	107	-16%	116%	1.75	8.84
Gretna Green	100362	6	0	6	8	0	8	-5%	#DIV/0!	0.12	4.11
Hairmyres	100227	234	59	167	71	-67	12	-29%	21%	4.77	1.52
Hamilton Central	100264	195	75	192	190	-3	115	-2%	154%	0.24	10.00
Hamilton West	100263	208	106	171	192	-37	86	-18%	81%	2.68	7.06
Hartwood	100284	7	0	39	17	32	17	451%	#DIV/0!	6.62	5.91
Hawkhead	100159	49	14	1	13	-48	-1	-98%	-5%	9.64	0.20
Haymarket	100348	603	1770	988	2791	385	1021	64%	58%	13.65	21.38
Helensburgh Central	100125	276	39	216	50	-60	11	-22%	29%	3.83	1.71
Helensburgh Upper	100124	18	0	29	27	11	27	63%	#DIV/0!	2.33	7.34
Helmsdale	100007	0	0	1	6	1	6	#DIV/0!	#DIV/0!	1.28	3.36
High Street (Glasgow)	100202	58	254	141	177	83	-77	143%	-30%	8.31	5.23
Hillfoot	100222	99	13	327	88	228	75	230%	579%	15.61	10.58
Hillington East	100201	53	43	21	9	-32	-34	-60%	-80%	5.18	6.73
Hillington West	100200	46	114	17	149	-29	35	-63%	30%	5.11	3.02
Holytown	100262	48	3	95	61	47	58	98%	1933%	5.57	10.25
Howwood (Renfrewshire)	100136	24	1	9	2	-15	1	-62%	136%	3.65	1.04
Hunfy	100044	21	6	22	5	1	-1	3%	-10%	0.12	0.25
Hyndland	100199	441	290	511	400	70	110	16%	38%	3.20	5.93
IBM	100116	11	69	11	32	0	-37	0%	-54%	0.01	5.29
Insch	100045	27	1	23	4	-4	3	-16%	302%	0.84	1.91
Invergordon	100034	9	2	1	2	-8	0	-87%	-20%	3.49	0.30
Invergowrie	100089	0	2	0	0	0	-2	#DIV/0!	-100%	0.20	2.00
Inverkeithing	100371	393	62	992	83	599	21	152%	34%	22.77	2.47
Inverkip	100115	20	4	29	17	9	13	44%	314%	1.77	3.92
Inverness	100447	65	150	139	114	74	-36	113%	-24%	7.30	3.17
Invershin	100028	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Inverurie	100046	37	9	3	3	-34	-6	-92%	-68%	7.65	2.52
Irvine	100132	242	67	262	59	20	-8	8%	-11%	1.29	0.95
Johnstone	100158	397	59	323	35	-74	-24	-19%	-40%	3.92	3.44
Jordanhill	100198	106	79	234	413	128	334	121%	423%	9.85	21.29
Keith	100043	21	4	11	3	-10	-1	-46%	-21%	2.43	0.44
Kelvindale	100177	17	8	5	40	-12	32	-69%	405%	3.54	6.59
Kennishhead	100197	15	8	14	2	-1	-6	-6%	-75%	0.23	2.70
Kildonan	100006	0	0	36	0	36	0	#DIV/0!	#DIV/0!	8.50	#DIV/0!
Kilmarnock	100366	105	29	290	194	185	165	176%	568%	13.16	15.60
Kilmaraus	100150	9	5	207	204	198	199	2201%	3972%	19.06	19.45
Kilpatrick	100161	46	7	39	10	-7	3	-14%	47%	1.02	1.13
Kilwinning	100448	286	82	360	131	74	49	26%	59%	4.14	4.71
Kirbrace	100003	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Kinghorn	100321	39	2	77	85	38	83	98%	4169%	5.02	12.61
Kings Park	100196	53	11	42	18	-11	7	-21%	64%	1.59	1.84
Kingsknowe	100318	9	0	0	2	-9	2	-99%	#DIV/0!	4.19	1.84
Kingusie	100033	4	4	6	12	2	8	44%	197%	0.80	2.79
Kirkcaldy	100323	226	73	531	214	305	141	135%	193%	15.69	11.76
Kirkconnel	100255	8	0	25	3	17	3	210%	#DIV/0!	4.14	2.29
Kirkhill	100237	53	8	14	7	-39	-1	-74%	-10%	6.84	0.28
Kirknewton	100304	16	3	18	14	2	11	15%	359%	0.59	3.72



Table G.4 : Comparison of Boardings and Alightings – AM Peak (Passengers) (Cont.)

Station	Node	ScotRail		TMS07		Difference		% Difference		GEH	
		Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
Larkhall	100257	108	23	162	107	54	84	50%	366%	4.68	10.44
Lenzie	100252	563	70	365	19	-198	-51	-35%	-73%	9.18	7.70
Leuchars (for St Andrews)	100090	22	20	114	30	92	10	417%	52%	11.13	2.09
Linlithgow	100301	487	45	532	70	45	25	9%	56%	1.98	3.34
Livingston North	100299	234	74	171	51	-63	-23	-27%	-31%	4.44	2.85
Livingston South	100298	92	12	137	66	45	54	49%	450%	4.22	8.64
Loch Awe	100062	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Loch Eil Outward Bound	100060	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Lochallort	100052	0	0	17	1	17	1	#DIV/0!	#DIV/0!	5.81	1.60
Lochelside	100057	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Lochgelly	100315	22	2	83	69	61	67	275%	3336%	8.37	11.22
Lochluichart	100023	0	0	3	0	3	0	#DIV/0!	#DIV/0!	2.51	#DIV/0!
Lochwinnoch	100134	47	15	118	8	71	-7	151%	-48%	7.81	2.12
Lockerbie	100340	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Longniddry	100331	79	3	104	1	25	-2	32%	-53%	2.63	1.08
Mallaig	100051	0	2	1	0	1	-2	#DIV/0!	-100%	1.02	2.00
Markinch	100085	35	11	119	51	84	40	240%	360%	9.57	7.13
Maryhill	100194	21	8	43	86	22	78	104%	979%	3.88	11.40
Maxwell Park	100193	40	50	10	16	-30	-34	-76%	-69%	6.10	5.98
Maybole	100103	0	0	35	25	35	25	#DIV/0!	#DIV/0!	8.42	7.01
Merrybn	100258	45	1	95	9	50	8	111%	813%	5.96	3.61
Miliken Park	100157	61	14	35	37	-26	23	-43%	163%	3.75	4.53
Milngavie	100221	240	49	330	59	90	10	38%	20%	5.35	1.32
Monifieth	100092	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Montrose	100099	90	11	135	48	45	37	49%	336%	4.20	6.81
Morar	100050	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Mossbank	100192	43	5	3	15	-40	10	-93%	195%	8.35	3.11
Motherswell	100261	216	93	280	192	64	99	30%	107%	4.09	8.31
Mount Florida	100191	248	111	320	114	72	3	29%	3%	4.28	0.27
Mount Vernon	100236	19	4	6	4	-13	0	-66%	3%	3.50	0.06
Muir of Ord	100026	17	2	15	5	-2	3	-13%	132%	0.53	1.45
Muirhead	100173	157	7	67	19	-90	12	-58%	174%	8.56	3.36
Musselburgh	100329	115	5	30	6	-85	1	-74%	30%	10.02	0.62
Nairn	100038	25	3	5	2	-20	-1	-80%	-17%	5.16	0.31
Neilston	100152	241	17	162	14	-79	-3	-33%	-20%	5.56	0.86
New Cumnock	100226	5	0	43	19	38	19	768%	#DIV/0!	7.80	6.14
Newcraighall	100344	85	3	210	23	125	20	146%	672%	10.26	5.58
Newton (Lanarkshire)	100235	177	20	113	31	-64	11	-36%	54%	5.28	2.13
Newtonmore	100079	1	0	5	1	4	1	361%	#DIV/0!	2.16	1.24
Newton-on-Ayr	100129	17	14	169	183	152	169	895%	1210%	15.77	17.05
Nisshill	100190	17	12	23	30	6	18	34%	151%	1.30	3.94
North Berwick	100333	119	9	191	53	72	44	60%	483%	5.78	7.85
North Queensferry	100310	57	9	57	10	0	1	0%	16%	0.03	0.46
Oban	100054	17	0	8	0	-9	0	-53%	#DIV/0!	2.55	0.94
Paisley Canal	100156	133	43	30	44	-103	1	-77%	2%	11.39	0.12
Paisley Gilmour Street	100155	679	629	720	793	41	164	6%	26%	1.57	6.16
Paisley St James	100154	12	10	25	41	13	31	110%	308%	3.06	6.10
Partick	100189	604	692	501	803	-103	111	-17%	16%	4.38	4.06
Patterton	100172	0	14	36	35	36	21	#DIV/0!	150%	8.52	4.25
Perth	100378	117	70	187	140	70	70	60%	100%	5.66	6.82
Pitlochry	100082	5	1	9	5	4	4	85%	434%	1.60	2.44
Plockton	100014	1	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Pollokshaws East	100188	98	17	60	21	-38	4	-39%	23%	4.27	0.91
Pollokshaws West	100187	30	23	117	59	87	36	290%	157%	10.14	5.63
Pollokshields East	100186	82	22	34	41	-48	19	-59%	86%	6.36	3.36
Pollokshields West	100185	41	20	8	6	-33	-14	-80%	-70%	6.59	3.89
Polmont	100389	276	32	407	49	131	17	47%	53%	7.08	2.65
Port Glasgow	100139	175	36	237	110	62	74	35%	204%	4.29	8.62
Portlethen	100101	18	1	0	2	-18	1	-98%	64%	5.86	0.56
Possilpark & Parkhouse	100184	4	14	38	18	34	4	860%	30%	7.47	1.06
Prestonpans	100327	84	2	110	27	26	25	31%	1274%	2.63	6.64
Prestwick International Airport	100128	27	55	53	40	26	-15	97%	-27%	4.15	2.12
Prestwick Town	100127	87	19	123	37	36	18	41%	94%	3.51	3.37
Priesthill & Damley	100183	38	5	20	62	-18	57	-48%	1141%	3.41	9.85



Table G.5 : Comparison of Boardings and Alightings – AM Peak (Passengers) (Cont.)

Station	Node	ScotRail		TMS07		Difference		% Difference		GEH	
		Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
Shettleton	100233	216	63	197.96	87.63	-18.04	24.63	-8%	39%	1.25	2.84
Shieldmuir	100260	15	5	39.03	51.29	24.03	46.29	160%	926%	4.62	8.73
Shotts	100283	87	12	125.52	40.82	38.52	28.82	44%	240%	3.74	5.61
Singer	100160	107	202	91.88	183.29	-15.12	-18.71	-14%	-9%	1.52	1.35
Slateford	100352	2	17	5.58	24.99	3.58	7.99	179%	47%	1.84	1.74
South Gyle	100306	68	296	1.9	13.32	-66.1	-282.68	-97%	-96%	11.18	22.73
Spean Bridge	100066	0	0	0.02	0.01	0.02	0.01	#DIV/0!	#DIV/0!	0.20	0.14
Springburn	100232	57	90	88.44	60.22	31.44	-29.78	55%	-33%	3.69	3.44
Springfield	100087	0	0	3.29	3.49	3.29	3.49	#DIV/0!	#DIV/0!	2.57	2.64
Stepps	100231	103	8	28.53	1.92	-74.47	-6.08	-72%	-76%	9.18	2.73
Stevenson	100105	41	3	52	12.37	11	9.37	27%	312%	1.61	3.38
Stewarton	100149	100	4	120.49	55.46	20.49	51.46	20%	1287%	1.95	9.44
Stirling	100383	362	248	472.47	345.14	110.47	97.14	31%	39%	5.41	5.64
Stonehaven	100100	110	6	59.44	8.37	-50.56	2.37	-46%	40%	5.49	0.88
Stranraer	100335	0	0	16.99	5.09	16.99	5.09	#DIV/0!	#DIV/0!	5.83	3.19
Strathcarron	100019	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Stromeferry	100016	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Summerston	100179	32	4	4.71	1.44	-27.29	-2.56	-85%	-64%	6.37	1.55
Tain	100035	12	4	9.88	11.21	-2.12	7.21	-18%	180%	0.64	2.61
Taynuilt	100059	0	0	0.01	0.82	0.01	0.82	#DIV/0!	#DIV/0!	0.14	1.28
Thornliebank	100171	51	11	63.11	40.57	12.11	29.57	24%	269%	1.60	5.82
Thornhill	100170	13	1	4.04	0.18	-8.96	-0.82	-69%	-82%	3.07	1.07
Thurso	100011	0	0	86.94	106.11	86.94	106.11	#DIV/0!	#DIV/0!	13.19	14.57
Troon	100131	186	30	278.06	171.16	92.06	141.16	49%	471%	6.04	14.08
Tulloch	100075	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Tyndrum Lower	100072	0	0	0	0.02	0	0.02	#DIV/0!	#DIV/0!	#DIV/0!	0.20
Uddingston	100230	251	73	284.97	62.85	33.97	-10.15	14%	-14%	2.08	1.23
Uphall	100300	94	21	231.54	67.95	137.54	46.95	146%	224%	10.78	7.04
Upper Tyndrum	100071	0	0	0	0.48	0	0.48	#DIV/0!	#DIV/0!	#DIV/0!	0.98
Wallyford	100326	81	3	150.94	10.59	69.94	7.59	86%	253%	6.49	2.91
Wemyss Bay	100102	39	3	60.44	10.49	21.44	7.49	55%	250%	3.04	2.88
West Calder	100297	38	5	44.82	40.18	6.82	35.18	18%	704%	1.06	7.40
West Kilbride	100104	47	5	59.18	3.5	12.18	-1.5	26%	-30%	1.67	0.73
Wester Hailes	100303	5	3	14.09	1.51	9.09	-1.49	182%	-50%	2.94	0.99
Westerton	100395	265	67	280.54	134.99	15.54	67.99	6%	101%	0.94	6.77
Whifflet	100268	70	14	45.68	63.13	-24.32	49.13	-35%	351%	3.20	7.91
Whinlil	100114	19	5	39.56	48.58	20.56	43.58	108%	872%	3.80	8.42
Whitecraigs	100169	119	8	71.82	12.69	-47.18	4.69	-40%	59%	4.83	1.46
Wick	100012	0	0	54.5	59.46	54.5	59.46	#DIV/0!	#DIV/0!	10.44	10.91
Williamwood	100168	103	78	125.36	40.69	22.36	-37.31	22%	-48%	2.09	4.84
Wishaw	100422	94	10	166.5	36.75	72.5	26.75	77%	268%	6.35	5.53
Woodhall	100137	18	6	138.79	51.09	120.79	45.09	671%	752%	13.64	8.44
Yoker	100178	52	21	17.36	0.74	-34.64	-20.26	-67%	-96%	5.88	6.15



G.2 Inter Peak

Table G.6 : Comparison of Boardings and Alightings – Inter Peak(Passengers)

Station	Node	Scotrail		Tmfs12		Difference		% Difference		GEH	
		Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
Aberdeen	100048	188	173	123	166	-64.96	-7	-35%	-4%	5.21	0.54
Aberdour	100314	7	5	20	20	13.02	14.88	186%	298%	3.54	4.22
Achanalt	100022	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Achnasheen	100021	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Achnashellach	10020	0	0	3	4	3.26	3.55	#DIV/0!	#DIV/0!	2.55	2.66
Addiewell	100295	1	0	8	10	6.8	9.92	680%	#DIV/0!	3.24	4.45
Airbles	100266	15	9	23	16	7.89	6.56	53%	73%	1.81	1.87
Airdrie	100277	83	59	106	97	23.22	38.04	278%	64%	2.39	4.31
Parade	100251	13	6	17	23	4.34	17.19	33%	287%	1.11	4.50
Alexandria	100145	26	22	29	31	2.56	9.31	10%	42%	0.49	1.80
AIness	100031	1	1	3	3	2.29	1.57	229%	157%	1.56	1.18
Altnabreac	100008	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Anderston	100219	21	17	107	201	86.22	183.55	411%	1080%	10.77	17.60
Annan	100339	9	5	17	16	7.77	10.6	86%	212%	2.16	3.30
Annieisland	100218	80	68	189	156	108.53	87.72	136%	129%	9.37	8.29
Atroath	100098	27	29	67	46	40.33	16.99	149%	59%	5.87	2.77
Ardgay	100032	0	0	5	13	4.77	12.97	#DIV/0!	#DIV/0!	3.09	5.09
Ardlui	100069	1	0	0	0	-0.95	0	-95%	#DIV/0!	1.31	#DIV/0!
Harbour	100111	5	10	0	2	-5	-7.89	-100%	-79%	3.16	3.21
South Beach	100369	12	8	38	30	25.5	21.76	213%	272%	5.13	5.01
Town	100109	5	13	3	3	-2.24	-10.38	-45%	-80%	1.14	3.71
Argyle Street	100217	140	145	47	79	-92.83	-65.99	-66%	-46%	9.60	6.24
Arisaig	100049	2	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Taibet	100068	1	2	0	1	-0.67	-1.32	-67%	-66%	0.82	1.14
Ashfield	100216	8	7	9	19	1.16	12.03	15%	172%	0.40	3.33
Attadale	100018	0	1	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Auchinleck	100363	4	3	40	45	36.41	41.69	910%	1390%	7.73	8.54
Aviemore	100036	10	9	11	17	0.74	7.91	7%	88%	0.23	2.20
Ayr	100130	118	127	231	153	113.28	26.07	96%	21%	8.57	2.20
Ballieston	100250	5	5	2	3	-3.32	-2.04	-66%	-41%	1.82	1.02
Balloch	100147	38	27	43	64	5.35	37.45	14%	139%	0.84	5.54
Balmossie	100094	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Banavie	100065	0	0	0	0	0.03	0.14	#DIV/0!	#DIV/0!	0.24	0.53
Barassie	100365	13	9	10	22	-3.19	13.25	-25%	147%	0.94	3.35
Bargeddie	100276	5	6	2	2	-2.51	-3.84	-50%	-64%	1.30	1.90
Barhill	100249	8	4	4	6	-3.72	2.13	-47%	53%	1.50	0.95
Barhead	100153	40	38	77	55	36.53	17.18	91%	45%	4.79	2.52
Barhill	100337	0	0	3	3	3.49	2.6	#DIV/0!	#DIV/0!	2.64	2.28
Bary Links	100097	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Bathgate	100294	59	51	96	78	36.53	27.09	62%	53%	4.16	3.37
Bearsden	100225	31	29	49	40	18.21	11.19	59%	39%	2.88	1.90
Beasdale	100053	0	0	11	14	11.04	14	#DIV/0!	#DIV/0!	4.70	5.29
Beaully	100025	2	2	23	22	20.73	20.05	1037%	1003%	5.90	5.78
Bellgrove	100248	31	29	46	41	14.99	11.95	48%	41%	2.42	2.02
Bellshill	100275	39	37	47	51	8.26	14.42	21%	39%	1.26	2.17
Bishopbriggs	100253	78	74	8	11	-69.99	-62.8	-90%	-85%	10.67	9.62
Bishopston	100166	35	41	32	41	-2.62	-0.48	-7%	-1%	0.45	0.08
Blair Atholl	100080	0	1	2	15	1.51	13.92	#DIV/0!	1392%	1.74	4.93
Blairhill	100274	89	36	66	39	-23.38	3.17	-26%	9%	2.66	0.52
Blantyre	100229	27	24	21	14	-5.93	-10.3	-22%	-43%	1.21	2.37
Bogston	100370	1	3	19	25	17.62	21.77	1762%	726%	5.63	5.84
Bowling	100165	4	6	6	5	1.64	-0.57	41%	-10%	0.75	0.24
Branchton	100123	7	8	39	50	31.54	42.21	451%	528%	6.61	7.82
Breich	100293	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Bridge of Allan	100281	10	12	38	28	27.74	15.81	277%	132%	5.68	3.54
Bridge of Orchy	100073	1	1	0	2	-0.84	0.71	-84%	71%	1.10	0.61
Bridgeton	100247	26	19	17	53	-9.43	33.75	-36%	178%	2.04	5.63
Briara	100005	0	1	0	1	0.12	-0.42	#DIV/0!	-42%	0.49	0.47
Broughty Ferry	100093	0	0	0	1	0	0.53	#DIV/0!	#DIV/0!	#DIV/0!	1.03
Brunstane	100347	7	10	31	11	23.83	1.46	340%	15%	5.48	0.45
Burnside	100246	19	26	8	12	-11.47	-14.42	-60%	-55%	3.15	3.33
Burntisland	100322	11	11	24	35	12.75	24.37	116%	222%	3.06	5.06
Busby	100176	10	7	12	18	1.68	11.33	17%	162%	0.51	3.18
Cambuslang	100245	40	47	48	55	8	7.76	20%	17%	1.21	1.09
Camelon	100390	6	5	21	21	14.67	15.94	245%	319%	4.02	4.43
Cardenden	100325	7	5	44	80	36.82	75.48	526%	1510%	7.30	11.55
Cardonald	100215	12	9	15	10	2.68	0.78	22%	9%	0.73	0.25
Cardross	100143	8	12	21	21	12.87	9.26	161%	77%	3.39	2.27



Table G.7 : Comparison of Boardings and Alightings – Inter Peak (Passengers) (Cont.)

Station	Node	Scotrail		TMS07		Difference		% Difference		GEH	
		Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
Carnyne	100243	16	16	17	24	1.39	8.04	9%	50%	0.34	1.80
Carrbridge	100037	0	0	0	0	0	0.3	#DIV/0!	#DIV/0!	#DIV/0!	0.77
Carsairs	100359	0	0	8	16	7.57	15.54	#DIV/0!	#DIV/0!	3.89	5.57
Cartsdyke	100122	9	12	15	18	5.5	6.16	61%	51%	1.60	1.59
Cathcart	100214	25	37	40	69	15.15	32.18	61%	87%	2.65	4.42
Charing Cross (Glasgow)	100213	98	106	188	202	90.16	95.55	92%	90%	7.54	7.71
Chatterault	100256	5	4	6	3	1.39	-1.36	28%	-34%	0.58	0.75
Clarkston	100175	29	25	26	17	-3.09	-7.69	-11%	-31%	0.59	1.67
Cleland	100285	4	4	42	17	37.91	13.38	948%	335%	7.91	4.09
Clydebank	100164	26	32	11	6	-15.05	-25.81	-58%	-81%	3.50	5.91
Coatbridge Central	100273	0	0	28	29	27.77	28.85	#DIV/0!	#DIV/0!	7.45	7.60
Coatbridge	100272	48	39	112	82	63.78	42.52	133%	109%	7.14	5.48
Coatdyke	100271	27	24	48	46	21.4	22.03	79%	92%	3.49	3.72
Connell Ferry	100056	0	1	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Corkerhill	100212	31	25	3	8	-27.73	-16.93	-89%	-68%	6.70	4.16
Corpach	100061	0	0	2	3	2.01	3.49	#DIV/0!	#DIV/0!	2.00	2.64
Corrour	100074	0	2	1	0	0.5	-1.57	#DIV/0!	-0.785	1.00	1.42
Cowdenbeath	100316	15	15	35	43	20.14	28.24	134%	188%	4.02	5.23
Craigendoran	100387	20	11	19	14	-0.87	2.69	-4%	24%	0.20	0.77
Craigharich	100386	4	3	1	0	-3.39	-2.71	-85%	-90%	2.23	2.11
Croftfoot	100242	9	12	5	6	-3.98	-6.19	-44%	-52%	1.50	2.07
Crookston	100211	21	12	4	4	-16.83	-8.03	-80%	-67%	4.74	2.84
Croskill	100210	54	13	49	48	-5.49	35.01	-10%	269%	0.77	6.34
Crossmyloof	100209	27	13	24	23	-3.42	10.34	-13%	80%	0.68	2.43
Croy	100280	109	94	115	89	5.5	-5.27	5%	-6%	0.52	0.55
Culrain	100029	1	1	3	5	2.39	3.5	2.39	3.5	1.61	2.11
Cumbernauld	100279	14	10	9	10	-5	-0.49	-36%	-5%	1.47	0.16
Cupar	100088	16	14	59	30	43.17	15.72	270%	112%	7.04	3.36
Curriehill	100305	3	2	2	4	-0.78	1.55	-26%	78%	0.48	0.93
Dalgety Bay	100313	13	14	14	30	1.04	16.04	8%	115%	0.28	3.42
Dalmally	100063	1	0	0	2	-0.86	1.71	-86%	#DIV/0!	1.14	1.85
Dalmarnock	100241	6	4	29	43	23.08	38.99	385%	975%	5.51	8.04
Dalmeny	100308	16	19	11	7	-4.69	-12.01	-29%	-63%	1.27	3.33
Dalmuir	100163	81	73	129	90	47.54	16.71	59%	23%	4.64	1.85
Dalreoch	100388	44	24	48	53	3.57	28.56	8%	119%	0.53	4.62
Dairy	100108	12	8	17	50	4.73	42.24	39%	528%	1.25	7.83
Dalwhinnie	100077	1	0	2	1	0.89	1.32	0.89	#DIV/0!	0.74	1.62
Dingwall	100384	3	6	11	9	7.79	2.5	260%	42%	0.97	0.93
Drem	100332	5	4	6	16	0.98	11.86	20%	297%	2.42	3.76
Drumchapel	100224	31	23	39	25	7.89	1.97	25%	9%	1.33	0.40
Drumfochar	100121	7	4	34	37	27.3	32.85	390%	821%	6.01	7.27
Drumgoch	100270	9	11	65	53	56.14	42.18	624%	383%	9.22	7.45
Drumry	100223	14	20	76	91	61.72	70.81	441%	354%	9.22	9.51
Dunblair	100015	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Duke Street	100240	6	5	7	15	0.94	9.81	16%	196%	0.37	3.12
Dumbarton Central	100141	60	55	63	60	2.92	4.9	5%	9%	0.37	0.65
Dumbarton East	100162	25	30	24	28	-0.56	-2.16	-2%	-7%	0.11	0.40
Dumbreck	100208	13	8	8	11	-4.99	3.04	-38%	38%	1.54	0.99
Dumfries	100338	33	30	63	42	30.46	12.08	92%	40%	4.39	2.01
Dunbar	100342	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Dunblane	100078	33	31	48	39	15.25	8.4	46%	27%	2.39	1.42
Duncraig	100017	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Dundee	100091	117	98	188	223	70.76	124.66	60%	127%	5.73	9.85
Dunfermline Queen Margaret	100312	0	0	23	51	23.33	50.86	#DIV/0!	#DIV/0!	6.83	10.09
Dunfermline Town	100302	35	33	41	53	6.1	19.75	17%	60%	0.99	3.02
Dunkeld & Birnam	100083	2	1	3	5	1.31	3.62	66%	362%	0.80	2.16
Dunlop	100151	4	5	7	14	3.38	8.86	85%	177%	1.42	2.89
Dunrobin Castle	100002	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Dyce	100047	21	20	37	25	16.06	5.15	76%	26%	2.98	1.08
East Kilbride	100228	57	38	12	11	-45.15	-27.24	-79%	-72%	7.70	5.52
Easterhouse	100239	28	48	64	93	35.98	44.56	129%	93%	5.31	5.32
Edinburgh	100320	758	824	579	641	-178.99	-183.36	-24%	-22%	6.92	6.78
Edinburgh Park	100307	25	18	52	62	27.28	44.13	109%	245%	4.39	6.97
Elgin	100042	13	14	24	17	11.08	2.66	85%	19%	2.57	0.68
Exhibition Centre	100207	36	34	54	39	18.17	5.02	50%	15%	2.71	0.83
Fairlie	100113	3	3	5	5	1.68	2.48	56%	83%	0.86	1.20



Table G.8 : Comparison of Boardings and Alightings – Inter Peak (Passengers) (Cont.)

Station	Node	Scotrail		TMS07		Difference		% Difference		GEH	
		Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
Garrowhill	100238	27	33	28	66	0.86	33.16	3%	100%	0.16	4.71
Garscadden	100206	17	17	48	92	30.97	74.75	182%	440%	5.43	10.14
Gartosh	100267	5	4	10	21	5.12	17.15	102%	429%	1.86	4.84
Garve	100024	1	0	1	9	0.25	8.53	25%	#DIV/0!	0.24	4.13
Georgemas Junction	100010	0	0	9	22	9.35	21.68	#DIV/0!	#DIV/0!	4.32	6.58
Gifnock	100174	19	20	16	25	-3.03	5.37	-16%	27%	0.72	1.13
Gilshochill	100205	6	5	4	17	-2.4	11.94	-40%	239%	1.10	3.60
Girvan	100336	6	0	35	44	28.94	44.42	4.823333333	#DIV/0!	6.40	9.43
Glasgow Central	100204	1303	1517	1660	1748	267.29	231.02	19%	15%	6.84	5.72
Glasgow Queen Street	100203	782	799	1215	1149	432.59	349.88	55%	44%	13.69	11.21
Gleneagles	100081	1	0	11	3	9.51	2.6	951%	#DIV/0!	3.96	2.28
Glenfrman	100055	1	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Glenasmock	100135	20	18	63	48	43.37	29.85	217%	166%	6.72	5.20
Glenrothes Wth Thomson	100374	0	0	56	29	56.04	28.57	#DIV/0!	#DIV/0!	10.59	7.56
Golf Street	100095	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Golspie	100040	1	5	9	2	7.83	-3.26	783%	-5%	3.53	1.78
Gourock	100119	55	41	115	108	60.45	67.1	110%	164%	6.55	7.77
Greenfaulds	100278	5	5	22	14	16.99	9.07	340%	181%	4.62	2.94
Greenock Central	100118	38	39	86	62	48.36	22.74	127%	58%	6.13	3.20
Greenock West	100117	66	49	88	55	21.56	5.52	33%	11%	2.46	0.77
Gretna Green	100362	3	5	3	9	-0.49	4.45	-16%	89%	0.30	1.66
Hairmyres	100227	27	26	23	31	-3.95	5.43	-15%	21%	0.79	1.01
Hamilton Central	100264	47	48	102	94	55.15	46.37	117%	97%	6.39	5.50
Hamilton West	100283	52	34	94	66	42.08	31.84	81%	94%	4.92	4.51
Hartwood	100284	1	1	14	25	13.37	23.62	1337%	2362%	4.82	6.60
Hawkhead	100159	10	9	2	2	-8.27	-6.88	-83%	-76%	3.41	2.92
Haymarket	100348	257	271	530	552	273.26	280.97	106%	104%	13.77	13.85
Helensburgh Central	100125	54	58	51	60	-3.31	2.46	-6%	4%	0.46	0.32
Helensburgh Upper	100124	2	2	20	20	18.1	18.01	905%	9.005	5.44	5.43
Helmsdale	100007	0	1	2	3	2.32	2.28	#DIV/0!	2.28	2.15	1.56
High Street (Glasgow)	100202	42	63	65	65	23.25	1.77	55%	3%	3.17	0.22
Hillfoot	100222	18	17	101	77	83.39	59.74	463%	351%	10.79	8.73
Hillington East	100201	16	9	5	5	-10.69	-4.31	-67%	-48%	3.27	1.65
Hillington West	100200	22	15	24	12	1.6	-2.76	7%	-18%	0.34	0.75
Holytown	100262	6	7	39	47	32.83	39.54	547%	565%	6.93	7.64
Howwood (Renfrewshire)	100136	3	4	8	4	4.68	0.43	156%	11%	2.03	0.21
Hunty	100044	4	5	16	12	12.25	6.99	306%	140%	3.85	2.40
Hyndland	100199	138	108	292	281	154.26	173.49	112%	161%	10.52	12.43
IBM	100116	2	4	4	6	1.56	2.05	78%	51%	0.94	0.91
Inesch	100045	5	2	16	17	11.32	15.12	226%	756%	3.47	4.89
Invergoldon	100034	1	3	1	1	0.26	-2.34	26%	-78%	0.24	1.73
Invergowrie	100089	0	0	0	0	0	0.45	#DIV/0!	#DIV/0!	#DIV/0!	0.95
Inverkeithing	100371	43	50	106	89	63.26	38.77	147%	78%	7.32	4.65
Inverkip	100115	5	5	4	4	-1.42	-0.55	-28%	-11%	0.69	0.25
Inverness	100447	90	69	79	112	-11.44	42.6	-13%	62%	1.25	4.48
Invershin	100028	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Inverurie	100046	9	15	4	4	-4.86	-11.4	-54%	-76%	1.90	3.74
Invine	100132	39	48	38	48	-0.95	-0.43	-2%	-1%	0.15	0.06
Johnstone	100158	68	65	48	60	-20.21	-5.21	-30%	-8%	2.66	0.66
Jordanhill	100198	38	27	226	102	188.16	75.22	495%	279%	16.37	9.36
Keith	100043	3	2	9	7	5.88	4.77	196%	239%	2.41	2.28
Kelvindale	100177	12	4	21	5	8.55	1.41	71%	35%	2.12	0.65
Kennishhead	100197	4	4	2	3	-1.62	-0.65	-41%	-16%	0.91	0.34
Kildonan	100006	0	0	2	1	1.9	1.06	#DIV/0!	#DIV/0!	1.95	1.46
Kilmarnock	100366	43	38	190	180	147	141.65	342%	373%	13.62	13.58
Kilmarnock	100150	4	4	144	126	140.07	121.75	3502%	3044%	16.28	15.12
Kilpatrick	100161	5	11	8	23	3.17	11.77	63%	107%	1.24	2.86
Kilwinning	100448	69	72	107	88	37.73	15.68	55%	22%	4.03	1.75
Kinbrae	100003	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Kinghorn	100321	12	8	59	24	47.02	16.04	392%	201%	7.89	4.01
Kings Park	100196	8	6	14	11	6.47	5.14	81%	86%	1.93	1.76
Kingsknowe	100318	2	2	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Kingussie	100033	3	3	10	4	6.74	0.73	225%	24%	2.67	0.40
Kirkcaldy	100323	71	63	132	137	61.27	74.47	86%	118%	6.08	7.44
Kirkconnel	100255	2	1	4	11	2.24	9.81	112%	9.81	1.27	4.04
Kirkhill	100237	6	9	6	3	0.09	-5.8	2%	-64%	0.04	2.35
Kirknewton	100304	1	2	1	6	0.12	4.11	12%	206%	0.12	2.04



Table G.9 : Comparison of Boardings and Alightings – Inter Peak (Passengers) (Cont.)

Station	Node	Scotrail		TMS07		Difference		% Difference		GEH	
		Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
Larkhall	100257	25	21	101	80	76.37	58.51	305%	279%	9.61	8.25
Lenzie	100252	101	67	19	32	-81.96	-35.32	-81%	-53%	10.58	5.03
Leuchars (for St Andrews)	100090	18	20	28	34	9.82	14.07	55%	70%	2.05	2.71
Linlithgow	100301	54	56	109	92	55.28	36.02	102%	64%	6.12	4.19
Livingston North	100299	39	41	52	39	12.69	-1.63	33%	-4%	1.88	0.26
Livingston South	100298	13	12	18	25	5.45	13.15	42%	110%	1.37	3.05
Loch Awe	100062	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Loch Eil Outward Bound	100060	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Lochalort	100052	0	0	3	8	3.1	8.44	#DIV/0!	#DIV/0!	2.49	4.11
Lochelside	100057	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Lochgelly	100315	5	3	34	26	29.32	23.15	586%	772%	6.61	6.06
Lochlochert	100023	0	0	0	0	0.28	0.47	#DIV/0!	#DIV/0!	0.75	0.97
Lochwinnoch	100134	5	5	11	25	6.36	19.58	127%	392%	2.22	5.09
Lockerbie	100340	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Longhdirry	100331	6	4	11	11	5.03	7.43	84%	186%	1.72	2.67
Mallaig	100051	5	0	0	0	-4.94	0.12	-0.988	#DIV/0!	3.11	0.49
Marinch	100085	14	11	77	53	62.81	42.12	449%	383%	9.32	7.44
Marshall	100194	3	4	30	38	27.44	33.84	915%	846%	6.71	7.40
Maxwell Park	100193	21	7	12	9	-9.47	2.01	-45%	29%	2.35	0.71
Maybole	100103	0	0	37	29	37.3	28.96	#DIV/0!	#DIV/0!	8.64	7.61
Merryton	100258	6	10	23	49	16.8	38.99	280%	390%	4.43	7.18
Miliken Park	100157	14	13	26	17	12.21	3.6	87%	28%	2.72	0.94
Mingavie	100221	49	46	103	118	53.55	72.45	109%	158%	6.15	7.99
Morfieth	100092	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Mortrose	100099	25	21	45	80	20.18	58.98	81%	281%	3.41	8.30
Morar	100050	1	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Mospark	100192	11	10	5	3	-6.08	-7.05	-55%	-71%	2.15	2.77
Mothelwell	100281	49	46	100	123	51.46	77.07	105%	168%	5.95	8.38
Mount Florida	100191	47	43	121	107	73.72	64.03	157%	149%	8.05	7.39
Mount Vernon	100236	3	3	5	6	1.92	2.72	64%	91%	0.96	1.30
Muir of Ord	100026	2	1	6	5	4.07	4.29	204%	429%	2.03	2.42
Muir of Ord	100173	17	32	10	12	-6.8	-19.7	-40%	-62%	1.84	4.19
Muskeburgh	100329	6	9	2	7	-4.36	-1.59	-73%	-18%	2.23	0.56
Nairn	100038	6	8	2	4	-3.95	-4.41	-66%	-55%	1.97	1.63
Nairn	100152	16	62	6	46	-9.79	-15.97	-61%	-26%	2.94	2.17
New Cumnock	100226	4	1	20	19	16.07	17.6	402%	17.6	4.63	5.62
Newcraighall	100344	11	22	6	7	-4.58	-15.18	-42%	-69%	1.55	4.00
Newton (Lanarkshire)	100235	24	22	10	17	-13.93	-5.27	-58%	-24%	3.38	1.20
Newtonmore	100079	0	0	0	0	0.32	0.26	#DIV/0!	#DIV/0!	0.80	0.72
Newton-on-Ayr	100129	5	5	74	66	68.51	60.57	1370%	1211%	10.93	10.20
Nisshill	100190	6	6	11	14	5.17	7.68	86%	128%	1.76	2.45
North Berwick	100333	19	15	30	34	11.27	19.03	59%	127%	2.27	3.84
North Queensferry	100310	9	13	17	21	8.16	7.8	91%	60%	2.26	1.90
Oban	100054	9	19	4	19	-4.98	0.23	-55%	0.012105263	1.95	0.05
Paisley Canal	100156	24	20	7	16	-16.84	-4.39	-70%	-22%	4.27	1.04
Paisley Gilmour Street	100155	283	236	353	345	70.45	108.75	25%	46%	3.95	6.38
Paisley St James	100154	8	6	9	23	0.78	16.68	10%	278%	0.27	4.40
Pattick	100189	205	213	348	313	142.79	99.56	70%	47%	8.59	6.14
Patterton	100172	47	12	36	27	-11.32	14.81	-0.240851064	123%	1.76	3.36
Peth	100378	88	70	125	96	37.16	26	42%	37%	3.60	2.85
Pitlochry	100082	8	6	15	15	7.34	8.9	92%	148%	2.15	2.75
Pleckton	100014	2	1	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Pollokshaws East	100188	10	17	4	9	-5.68	-8.1	-57%	-48%	2.12	2.25
Pollokshaws West	100187	9	8	48	27	39.4	19.41	438%	243%	7.35	4.61
Pollokshields East	100186	15	18	19	9	3.6	-8.72	24%	-48%	0.88	2.36
Pollokshields West	100185	11	11	2	2	-8.7	-8.99	-79%	-82%	3.37	3.52
Palmont	100389	34	25	70	88	35.58	62.51	105%	250%	4.94	8.33
Port Glasgow	100139	41	38	78	86	37.03	47.62	90%	125%	4.80	6.06
Portlethen	100101	1	0	0	0	-1	0.05	-100%	#DIV/0!	1.41	0.32
Possilpark & Parkhouse	100184	1	4	8	16	6.51	11.52	651%	288%	3.16	3.69
Prestonpans	100327	6	9	24	6	17.74	-3.03	298%	-34%	4.60	1.11
Prestwick International Airport	100128	49	54	20	21	-29.13	-32.68	-59%	-61%	4.96	5.33
Prestwick Town	100127	17	19	49	46	31.78	26.72	187%	141%	5.54	4.70
Priesthill & Damley	100183	6	6	25	20	19.03	13.7	317%	228%	4.83	3.82



Table G.10 : Comparison of Boardings and Alightings – Inter Peak (Passengers) (Cont.)

Station	Node	Scot rail		TMS07		Difference		% Difference		GEH	
		Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
Shettleston	100233	43	34	61.14	46.6	18.14	14.6	42%	43%	2.51	2.27
Shieldmuir	100260	0	1	5.27	5.19	5.27	4.19	#DIV/0!	419%	3.25	2.38
Shotts	100283	22	15	56.23	75.59	34.23	60.59	156%	404%	5.47	9.00
Slinger	100160	57	59	93.74	28.87	36.74	-29.13	64%	-49%	4.23	4.37
Slatford	100352	3	1	4.37	0.64	1.37	-0.36	46%	-36%	0.71	0.40
South Gyle	100306	21	18	3.16	0.9	-17.84	-17.1	-85%	-85%	5.13	5.56
Spean Bridge	100066	1	0	0.55	0.03	-0.45	0.03	-45%	#DIV/0!	0.51	0.24
Springburn	100232	29	19	37.41	31.27	8.41	12.27	29%	65%	1.46	2.45
Springfield	100087	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Stepps	100231	14	13	5.28	3.81	-8.72	-9.19	-62%	-71%	2.81	3.17
Stevenson	100105	12	12	29	19.17	17	7.17	142%	60%	3.75	1.82
Stewarton	100149	9	7	60.82	47.06	51.82	40.06	576%	572%	8.77	7.71
Stirling	100383	158	154	212.79	181.57	54.79	27.57	39%	18%	4.02	2.13
Stonehaven	100100	22	20	13.31	13.8	-8.69	-6.2	-40%	-31%	2.07	1.51
Stranraer	100335	5	0	12.35	7.18	7.35	7.18	1.47	#DIV/0!	2.50	3.79
Strathcarron	100019	1	1	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Stromeferry	100016	1	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Summerston	100179	11	10	5.58	5.34	-5.42	-4.66	-49%	-47%	1.88	1.68
Tain	100035	1	1	6.32	3.91	5.32	2.91	532%	291%	2.78	1.86
Tayruitt	100059	1	1	1.19	3.65	0.19	2.65	19%	2.65	0.18	1.74
Thornliebank	100171	9	8	27.12	14.22	18.12	6.22	201%	78%	4.26	1.87
Thornhill	100170	1	1	0.14	0.66	-0.86	-0.34	-86%	-34%	1.14	0.37
Thurso	100011	0	0	41.46	18.93	41.46	18.93	#DIV/0!	#DIV/0!	9.11	6.15
Troon	100131	31	37	115.68	132.53	84.68	95.53	273%	258%	9.89	10.38
Tulloch	100075	0	0	0.76	0	0.76	0	#DIV/0!	#DIV/0!	1.23	#DIV/0!
Tyndrum Lower	100072	1	1	0.06	1.48	-0.94	0.48	-94%	0.48	1.29	0.43
Uddingston	100230	46	29	42.35	44.62	-3.65	15.62	-8%	54%	0.55	2.57
Uphall	100300	21	17	79.11	80.83	58.11	63.83	277%	375%	8.21	9.13
Upper Tyndrum	100071	1	0	3.28	0	2.28	0	2.28	#DIV/0!	1.56	#DIV/0!
Wallyford	100326	4	5	6.54	2.72	2.54	-2.28	64%	-46%	1.11	1.16
Wemyss Bay	100102	10	9	18.05	16.01	8.05	7.01	81%	78%	2.15	1.98
West Calder	100297	6	4	14.86	8.35	8.86	4.35	148%	109%	2.74	1.75
West Kilbride	100104	11	16	17.4	23.73	6.4	7.73	58%	48%	1.70	1.73
Wester Hailes	100303	2	2	0.17	1.17	-1.83	-0.83	-92%	-42%	1.76	0.66
Westerton	100395	52	51	71.48	94.02	19.48	43.02	37%	84%	2.48	5.05
Whiffet	100268	21	13	40.89	50.38	19.89	37.38	95%	288%	3.58	6.64
Whinhill	100114	8	5	9.91	11.03	1.91	6.03	24%	121%	0.64	2.13
Whitecraigs	100169	14	14	21.39	7.04	7.39	-6.96	53%	-50%	1.76	2.15
Wick	100012	7	10	11.01	11.37	4.01	1.37	0.572857143	0.137	1.34	0.42
Williamwood	100168	37	15	18.37	11.41	-18.63	-3.59	-50%	-24%	3.54	0.99
Wishaw	100422	14	10	38.59	30.13	24.59	20.13	176%	201%	4.80	4.49
Woodhall	100137	5	4	63.61	43.52	58.61	39.52	1172%	988%	10.01	8.11
Yoker	100178	8	10	1.98	1.97	-6.02	-8.03	-79%	-80%	2.69	3.28



G.3 PM Peak

Table G.11 : Comparison of Boardings and Alightings – PM Peak(Passengers)

Station	Node	Scotrail		TMS12		Difference		% Difference		GEH	
		Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
Aberdeen	100048	403	267	393	154	-9.91	-112.89	-2%	-42%	0.50	7.78
Aberdour	100314	4	33	39	77	34.87	43.61	872%	132%	7.53	5.89
Acthannit	100022	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Achnasheen	100021	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Achnashellach	100020	0	0	8	0	8.36	0	#DIV/0!	#DIV/0!	4.09	#DIV/0!
Addiewell	100295	0	4	12	62	11.69	58.13	#DIV/0!	1453%	4.84	10.11
Airdrie	100266	29	36	36	74	6.79	38.28	23%	106%	1.19	5.16
Airdrie	100277	80	273	142	374	61.83	100.77	77%	37%	5.87	5.60
Parade	100251	12	37	32	110	19.75	73.35	165%	198%	4.22	8.55
Alexandria	100145	24	88	47	128	23.49	39.52	98%	45%	3.93	3.81
AIness	100031	2	2	6	6	4.04	4.26	202%	213%	2.01	2.10
Altnabreac	100008	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Anderston	100219	299	79	1517	139	1218.4	59.55	407%	75%	40.43	5.71
Annan	100339	9	25	22	37	12.72	11.91	141%	48%	3.25	2.14
Anniesland	100218	242	236	341	433	98.61	196.89	41%	83%	5.78	10.77
Arbroath	100098	29	78	65	70	35.65	-8.02	123%	-10%	5.21	0.93
Ardgay	100032	0	2	2	11	2.4	9.05	#DIV/0!	453%	2.19	3.54
Ardlui	100069	0	0	0	0	0	0.21	#DIV/0!	#DIV/0!	#DIV/0!	0.65
Harbour	100111	10	0	4	2	-6.21	2.32	-62%	#DIV/0!	2.36	2.15
South Beach	100369	15	66	28	87	12.52	20.81	83%	32%	2.72	2.38
Town	100109	5	17	12	17	6.74	0.27	135%	2%	2.33	0.07
Argyle Street	100217	513	181	163	197	-350.42	15.99	-68%	9%	19.07	1.16
Arnsaig	100049	1	1	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Tarbet	100068	0	0	0	3	0.3	2.56	#DIV/0!	#DIV/0!	0.77	2.26
Ashfield	100216	0	15	25	121	25.22	106.47	#DIV/0!	710%	7.10	12.89
Attadale	100018	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Auchinleck	100363	1	17	54	62	53.1	44.9	5310%	264%	10.12	7.15
Aviemore	100036	3	17	17	15	14.17	-2.43	472%	-14%	4.46	0.61
Ayr	100130	190	283	350	492	159.96	208.63	84%	74%	9.74	10.60
Baillieston	100250	6	29	2	11	-3.67	-17.68	-61%	-61%	1.80	3.94
Balloch	100147	50	109	73	164	22.69	54.96	45%	50%	2.90	4.70
Balmossie	100094	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Banavie	100065	1	0	0	0	-0.97	0.01	-97%	#DIV/0!	1.35	0.14
Barassie	100365	10	45	10	33	0.09	-11.77	1%	-26%	0.03	1.88
Bargeddie	100276	14	30	2	9	-11.66	-20.52	-83%	-68%	4.08	4.62
Barnhill	100249	16	15	19	15	2.77	-0.05	17%	0%	0.66	0.01
Barthead	100153	58	183	67	187	8.54	3.72	15%	2%	1.08	0.27
Barnhill	100337	0	0	1	5	1.23	5.27	#DIV/0!	#DIV/0!	1.57	3.25
Barry Links	100097	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Bathgate	100294	58	221	135	381	76.78	160.35	132%	73%	7.82	9.24
Bearsden	100225	51	189	86	183	35.12	-5.62	69%	-3%	4.24	0.41
Beasdale	100053	0	0	39	10	38.86	10.32	#DIV/0!	#DIV/0!	8.82	4.54
Beaully	100025	1	17	22	31	20.76	14.32	2076%	84%	6.15	2.91
Bellgrove	100248	104	126	70	158	-33.74	31.5	-32%	25%	3.61	2.65
Bellshill	100275	55	168	145	222	90.47	54.29	164%	32%	9.04	3.89
Bishopbriggs	100253	112	356	34	135	-77.97	-220.94	-70%	-62%	9.12	14.10
Bishopston	100166	66	172	47	188	-18.62	15.77	-28%	9%	2.47	1.18
Blair Atholl	100080	2	1	0	6	-1.8	4.62	-90%	462%	1.72	2.54
Blairhill	100274	47	198	72	160	24.92	-37.66	53%	-19%	3.23	2.81
Blantyre	100229	39	121	25	153	-14.3	31.81	-37%	26%	2.53	2.72
Bogston	100370	7	7	35	36	28.03	29.24	400%	418%	6.11	6.29
Bowling	100165	8	17	21	53	12.53	36.42	157%	214%	3.32	6.14
Branchton	100123	23	17	85	84	61.71	67.15	268%	395%	8.41	9.44
Breich	100293	0	0	0	0	0.06	0.01	#DIV/0!	#DIV/0!	0.35	0.14
Bridge of Allan	100281	26	80	45	98	18.57	18.12	71%	23%	3.13	1.92
Bridge of Orchy	100073	0	0	0	1	0.07	0.53	#DIV/0!	#DIV/0!	0.37	1.03
Bridgeton	100247	66	84	70	164	4.44	80.48	7%	96%	0.54	7.22
Broxa	100005	0	0	6	2	6.46	1.8	#DIV/0!	#DIV/0!	3.59	1.90
Broughtly Ferry	100093	1	3	0	3	-1	0.39	-100%	13%	1.41	0.22
Brunstane	100347	15	68	46	101	31.42	33.39	209%	49%	5.67	3.63
Burnside	100246	33	106	30	63	-3.01	-42.6	-9%	-40%	0.54	4.63
Burntisland	100322	5	47	13	83	7.65	36.07	153%	77%	2.58	4.47
Busby	100176	58	48	18	60	-40.15	11.85	-69%	25%	6.52	1.61
Camuslang	100245	68	217	132	399	63.61	182.27	94%	84%	6.37	10.38
Camelon	100390	7	42	23	106	15.83	63.98	226%	152%	4.10	7.44
Cardenden	100325	4	15	50	155	46.43	140.2	1161%	935%	8.90	15.20
Cardonald	100215	27	45	16	27	-11.48	-18.5	-43%	-41%	2.49	3.09
Cardross	100143	11	81	8	66	-2.84	-15.32	-26%	-19%	0.92	1.79



Table G.12 : Comparison of Boardings and Alightings – PM Peak (Passengers) (Cont.)

Station	Node	Scotrail		TMS07		Difference		% Difference		GEH	
		Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
Camtyne	100243	29	70	23	72	-6.16	2.17	-21%	3%	1.21	0.26
Carbridge	100037	0	0	3	0	2.79	0	#DIV/0!	#DIV/0!	2.36	#DIV/0!
Carstairs	100359	0	0	28	51	27.77	50.88	#DIV/0!	#DIV/0!	7.45	10.09
Cartsdyke	100122	13	33	18	36	5.19	3.18	40%	10%	1.31	0.54
Cathcart	100214	37	151	86	287	48.88	136.07	132%	90%	6.24	9.19
Charing Cross (Glasgow)	100213	892	198	980	309	47.61	110.67	5%	56%	1.54	6.95
Chatelherault	100256	1	3	1	12	-0.02	8.55	-2%	285%	0.02	3.17
Clarkston	100175	22	171	46	209	23.62	37.87	107%	22%	4.06	2.75
Cleland	100285	4	31	35	11	31.04	-19.61	776%	-63%	7.03	4.26
Clydebank	100164	44	103	98	33	54.28	-70.37	123%	-68%	6.44	8.55
Coatbridge Central	100273	2	10	48	49	45.87	39.38	2294%	394%	9.19	7.23
Coatbridge Sunnyside	100272	70	167	177	294	107.22	126.92	153%	76%	9.64	8.36
Coatdyke	100271	42	103	79	146	36.97	43.08	88%	42%	4.75	3.86
Connel Ferry	100056	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Corkehill	100212	72	47	13	14	-58.67	-32.56	-81%	-69%	8.98	5.87
Corpach	100061	0	0	2	3	2.38	2.88	#DIV/0!	#DIV/0!	2.18	2.40
Corrour	100074	0	0	1	0	0.88	0.44	#DIV/0!	#DIV/0!	1.33	0.94
Cowdenbeath	100316	10	42	59	103	48.76	60.61	488%	144%	8.32	7.13
Craigendoran	100387	56	51	22	63	-33.87	11.96	-60%	23%	5.42	1.58
Cranfarich	100386	0	0	0	0	0.01	0.26	#DIV/0!	#DIV/0!	0.14	0.72
Croftfoot	100242	15	78	16	29	0.86	-49.29	6%	-63%	0.22	6.75
Crookston	100211	17	58	3	9	-13.77	-49.44	-81%	-85%	4.33	8.57
Croskill	100210	40	78	62	158	21.57	79.5	54%	102%	3.03	7.33
Crosmyloch	100209	36	99	40	143	3.89	44.21	11%	45%	0.63	4.02
Croy	100280	172	851	171	544	-0.98	-307.18	-1%	-36%	0.07	11.63
Culrain	100029	0	0	2	10	2.48	10.34	#DIV/0!	#DIV/0!	2.23	4.55
Cumbernauld	100279	15	76	23	18	8.03	-58.15	54%	-77%	1.84	8.49
Cupar	100088	22	62	58	33	36.26	-29.49	165%	-48%	5.72	4.29
Curriehill	100305	7	15	14	6	7.44	-9.31	106%	-62%	2.27	2.89
Dalgety Bay	100313	15	83	26	209	10.66	125.78	71%	152%	2.36	10.41
Dalmally	100063	0	0	0	0	0	0.49	#DIV/0!	#DIV/0!	#DIV/0!	0.99
Dalmacock	100241	19	18	54	98	35.04	80.21	184%	446%	5.80	10.52
Dalmenny	100308	65	106	70	179	4.55	72.94	7%	69%	0.55	6.11
Dalmuir	100163	120	262	195	249	75.29	-13.29	63%	-5%	6.00	0.83
Dalreoch	100388	112	113	52	112	-60.37	-0.99	-54%	-1%	6.67	0.09
Dalry	100108	17	84	25	122	8.21	38.04	48%	45%	1.79	3.75
Dalwhinnie	100077	0	0	0	1	0.21	0.61	#DIV/0!	#DIV/0!	0.65	1.10
Dingwall	100384	6	20	14	8	7.69	-12.33	128%	-62%	2.45	3.31
Drem	100332	3	35	18	158	15.35	122.58	512%	350%	4.70	12.49
Drumchapel	100224	42	88	32	59	-10.38	-28.87	-25%	-33%	1.71	3.37
Drumfrochar	100121	14	20	51	80	37.46	59.56	268%	298%	6.55	8.44
Drumgelloch	100270	24	59	46	196	21.8	137.43	91%	233%	3.89	12.16
Drumry	100223	25	77	96	73	71.34	-3.82	285%	-5%	9.16	0.44
Dumfries	100015	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Duke Street	100240	13	22	16	62	2.95	40.46	23%	184%	0.78	6.23
Dumbarton Central	100141	95	245	120	271	25.46	25.53	27%	10%	2.45	1.59
Dumbarton East	100162	42	154	21	157	-20.77	3.08	-49%	2%	3.69	0.25
Dumbreck	100208	12	43	13	29	1.18	-14.41	10%	-34%	0.33	2.41
Dumfries	100338	25	56	80	95	54.79	39.08	219%	70%	7.57	4.50
Dunbar	100342	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Dunblane	100078	57	165	77	112	19.97	-53.32	35%	-32%	2.44	4.53
Duncraig	100017	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Dundee	100091	317	200	396	253	79.34	52.54	25%	26%	4.20	3.49
Dunfermline Queen Margaret	100312	0	18	57	124	57.1	105.92	#DIV/0!	5.88444444	10.69	12.57
Dunfermline Town	100302	32	211	109	297	76.5	85.65	239%	41%	9.13	5.38
Dunkeld & Birnam	100083	3	5	3	4	0.45	-1.31	15%	-26%	0.25	0.63
Dunlop	100151	6	15	5	39	-1.29	24.04	-22%	160%	0.56	4.62
Dunrobin Castle	100002	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Dyce	100047	125	27	102	59	-22.86	31.72	-18%	117%	2.15	4.85
East Kilbride	100228	59	268	20	70	-38.53	-186.32	-65%	-74%	6.11	15.26
Easterhouse	100239	39	146	106	157	66.89	10.58	172%	7%	7.86	0.86
Edinburgh	100320	3138	1175	4164	979	1026.07	-196.02	33%	-17%	16.98	5.97
Edinburgh Park	100307	214	67	352	73	138.18	6.29	65%	9%	8.21	0.75
Elgin	100042	18	58	20	42	1.83	-16.2	10%	-28%	0.42	2.29
Exhibition Centre	100207	230	78	258	84	27.57	5.72	12%	7%	1.77	0.64
Fairlie	100113	14	12	9	18	-4.6	6.38	-33%	53%	1.34	1.64



Table G.13 : Comparison of Boardings and Alightings – PM Peak (Passengers) (Cont.)

Station	Node	Scotrail		TMS07		Difference		% Difference		GEH	
		Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
Garrawhill	100238	34	160	32	206	-2.23	45.53	-7%	28%	0.39	3.37
Garscaadden	100206	21	71	80	149	59.38	78.17	283%	110%	8.34	7.45
Gartosh	100267	9	36	6	59	-3.21	22.83	-36%	63%	1.18	3.32
Garve	100024	1	0	1	1	0.39	1.02	39%	#DIV/0!	0.36	1.43
Georgemas Junction	100010	0	0	7	40	6.56	40.04	#DIV/0!	#DIV/0!	3.62	8.95
Gifnock	100174	23	86	24	153	1.23	67.38	5%	78%	0.25	6.16
Gilshochill	100205	5	26	2	26	-2.7	0.19	-54%	1%	1.41	0.04
Girvan	100336	0	24	14	58	14.09	33.81	#DIV/0!	1,40875	5.31	5.29
Glasgow Central	100204	7428	2041	7476	3439	48	1398.27	1%	69%	0.56	26.71
Glasgow Queen Street	100203	3204	1506	5488	1656	2284.26	149.92	71%	10%	34.65	3.77
Gleneagles	100081	0	7	9	45	9.33	37.55	#DIV/0!	536%	4.32	7.40
Glenfrman	100055	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Glenasmock	100135	22	110	68	184	45.8	74.11	208%	67%	6.84	6.11
Glenrothes Wth Thomson	100374	0	0	86	58	85.56	58.34	#DIV/0!	#DIV/0!	13.08	10.80
Golf Street	100095	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Golspie	100040	0	0	12	4	12	4.03	#DIV/0!	#DIV/0!	4.90	2.84
Gourock	100119	36	164	160	264	123.67	99.94	344%	61%	12.52	6.83
Greenfaulds	100278	8	33	34	52	25.56	18.71	320%	57%	5.61	2.87
Greenock Central	100118	59	77	189	99	130.34	21.68	221%	28%	11.70	2.31
Greenock West	100117	79	92	191	90	112.03	-2.38	142%	-3%	9.64	0.25
Gretna Green	100362	1	5	5	14	4.03	9.15	403%	183%	2.32	2.96
Hairmyres	100227	54	168	77	221	23.16	52.85	43%	31%	2.86	3.79
Hamilton Central	100264	90	168	241	239	151.42	71	168%	42%	11.76	4.98
Hamilton West	100283	106	184	279	230	173.41	46.46	164%	25%	12.49	3.23
Hartwood	100284	1	11	18	33	17.13	21.84	1713%	199%	5.54	4.66
Hawkhead	100159	23	42	7	8	-16.5	-34.24	-72%	-82%	4.30	6.86
Haymarket	100348	1575	573	2325	1171	750.01	598.13	48%	104%	16.98	20.25
Helensburgh Central	100125	70	242	81	177	11.1	-64.69	16%	-27%	1.28	4.47
Helensburgh Upper	100124	0	0	24	31	23.93	30.53	#DIV/0!	#DIV/0!	6.92	7.81
Helmsdale	100007	0	0	9	2	8.69	1.78	#DIV/0!	#DIV/0!	4.17	1.89
High Street (Glasgow)	100202	227	71	221	154	-5.51	83.41	-2%	117%	0.37	7.86
Hillfoot	100222	32	120	90	406	57.86	285.5	181%	238%	7.41	17.61
Hillington East	100201	44	53	7	30	-36.84	-23.3	-84%	-44%	7.28	3.62
Hillington West	100200	76	28	152	17	76.48	-10.75	101%	-38%	7.16	2.26
Holytown	100262	7	45	68	74	61.01	28.92	872%	64%	9.96	3.75
Howwood (Renfrewshire)	100136	3	30	16	20	12.9	-9.94	430%	-33%	4.20	1.99
Hunfy	100044	9	12	6	45	-3.35	32.81	-37%	273%	1.24	6.16
Hyndland	100199	393	401	403	613	10.17	211.89	3%	53%	0.51	9.41
IBM	100116	46	13	34	4	-11.77	-8.51	-26%	-65%	1.86	2.88
Inscrh	100045	7	26	7	34	0.32	8.06	5%	31%	0.12	1.47
Invergardon	100034	0	5	1	1	1.24	-3.63	#DIV/0!	-73%	1.57	2.03
Invergowrie	100089	1	0	3	0	1.69	0.02	1.69	#DIV/0!	1.24	0.20
Inverkeithing	100371	105	378	95	711	-10.41	332.79	-10%	88%	1.04	14.26
Inverkip	100115	18	15	8	31	-9.9	16.23	-55%	108%	2.74	3.38
Inverness	100447	224	82	113	129	-110.61	47.07	-49%	57%	8.52	4.58
Invershin	100028	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Inverurie	100046	13	44	3	6	-9.98	-38.4	-77%	-87%	3.53	7.71
Invine	100132	66	161	96	167	28.83	5.89	45%	4%	3.32	0.46
Johnstone	100158	82	355	63	417	-19.45	62.29	-24%	18%	2.29	3.17
Jordanhill	100198	61	110	361	162	300.07	51.65	492%	47%	20.66	4.43
Keith	100043	8	22	2	21	-6.07	-1.21	-76%	-6%	2.72	0.26
Kelvindale	100177	4	13	20	4	15.52	-8.66	388%	-67%	4.53	2.94
Kennishead	100197	4	13	2	4	-2.32	-9.34	-58%	-72%	1.38	3.24
Kildonan	100006	0	0	1	28	0.72	28.35	#DIV/0!	#DIV/0!	1.20	7.53
Kilmarnock	100366	44	101	232	224	187.66	122.54	427%	121%	15.98	9.62
Kilmarnock	100150	0	18	146	188	146.34	169.58	#DIV/0!	942%	17.11	16.73
Kilpatrick	100161	14	41	52	55	37.95	14.03	271%	34%	6.61	2.02
Kilwinning	100448	88	273	157	392	69.01	118.98	78%	44%	6.23	6.53
Kinbrace	100003	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Kinghorn	100321	6	50	55	82	48.63	32.18	811%	64%	8.83	3.96
Kings Park	100196	11	57	15	64	3.79	7.41	34%	13%	1.06	0.95
Kingsknowe	100318	6	10	2	4	-4.07	-6.42	-68%	-64%	2.04	2.46
Kingussie	100033	0	3	6	8	5.65	4.65	#DIV/0!	155%	3.36	2.02
Kirkcaldy	100323	71	214	209	320	137.87	105.73	194%	49%	11.65	6.47
Kirkconnel	100255	1	7	2	14	1.27	7.2	127%	1,028571429	0.99	2.21
Kirkhill	100237	7	50	6	14	-0.83	-35.64	-12%	-71%	0.32	6.28
Kirknewton	100304	2	20	5	18	3.07	-2.33	154%	-12%	1.63	0.54



Table G.14 : Comparison of Boardings and Alightings – PM Peak (Passengers) (Cont.)

Station	Node	Scotrail		TMS07		Difference		% Difference		GEH	
		Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
Larkhall	100257	18	88	92	158	73.71	69.6	410%	79%	9.95	6.28
Lenzie	100252	141	494	61	291	-79.74	-202.88	-57%	-41%	7.93	10.24
Leuchars (for St Andrews)	100090	29	44	32	79	2.95	34.84	10%	79%	0.53	4.45
Linlithgow	100301	75	404	135	523	59.61	119.1	79%	29%	5.82	5.53
Livingston North	100299	76	240	67	133	-8.84	-107.18	-12%	-45%	1.04	7.85
Livingston South	100298	17	95	40	187	23.43	91.74	138%	97%	4.37	7.73
Loch Awe	100062	0	1	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Loch Eil Outward Bound	100060	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Lochalort	100052	0	2	3	5	2.94	2.82	#DIV/0!	1.41	2.42	1.53
Lochelside	100057	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Lochgelly	100315	1	10	46	90	44.6	79.84	4460%	798%	9.24	11.30
Lochmichael	100023	0	0	0	3	0	3.35	#DIV/0!	#DIV/0!	#DIV/0!	2.59
Lochwinnoch	100134	12	39	8	48	-3.92	8.95	-33%	23%	1.24	1.36
Lockerbie	100340	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Longhdirry	100331	5	79	3	125	-2.19	46.05	-4%	58%	1.11	4.56
Mallaig	100051	6	20	0	1	-5.97	-19.02	-99%	-95%	3.44	5.87
Marinch	100085	13	57	49	149	35.89	92.12	276%	162%	6.45	9.07
Marshall	100194	9	20	75	42	65.82	22.05	731%	110%	10.17	3.96
Maxwell Park	100193	23	40	11	23	-12.36	-17.48	-54%	-44%	3.01	3.13
Maybole	100103	0	0	12	38	12.31	38.27	#DIV/0!	#DIV/0!	4.96	8.75
Merryton	100258	4	38	17	67	13.11	29.2	328%	77%	4.04	4.03
Miliken Park	100157	20	79	26	59	6.2	-20.1	31%	-25%	1.29	2.42
Mingavie	100221	59	264	91	370	32.43	105.72	55%	40%	3.74	5.94
Monifieth	100092	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Mortrose	100099	18	85	57	180	38.8	95.31	216%	112%	6.34	8.28
Morar	100050	1	2	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Mosspark	100192	10	48	3	13	-7.14	-35.46	-71%	-74%	2.82	6.45
Motheswell	100261	117	152	282	391	164.61	238.8	141%	157%	11.86	14.50
Mount Florida	100191	99	268	149	394	50.32	126.34	51%	47%	4.52	6.94
Mount Vernon	100236	3	13	3	14	0.15	0.55	5%	4%	0.09	0.15
Muir of Ord	100026	2	18	9	14	6.91	-3.62	346%	-20%	2.96	0.90
Muir of Ord	100173	17	119	14	73	-2.81	-45.92	-17%	-39%	0.71	4.69
Muskeburgh	100329	4	110	21	67	17.25	-43.5	431%	-40%	4.85	4.63
Nairn	100038	5	12	2	9	-3.29	-2.87	-66%	-24%	1.80	0.88
Nairn	100152	14	117	15	102	1.29	-15.5	9%	-13%	0.34	1.48
New Cumnock	100226	6	21	10	32	4.11	10.59	69%	0.504285714	1.45	2.07
Newcraighall	100344	4	88	9	134	5.4	45.8	135%	52%	2.09	4.35
Newton (Lanarkshire)	100235	24	158	57	208	33.16	49.92	138%	32%	5.21	3.69
Newtonmore	100079	0	2	7	2	6.54	-0.13	#DIV/0!	-0.065	3.62	0.09
Newton-on-Ayr	100129	8	20	79	113	70.7	92.94	884%	465%	10.74	11.40
Nisshill	100190	12	13	31	26	19.01	12.63	158%	97%	4.10	2.87
North Berwick	100333	16	127	69	207	52.89	79.54	331%	63%	8.12	6.16
North Queensferry	100310	13	39	26	47	12.8	7.61	98%	20%	2.91	1.16
Oban	100054	18	0	1	3	-16.98	3.08	-94%	#DIV/0!	5.51	2.48
Paisley Canal	100156	28	114	47	111	18.86	-2.88	67%	-3%	3.08	0.27
Paisley Gilmour Street	100155	514	668	941	790	427.45	122.19	83%	18%	15.85	4.53
Paisley St James	100154	9	13	34	65	24.79	52.43	275%	403%	5.36	8.37
Pattick	100189	679	652	718	508	39.41	-143.67	6%	-22%	1.49	5.96
Paterson	100172	10	68	42	73	32.46	5.45	324%	8%	6.34	0.65
Peth	100378	133	151	127	152	-6.34	0.69	-5%	0%	0.56	0.06
Pitlochry	100082	3	14	6	7	2.63	-7.4	88%	-53%	1.27	2.31
Pleckton	100014	0	1	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Pollokshaws East	100188	21	77	15	50	-6.88	-26.93	-28%	-35%	1.38	3.38
Pollokshaws West	100187	16	34	67	116	51.08	81.83	319%	241%	7.93	9.45
Pollokshields East	100186	24	75	36	33	12.31	-42.02	51%	-56%	2.24	5.72
Pollokshields West	100185	11	64	4	10	-7.09	-53.81	-64%	-84%	2.60	8.83
Palmont	100389	46	244	59	383	13.33	138.91	29%	57%	1.84	7.85
Port Glasgow	100139	59	137	119	201	58.56	63.55	101%	46%	6.32	4.89
Portlethen	100101	0	10	4	9	4.19	-0.95	#DIV/0!	-9%	2.89	0.31
Possilpark & Parkhouse	100184	4	9	18	29	13.82	19.82	346%	220%	4.18	4.56
Prestonpans	100327	3	72	27	229	23.91	156.74	797%	218%	6.18	12.78
Prestwick International Airport	100128	70	44	30	20	-40	-23.73	-57%	-54%	5.66	4.19
Prestwick Town	100127	18	56	62	94	43.84	37.57	244%	67%	6.94	4.34
Priesthill & Damley	100183	4	25	62	25	58.02	-0.25	1451%	-1%	10.10	0.05



Table G.15 : Comparison of Boardings and Alightings – PM Peak (Passengers) (Cont.)

Station	Node	Scotrail		TMS07		Difference		% Difference		GEH	
		Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
Shettleston	100233	57	188	67.26	201.34	10.26	13.34	18%	7%	1.30	0.96
Shieldmuir	100260	5	9	81.26	39.23	76.26	30.23	1525%	336%	11.61	6.16
Shotts	100283	17	98	45.24	95.13	28.24	-2.87	166%	-3%	5.06	0.29
Singer	100160	207	95	203.04	70.16	-3.96	-24.84	-2%	-26%	0.28	2.73
Slaford	100352	12	4	16.77	2.46	4.77	-1.54	40%	-39%	1.26	0.86
South Gyle	100306	193	63	23.71	3.78	-159.29	-59.22	-87%	-94%	15.67	10.25
Spean Bridge	100066	0	0	0.01	0.87	0.01	0.87	#DIV/0!	#DIV/0!	0.14	1.32
Springburn	100232	68	53	73.37	133.23	5.37	80.23	8%	151%	0.64	8.31
Springfield	100087	0	1	4.55	6.15	4.55	5.15	#DIV/0!	5.15	3.02	2.72
Stepps	100231	11	103	4.46	18.85	-6.54	-84.15	-59%	-82%	2.35	10.78
Stewarton	100105	10	42	36.5	73.32	26.5	31.32	265%	75%	5.50	4.12
Stewarton	100149	19	55	53.92	135.61	34.92	80.81	184%	147%	5.78	8.27
Stirling	100383	382	389	440.73	509.67	58.73	120.67	15%	31%	2.90	5.69
Stonehaven	100100	22	150	5.38	59.78	-16.62	-90.22	-76%	-60%	4.49	8.81
Stranraer	100355	0	7	14.17	12.59	14.17	5.59	#DIV/0!	0.798571429	5.32	1.79
Strathcarron	100019	2	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Stromeferry	100016	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Summerston	100179	7	31	2.07	15.64	-4.93	-15.16	-70%	-49%	2.32	3.13
Tain	100035	0	6	7.58	12.39	7.58	6.39	#DIV/0!	107%	3.89	2.11
Taynuilt	100059	1	2	0.72	0.99	-0.28	-1.01	-28%	-0.505	0.30	0.83
Thornliebank	100171	7	41	38.77	66.55	31.77	25.55	454%	62%	6.64	3.48
Thornhill	100170	2	11	2.71	0.25	0.71	-10.75	36%	-98%	0.46	4.53
Thurso	100011	0	0	67.48	64.98	67.48	64.98	#DIV/0!	#DIV/0!	11.62	11.40
Troon	100131	34	139	147.12	259.8	113.12	120.8	333%	87%	11.89	8.55
Tulloch	100075	0	0	0	1.24	0	1.24	#DIV/0!	#DIV/0!	#DIV/0!	1.57
Tyndrum Lower	100072	0	0	3.01	0.99	3.01	0.99	#DIV/0!	#DIV/0!	2.45	1.41
Uddingston	100230	45	221	97.62	251.71	52.62	30.71	117%	14%	6.23	2.00
Uphall	100300	46	91	92.47	236.6	46.47	145.6	101%	160%	5.58	11.38
Upper Tyndrum	100071	0	0	0	4.02	0	4.02	#DIV/0!	#DIV/0!	#DIV/0!	2.84
Wallyford	100326	11	70	15.15	181.45	4.15	111.45	38%	159%	1.15	9.94
Wemyss Bay	100102	14	81	19.12	63.3	5.12	-17.7	37%	-22%	1.26	2.08
West Calder	100297	7	32	43.27	39.02	36.27	7.02	518%	22%	7.23	1.18
West Kilbride	100104	11	71	9.12	66.13	-1.88	-4.87	-17%	-7%	0.59	0.59
Wester Hailes	100303	4	9	1.05	27.44	-2.95	18.44	-74%	205%	1.86	4.32
Westerton	100395	128	274	100.32	347.74	-27.68	73.74	-22%	27%	2.59	4.18
Whifflet	100268	22	81	74.71	126.38	52.71	45.38	240%	56%	7.58	4.46
Whinhill	100114	21	26	29.8	38.61	8.8	12.61	42%	49%	1.75	2.22
Whitecraigs	100169	15	110	23.47	38.87	8.47	-70.13	56%	-64%	1.93	8.10
Wick	100012	6	0	38.72	41.85	32.72	41.85	5.453333333	#DIV/0!	6.92	9.15
Williamwood	100168	28	94	23.66	95.4	-4.34	1.4	-16%	1%	0.85	0.14
Wishaw	100422	20	85	54.46	168.51	34.46	83.51	172%	98%	5.65	7.42
Woodhall	100137	14	17	60.07	91.63	46.07	74.63	329%	439%	7.57	10.13
Yoker	100178	9	49	3.36	20.01	-5.64	-28.99	-63%	-59%	2.27	4.94





H TMFS12 RAIL PASSENGER LOADING COMPARISONS*Table H.1 : Loading versus Capacity – AM Peak (Passengers)*

Name	Description	Headway	Coded	Services	Capacity	Max TMFS Loading/	
			Capacity	per Hour	/ hr	Loading	Capacity
1000b	GLASGOW QS->HAYMARKET	30	384	2	768	630	82%
1000f	GLASGOW QS->EDINBURGH	30	384	2	768	566	74%
1001f	EDINBURGH->GLASGOW QS	30	384	2	768	556	72%
1001g	EDINBURGH->GLASGOW QS	30	384	2	768	495	64%
1006ED	EDINBURGH->DUNBLANE	30	136	2	272	274	101%
1009a	DUNBLANE->EDINBURGH	30	136	2	272	396	146%
1009b	DUNBLANE->EDINBURGH	180	136	0.333333	45.33333	35	77%
1010	HAYMARKET->NEWCRAIGHALL	180	136	0.333333	45.33333	9	20%
1011	PERTH->EDINBURGH	180	272	0.333333	90.66667	96	106%
1012	STIRLING->EDINBURGH	180	136	0.333333	45.33333	72	159%
1015aNC	FIFE CIRCLE	54	192	1.111111	213.33333	412	193%
1016NC	FIFE CIRCLE	56	192	1.071429	205.7143	385	187%
1017a	EDINBURGH->COWDENBEATH	60	192	1	192	127	66%
1018	EDINBURGH->MARKINCH	60	192	1	192	38	20%
1020a	DUNF QM->EDINBURGH	180	192	0.333333	64	129	202%
1021a	GLENROTHES->EDINBURGH	180	192	0.333333	64	130	203%
1021b	KIRKCALDY->EDINBURGH	180	192	0.333333	64	133	207%
1023b	MARKINCH->EDINBURGH	180	192	0.333333	64	147	229%
1025	GLASGOW QS->STIRLING	90	192	0.666667	128	66	51%
1025ALLO/	GLASGOW QS->ALLOA	60	192	1	192	114	60%
1026	GLASGOW QS->DUNBLANE	180	382	0.333333	127.33333	33	26%
1027GLA_I	GLASGOW QS->DUNDEE	120	192	0.5	96	20	21%
1028	STIRLING->GLASGOW QS	180	192	0.333333	64	79	123%
1028ALLO/	ALLOA->GLASGOW QS	45	192	1.333333	256	322	126%
1029	DUNBLANE->GLASGOW QS	90	384	0.666667	256	203	79%
1030	PERTH->GLASGOW QS	180	408	0.333333	136	102	75%
1030_DU_I	DUNDEE->GLASGOW QS	180	408	0.333333	136	102	75%
1031	EDINBURGH->PERTH	180	192	0.333333	64	13	20%
1032	PERTH->EDINBURGH	180	272	0.333333	90.66667	110	121%
1033	PERTH->EDINBURGH	180	272	0.333333	90.66667	126	139%
1034	GLASGOW QS->FALKIRK GRAHAMSTON	60	192	1	192	18	9%
1036	FALKIRK GRAHAMSTON->GLASGOW QS	61	192	0.983607	188.8525	97	51%
1037	GLASGOW QS->CUMBERNAULD	60	192	1	192	10	5%
1038	CUMBERNAULD->GLASGOW QS	60	192	1	192	69	36%
1040	DUNDEE->NEWCRAIGHALL	180	192	0.333333	64	111	174%
1041a	EDINBURGH->NORTH BERWICK	180	252	0.333333	84	15	18%
1041b	EDINBURGH->NORTH BERWICK	180	252	0.333333	84	6	7%
1042a	GLASGOW C->NORTH BERWICK	180	252	0.333333	84	48	57%
1043	HAYMARKET->NORTH BERWICK	180	252	0.333333	84	16	19%
1044	NORTH BERWICK->EDINBURGH	100	252	0.6	151.2	352	233%
1045	NORTH BERWICK->HAYMARKET	180	252	0.333333	84	176	210%
1046b	NORTH BERWICK->GLASGOW C	180	252	0.333333	84	151	180%
1047_SEMI	GLASGOW C->EDINBURGH	60	290	1	290	321	111%
1047a	GLASGOW C->EDINBURGH	180	145	0.333333	48.33333	50	103%
1047b	GLASGOW C->EDINBURGH	149	290	0.402685	116.7785	60	51%
1048a	WEST CALDER->EDINBURGH	180	145	0.333333	48.33333	22	47%
1048b	WEST CALDER->EDINBURGH	180	145	0.333333	48.33333	24	49%
1049_SEMI	EDINBURGH->GLASGOW C	60	290	1	290	160	55%
1049a	EDINBURGH->GLASGOW C	61	290	0.983607	285.2459	139	49%
1049b	EDINBURGH->GLASGOW C	180	145	0.333333	48.33333	45	94%
1052aEXP	EDINBURGH->ABERDEEN	180	192	0.333333	64	34	53%
1052bEXP	EDINBURGH->ABERDEEN	180	192	0.333333	64	42	66%
1052EDDU	EDINBURGH->DUNDEE	90	192	0.666667	128	141	110%
1052EDDU	EDINBURGH->DUNDEE	180	192	0.333333	64	74	116%
1053aEXP	EDINBURGH->>DYCE	180	192	0.333333	64	49	76%
1057aEXP	ABERDEEN->EDINBURGH	180	192	0.333333	64	65	101%
1057DUED	DUNDEE->EDINBURGH	90	192	0.666667	128	237	185%
1057DUED	DUNDEE->EDINBURGH	180	192	0.333333	64	122	190%
1059	DUNDEE->BERWICK	180	400	0.333333	133.33333	154	115%
1060	DUNDEE->EDINBURGH	180	136	0.333333	45.33333	110	242%
1063	EDINBURGH->PERTH	180	192	0.333333	64	13	20%



Table H.2 : Loading versus Capacity – AM Peak (Passengers) (Cont.)

Name	Description	Headway	Coded	Services	Capacity	Max TMfS	Loading/
			Capacity	per Hour	/ hr	Loading	Capacity
1078a	ABERDEEN->GLASGOW QS	180	136	0.333333	45.333333	49	108%
1079	DYCE->GLASGOW QS	180	192	0.333333	64	39	61%
1079a	LAUF DYCE->GLASGOW QS	180	192	0.333333	64	63	98%
1080	GLASGOW C->CARLISLE	84	400	0.714286	285.7143	150	53%
1081	GLASGOW C->CARLISLE	180	400	0.333333	133.3333	87	65%
1083	GLASGOW C->CARLISLE	180	400	0.333333	133.3333	58	44%
1085	CARLISLE->GLASGOW C	180	400	0.333333	133.3333	104	78%
1086	CARLISLE->GLASGOW C	88	400	0.681818	272.7273	172	63%
1100	INVERNESS->WICK	180	136	0.333333	45.333333	93	204%
1102	INVERNESS->INVERGORDON	180	136	0.333333	45.333333	3	6%
1103b	WICK->INVERNESS	180	136	0.333333	45.333333	107	236%
1104	LAIRG->INVERNESS	180	136	0.333333	45.333333	27	60%
1107	INVERNESS->KYLE OF LOCHALSH	119	136	0.504202	68.57143	10	15%
1110	GLASGOW QS->MALLAIG	180	145	0.333333	48.333333	49	102%
1111	FT WILLIAM->MALLAIG	180	145	0.333333	48.333333	44	91%
1112	MALLAIG->GLASGOW QS	180	145	0.333333	48.333333	31	65%
1113a	ARR AND TAR->GLASGOW QS	180	145	0.333333	48.333333	20	41%
1114	GLASGOW QS->OBAN	180	145	0.333333	48.333333	47	98%
1115	OBAN->GLASGOW QS	180	145	0.333333	48.333333	20	41%
1120	GLASGOW C->CARLISLE	90	145	0.666667	96.66667	100	103%
1121	CARLISLE->GLASGOW C	90	290	0.666667	193.3333	233	121%
1123	GIRVAN->CARLISLE	180	145	0.333333	48.333333	29	60%
1124	DUMFRIES->CARLISLE	180	145	0.333333	48.333333	15	32%
1127	GLASGOW C->GIRVAN	90	145	0.666667	96.66667	66	69%
1129a	KILMARNOCK->STRANRAER	180	145	0.333333	48.333333	17	34%
1130	STRANRAER->GLASGOW C	90	145	0.666667	96.66667	114	118%
1134	GLASGOW C->STRANRAER	180	145	0.333333	48.333333	24	50%
1137	GLASGOW->WHIFFLET	30	145	2	290	43	15%
1138	WHIFFLET->GLASGOW	30	145	2	290	75	26%
1140	GLASGOW Q S->ANNIESLAND	30	145	2	290	100	34%
1141	GLASGOW Q S->ANNIESLAND	30	145	2	290	64	22%
1145	GLASGOW->BERWICK UPON TWEED	120	400	0.5	200	61	31%
1145b	GLASGOW->BERWICK UPON TWEED	130	400	0.461538	184.6154	32	17%
1146a	DUNBAR->GLASGOW	180	400	0.333333	133.3333	42	31%
1146c	BERWICK UPON TWEED->GLASGOW	76	400	0.789474	315.7895	345	109%
1147a	EDINBURGH->NEWCASTLE	150	400	0.4	160	24	15%
1148b	NEWCASTLE->EDINBURGH	80	400	0.75	300	229	76%
1150a	GLASGOW C->NEILSTON	26	212	2.307692	489.2308	126	26%
1150b	GLASGOW C->NEILSTON X	180	212	0.333333	70.66667	5	7%
1151a	GLASGOW C->NEWTON VQP	46	212	1.304348	276.5217	40	14%
1151b	GLASGOW C->NEWTON VMP	60	212	1	212	14	7%
1152a	NEILSTON->GLASGOW C	24	212	2.5	530	681	128%
1152b	NEILSTON X->GLASGOW C	180	212	0.333333	70.66667	48	68%
1153a	NEWTON VQP->GLASGOW C	48	212	1.25	265	178	67%
1153b	NEWTON VMP->GLASGOW C	50	212	1.2	254.4	70	27%
1154	CATHCART OUTER	42	212	1.428571	302.8571	106	35%
1155	CATHCART INNER	42	212	1.428571	302.8571	270	89%
1156	GLASGOW C->BARRHEAD	30	145	2	290	96	33%
1157a	GLASGOW C->E KILBRIDE	54	290	1.111111	322.2222	44	14%
1157b	GLASGOW C->E KILBRIDE	65	290	0.923077	267.6923	36	13%
1159	KILMARNOCK->GLASGOW C	90	290	0.666667	193.3333	117	60%
1160	BARRHEAD->GLASGOW C	30	145	2	290	176	61%
1161a	E KILBRIDE->GLASGOW C	44	290	1.363636	395.4545	271	68%
1161b	E KILBRIDE->GLASGOW C	60	145	1	145	183	126%
1161c	E KILBRIDE->GLASGOW C	180	290	0.333333	96.66667	55	57%
1161d	HAIRMYRES->GLASGOW C	180	290	0.333333	96.66667	32	34%
1165a	GLASGOW C->LARGS	180	366	0.333333	122	26	22%
1166a	GLASGOW C->AYR	180	458	0.333333	152.6667	50	33%
1166b	GLASGOW C->AYR	30	458	2	916	309	34%
1168	GLASGOW C->ARDROSSAN SOUTH BEA	180	219	0.333333	73	12	16%
1171a	AYR->GLASGOW C	120	458	0.5	229	237	103%



Table H.3 : Loading versus Capacity – AM Peak (Passengers) (Cont.)

Name	Description	Headway	Coded	Services	Capacity	Max TMfS	Loading/
			Capacity	per Hour	/ hr	Loading	Capacity
1172c	LARGS->GLASGOW C	180	366	0.333333	122	116	95%
1172d	LARGS->GLASGOW C	60	183	1	183	261	142%
1173b	ARDROSSAN HARBOUR->GLASGOW C	180	183	0.333333	61	83	135%
1174	ARDROSSAN TOWN->GLASGOW C	180	183	0.333333	61	84	138%
1177	GLASGOW C->PAISLEY CANAL	30	218	2	436	70	16%
1178	PSY CNL->GLA C	30	218	2	436	37	8%
1179a	GOUROCK->GLASGOW C	41	366	1.463415	535.6098	248	46%
1179b	GOUROCK->GLASGOW C	68	366	0.882353	322.9412	197	61%
1179c	GOUROCK->GLASGOW C	180	366	0.333333	122	59	49%
1179d	GOUROCK->GLASGOW C	180	366	0.333333	122	64	52%
1180a	WEMYSS BAY->GLASGOW C	180	366	0.333333	122	58	48%
1180b	WEMYSS BAY->GLASGOW C	180	366	0.333333	122	59	48%
1180c	WEMYSS BAY->GLA C	60	366	1	366	199	54%
1181a	GLASGOW C->GOUROCK	30	366	2	732	310	42%
1181b	GLASGOW C->GOUROCK	60	366	1	366	116	32%
1181c	GLASGOW C->GOUROCK	180	366	0.333333	122	51	42%
1182a	GLASGOW C->WEYMSS BAY	180	366	0.333333	122	48	40%
1182b	GLASGOW C->WEYMSS BAY	60	366	1	366	108	30%
1200	DALMUIR->LANARK	55	183	1.090909	199.6364	164	82%
1201a	MILNGAVIE->LANARK	60	219	1	219	233	107%
1203	DALMUIR->MOTHERWELL	73	219	0.821918	180	107	59%
1204a	MILNGAVIE->MOTHERWELL	51	183	1.176471	215.2941	255	119%
1204b	MILNGAVIE->MOTHERWELL	180	183	0.333333	61	72	117%
1205	ANDERSTON->MOTHERWELL	180	219	0.333333	73	15	20%
1207	MOTHERWELL->CUMBERNAULD	60	145	1	145	71	49%
1208aAB	HELENSBURGH->EDIN	180	230	0.333333	76.66667	77	101%
1208bAB	HELENSBURGH->EDIN	60	230	1	230	268	116%
1208cAB	HELENSBURGH->EDIN	180	230	0.333333	76.66667	98	127%
1208dAB	HELENSBURGH->EDIN	180	230	0.333333	76.66667	91	119%
1209	DALMUIR->SPRINGBURN	42	230	1.428571	328.5714	217	66%
1210a	BALLOCH->SPRINGBURN	180	230	0.333333	76.66667	61	80%
1211	GARSCADDEN->SPRINGBURN	180	230	0.333333	76.66667	46	61%
1212	MILNGAVIE->SPRINGBURN	180	460	0.333333	153.3333	52	34%
1214a	DALMUIR->LARKHALL	30	183	2	366	329	90%
1216	BALLOCH->AIRDRIE	39	230	1.538462	353.8462	482	136%
1217	HELENSBURGH->AIRDRIE	180	230	0.333333	76.66667	68	88%
1219AB	MILNGAVIE->EDINBURGH	40	230	1.5	345	485	141%
1220	HELENSBURGH->HIGH STREET	180	230	0.333333	76.66667	101	132%
1221	DALMUIR->HIGH STREET	180	230	0.333333	76.66667	43	56%
1222	CARDROSS->GLASGOW QS	180	145	0.333333	48.33333	10	20%
1240AB	EDIN->HELENS C	30	230	2	460	529	115%
1244	AIRDRIE->BALLOCH	30	230	2	460	556	121%
1245a	LANARK->DALMUIR	124	219	0.483871	105.9677	147	139%
1245b	LANARK->DALMUIR	180	219	0.333333	73	97	133%
1246	SPRINGBN->DALMUIR	30	230	2	460	357	78%
1247	MOTHERWELL->DALMUIR	45	183	1.333333	244	328	134%
1248a	LARKHALL->DALMUIR	60	183	1	183	208	114%
1248b	LARKHALL->DALMUIR	180	183	0.333333	61	77	126%
1248c	LARKHALL->DALMUIR	180	183	0.333333	61	73	120%
1249	MOTHERWELL->MILNGAVIE	47	219	1.276596	279.5745	372	133%
1250	LANARK->MILNGAVIE	60	219	1	219	301	138%
1251	CUMBERNAULD->MILNGAVIE	180	366	0.333333	122	98	80%
1252AB	EDINBURGH->MILNGAVIE	30	230	2	460	546	119%
1253	BELGROVE->MILNGAVIE	30	460	2	920	115	12%
1255	CUMBERNAULD->MOTHERWELL	61	145	0.983607	142.623	61	43%
1256	MOTHERWELL->GLASGOW C	180	366	0.333333	122	36	29%
1257a	LANARK->PARTICK	180	219	0.333333	73	116	159%
1257b	LANARK->PARTICK	180	219	0.333333	73	103	141%
1258	CARSTAIRS->PARTICK	180	219	0.333333	73	97	133%
1260	EDINBURGH->CARLISLE	135	400	0.444444	177.7778	172	97%
1261	EDINBURGH->CARLISLE	180	400	0.333333	133.3333	58	43%



Table H.4 : Loading versus Capacity – Inter Peak (Passengers)

Name	Description	Headway	Coded	Services	Capacity	Max TMfS	Loading/
			Capacity	per Hour	/ hr	Loading	Capacity
1000b	GLASGOW QS->HAYMARKET	30	384	2	768	176	23%
1000f	GLASGOW QS->EDINBURGH	30	384	2	768	153	20%
1001f	EDINBURGH->GLASGOW QS	30	384	2	768	153	20%
1001g	EDINBURGH->GLASGOW QS	30	384	2	768	148	19%
1006ED	EDINBURGH->DUNBLANE	30	136	2	272	136	50%
1009a	DUNBLANE->EDINBURGH	30	136	2	272	191	70%
1015aNC	FIFE CIRCLE	58	192	1.034483	198.6207	59	30%
1016NC	FIFE CIRCLE	58	192	1.034483	198.6207	92	46%
1017a	EDINBURGH->COWDENBEATH	60	192	1	192	56	29%
1018	EDINBURGH->MARKINCH	60	192	1	192	39	20%
1022	COWDENBEATH->EDINBURGH	60	192	1	192	29	15%
1023a	MARKINCH->EDINBURGH	60	192	1	192	38	20%
1025	GLASGOW QS->STIRLING	120	192	0.5	96	12	13%
1025ALLO/	GLASGOW QS->ALLOA	60	192	1	192	29	15%
1026	GLASGOW QS->DUNBLANE	180	382	0.333333	127.3333	9	7%
1027	GLASGOW QS->PERTH	180	192	0.333333	64	12	19%
1028	STIRLING->GLASGOW QS	180	192	0.333333	64	15	23%
1028ALLO/	ALLOA->GLASGOW QS	60	192	1	192	49	26%
1029	DUNBLANE->GLASGOW QS	90	384	0.666667	256	36	14%
1030_DU_1	DUNDEE->GLASGOW QS	180	408	0.333333	136	19	14%
1031	EDINBURGH->PERTH	360	192	0.166667	32	9	28%
1032	PERTH->EDINBURGH	360	272	0.166667	45.33333	8	17%
1034	GLASGOW QS->FALKIRK GRAHAMSTON	60	192	1	192	19	10%
1035	GLASGOW QS->FALKIRK GRAHAMSTON	360	192	0.166667	32	3	8%
1036	FALKIRK GRAHAMSTON->GLASGOW QS	60	192	1	192	13	7%
1037	GLASGOW QS->CUMBERNAULD	60	192	1	192	14	7%
1038	CUMBERNAULD->GLASGOW QS	60	192	1	192	10	5%
1041a	EDINBURGH->NORTH BERWICK	60	252	1	252	44	18%
1042b	GLASGOW C->NORTH BERWICK	360	252	0.166667	42	16	39%
1043	HAYMARKET->NORTH BERWICK	306	252	0.196078	49.41176	9	18%
1044	NORTH BERWICK->EDINBURGH	90	252	0.666667	168	41	24%
1045	NORTH BERWICK->HAYMARKET	180	252	0.333333	84	19	22%
1047_SEMI	GLASGOW C->EDINBURGH	60	290	1	290	76	26%
1047b	GLASGOW C->EDINBURGH	60	290	1	290	81	28%
1048a	WEST CALDER->EDINBURGH	360	145	0.166667	24.16667	1	4%
1049_SEMI	EDINBURGH->GLASGOW C	60	290	1	290	54	19%
1049a	EDINBURGH->GLASGOW C	60	290	1	290	53	18%
1052aEXP	EDINBURGH->ABERDEEN	360	192	0.166667	32	10	31%
1052bEXP	EDINBURGH->ABERDEEN	360	192	0.166667	32	13	40%
1052cEXP	EDINBURGH->ABERDEEN	360	192	0.166667	32	11	33%
1052dEXP	EDINBURGH->ABERDEEN	120	192	0.5	96	37	39%
1052EDDU	EDINBURGH->DUNDEE	60	192	1	192	87	46%
1053bEXP	EDINBURGH->DYCE	120	192	0.5	96	33	35%
1057aEXP	ABERDEEN->EDINBURGH	360	192	0.166667	32	8	25%
1057bEXP	ABERDEEN->EDINBURGH	119	192	0.504202	96.80672	27	28%
1057cEXP	ABERDEEN->EDINBURGH	360	192	0.166667	32	9	27%
1057dEXP	ABERDEEN->EDINBURGH	360	192	0.166667	32	9	27%
1057DUE	DUNDEE->EDINBURGH	60	192	1	192	85	44%
1058aEXP	DYCE->EDINBURGH	360	192	0.166667	32	12	37%
1058bEXP	DYCE->EDINBURGH	360	192	0.166667	32	11	34%
1063	EDINBURGH->PERTH	360	192	0.166667	32	9	28%
1066	PERTH->EDINBURGH	360	192	0.166667	32	8	24%
1067b	GLASGOW QS->ABERDEEN	360	192	0.166667	32	12	38%
1067c	GLASGOW QS->ABERDEEN	90	192	0.666667	128	48	37%
1067dLAUI	GLASGOW QS->ABERDEEN	360	192	0.166667	32	14	43%
1067e	GLASGOW QS->ABERDEEN	360	192	0.166667	32	13	41%
1067fLAUF	GLASGOW QS->ABERDEEN	360	192	0.166667	32	13	41%
1067g	GLASGOW QS->ABERDEEN	360	192	0.166667	32	12	38%
1077	DUNDEE->GLASGOW QS	360	192	0.166667	32	12	37%
1078a	ABERDEEN->GLASGOW QS	101	136	0.594059	80.79208	48	59%
1078b	ABERDEEN->GLASGOW QS	360	192	0.166667	32	14	44%



Table H.5 : Loading versus Capacity – Inter Peak (Passengers) (Cont.)

Name	Description	Headway	Coded	Services	Capacity	Max TMFS	Loading/
			Capacity	per Hour	/ hr	Loading	Capacity
1086	CARLISLE->GLASGOW C	88	400	0.681818	272.7273	16	6%
1087	CARLISLE->GLASGOW C	360	400	0.166667	66.66667	27	41%
1088	CARLISLE->GLASGOW C	300	400	0.2	80	34	43%
1089	CARLISLE->GLASGOW C	360	400	0.166667	66.66667	24	36%
1100	INVERNESS->WICK	205	136	0.292683	39.80488	21	52%
1102	INVERNESS->INVERGORDON	162	136	0.37037	50.37037	3	6%
1103a	WICK->INVERNESS	360	136	0.166667	22.66667	17	74%
1103b	WICK->INVERNESS	360	136	0.166667	22.66667	18	77%
1105	INVERGORDON->INVERNESS	150	136	0.4	54.4	5	10%
1107	INVERNESS->KYLE OF LOCHALSH	119	136	0.504202	68.57143	7	11%
1110	GLASGOW QS->MALLAIG	240	145	0.25	36.25	29	81%
1112	MALLAIG->GLASGOW QS	360	145	0.166667	24.16667	13	52%
1113b	ARR AND TAR->GLASGOW QS	240	145	0.25	36.25	15	41%
1114	GLASGOW QS->OBAN	240	145	0.25	36.25	46	128%
1115	OBAN->GLASGOW QS	285	145	0.210526	30.52632	17	54%
1120	GLASGOW C->CARLISLE	90	145	0.666667	96.66667	80	83%
1121	CARLISLE->GLASGOW C	90	290	0.666667	193.3333	77	40%
1122	STRANRAER->CARLISLE	360	145	0.166667	24.16667	12	51%
1125	CARLISLE->STRANRAER	360	145	0.166667	24.16667	10	43%
1127	GLASGOW C->GIRVAN	180	145	0.333333	48.33333	23	47%
1128	KILMARNOCK->GIRVAN	360	145	0.166667	24.16667	7	29%
1129a	KILMARNOCK->STRANRAER	360	145	0.166667	24.16667	10	42%
1130	STRANRAER->GLASGOW C	180	145	0.333333	48.33333	31	63%
1131	STRANRAER->GLASGOW C	360	145	0.166667	24.16667	15	61%
1132a	GIRVAN->KILMARNOCK	180	145	0.333333	48.33333	15	31%
1132b	GIRVAN->KILMARNOCK	360	145	0.166667	24.16667	5	20%
1133	STRANRAER->KILMARNOCK	360	145	0.166667	24.16667	7	27%
1134	GLASGOW C->STRANRAER	360	145	0.166667	24.16667	9	37%
1137	GLASGOW->WHIFFLET	30	145	2	290	21	7%
1138	WHIFFLET->GLASGOW	30	145	2	290	19	7%
1140	GLASGOW Q S->ANNIESLAND	30	145	2	290	26	9%
1141	GLASGOW Q S->ANNIESLAND	30	145	2	290	56	19%
1145	GLASGOW->BERWICK UPON TWEED	120	400	0.5	200	50	25%
1145b	GLASGOW->BERWICK UPON TWEED	240	400	0.25	100	2	2%
1146b	BERWICK UPON TWEED->GLASGOW	106	400	0.566038	226.4151	55	24%
1146c	BERWICK UPON TWEED->GLASGOW	360	400	0.166667	66.66667	21	31%
1146d	BERWICK UPON TWEED->GLASGOW	299	400	0.200669	80.26756	19	24%
1147a	EDINBURGH->NEWCASTLE	137	400	0.437956	175.1825	27	15%
1148a	NEWCASTLE->EDINBURGH	360	400	0.166667	66.66667	0	0%
1148b	NEWCASTLE->EDINBURGH	360	400	0.166667	66.66667	15	23%
1150a	GLASGOW C->NEILSTON	29	212	2.068966	438.6207	129	29%
1151a	GLASGOW C->NEWTON VQP	60	212	1	212	43	20%
1151b	GLASGOW C->NEWTON VMP	60	212	1	212	16	8%
1152a	NEILSTON->GLASGOW C	31	212	1.935484	410.3226	112	27%
1153a	NEWTON VQP->GLASGOW C	58	212	1.034483	219.3103	50	23%
1153b	NEWTON VMP->GLASGOW C	60	212	1	212	13	6%
1154	CATHCART OUTER	55	212	1.090909	231.2727	54	23%
1155	CATHCART INNER	60	212	1	212	51	24%
1156	GLASGOW C->BARRHEAD	34	145	1.764706	255.8824	54	21%
1157a	GLASGOW C->E KILBRIDE	58	290	1.034483	300	28	9%
1157b	GLASGOW C->E KILBRIDE	60	290	1	290	26	9%
1158a	GLASGOW C->KILMARNOCK	90	145	0.666667	96.66667	49	51%
1158b	GLASGOW C->KILMARNOCK	180	145	0.333333	48.33333	22	46%
1159	KILMARNOCK->GLASGOW C	60	290	1	290	70	24%
1160	BARRHEAD->GLASGOW C	30	145	2	290	76	26%
1161a	E KILBRIDE->GLASGOW C	59	290	1.016949	294.9153	27	9%
1161b	E KILBRIDE->GLASGOW C	60	145	1	145	27	18%
1165b	GLASGOW C->LARGS	84	219	0.714286	156.4286	81	52%
1165c	GLASGOW C->LARGS	360	366	0.166667	61	20	32%
1166a	GLASGOW C->AYR	60	458	1	458	128	28%
1166c	GLASGOW C->AYR	240	458	0.25	114.5	25	22%



Table H.6 : Loading versus Capacity – Inter Peak (Passengers) (Cont.)

Name	Description	Headway	Coded	Services	Capacity	Max TMFS	Loading/
			Capacity	per Hour	/ hr	Loading	Capacity
1171d	AYR->GLASGOW C	60	458	1	458	138	30%
1171e	AYR->GLASGOW C	360	458	0.166667	76.333333	18	24%
1172d	LARGS->GLASGOW C	80	183	0.75	137.25	89	65%
1173b	ARDROSSAN HARBOUR->GLASGOW C	360	183	0.166667	30.5	13	44%
1173c	ARDROSSAN HARBOUR->GLASGOW C	360	183	0.166667	30.5	14	45%
1174	ARDROSSAN TOWN->GLASGOW C	90	183	0.666667	122	54	45%
1177	GLASGOW C->PAISLEY CANAL	30	218	2	436	22	5%
1178	PSY CNL->GLA C	30	218	2	436	15	3%
1179a	GOUROCK->GLASGOW C	30	366	2	732	154	21%
1179b	GOUROCK->GLASGOW C	63	366	0.952381	348.5714	82	23%
1180c	WEMYSS BAY->GLA C	59	366	1.016949	372.2034	76	20%
1181a	GLASGOW C->GOUROCK	30	366	2	732	127	17%
1181b	GLASGOW C->GOUROCK	60	366	1	366	56	15%
1182a	GLASGOW C->WEYMSS BAY	360	366	0.166667	61	13	21%
1182b	GLASGOW C->WEYMSS BAY	60	366	1	366	79	22%
1200	DALMUIR->LANARK	77	183	0.779221	142.5974	65	45%
1201a	MILNGAVIE->LANARK	84	219	0.714286	156.4286	49	31%
1201b	MILNGAVIE->LANARK	360	219	0.166667	36.5	11	31%
1203	DALMUIR->MOTHERWELL	58	219	1.034483	226.5517	71	31%
1204a	MILNGAVIE->MOTHERWELL	56	183	1.071429	196.0714	65	33%
1207	MOTHERWELL->CUMBERNAULD	60	145	1	145	28	19%
1208bAB	HELENSBURGH->EDIN	30	230	2	460	114	25%
1209	DALMUIR->SPRINGBURN	30	230	2	460	113	25%
1214a	DALMUIR->LARKHALL	30	183	2	366	117	32%
1216	BALLOCH->AIRDRIE	30	230	2	460	121	26%
1218	MILNGAVIE->AIRDRIE	30	230	2	460	76	17%
1219AB	MILNGAVIE->EDINBURGH	30	230	2	460	132	29%
1223	MILNGAVIE->WHIFFLET	30	230	2	460	122	27%
1240AB	EDIN->HELENS C	30	230	2	460	126	27%
1244	AIRDRIE->BALLOCH	30	230	2	460	160	35%
1245a	LANARK->DALMUIR	60	219	1	219	69	32%
1246	SPRINGBN->DALMUIR	30	230	2	460	176	38%
1247	MOTHERWELL->DALMUIR	58	183	1.034483	189.3103	64	34%
1248a	LARKHALL->DALMUIR	30	183	2	366	132	36%
1249	MOTHERWELL->MILNGAVIE	56	219	1.071429	234.6429	78	33%
1250	LANARK->MILNGAVIE	60	219	1	219	77	35%
1252AB	EDINBURGH->MILNGAVIE	30	230	2	460	151	33%
1253	BELGROVE->MILNGAVIE	30	460	2	920	87	9%
1255	CUMBERNAULD->MOTHERWELL	60	145	1	145	45	31%
1260	EDINBURGH->CARLISLE	120	400	0.5	200	127	63%
1261	EDINBURGH->CARLISLE	360	400	0.166667	66.66667	15	22%
1262	EDINBURGH->CARLISLE	119	400	0.504202	201.6807	128	63%
1263	CARLISLE->EDINBURGH	240	400	0.25	100	83	83%
1264	CARLISLE->EDINBURGH	108	400	0.555556	222.2222	193	87%
1290a	ABERDEEN->BERWICK UPON TWEED	360	400	0.166667	66.66667	25	38%
1290b	ABERDEEN->NEWCASTLE	118	400	0.508475	203.3898	60	29%
1290c	ABERDEEN->BERWICK UPON TWEED	360	400	0.166667	66.66667	22	33%
1291a	BERWICK UPON TWEED->ABERDEEN	360	400	0.166667	66.66667	20	31%
1291b	NEWCASTLE->ABERDEEN	360	400	0.166667	66.66667	9	14%
1291c	BERWICK UPON TWEED->ABERDEEN	360	400	0.166667	66.66667	21	32%
2000hd	-Aberdeen-Dyce-Inverurie	360	136	0.166667	22.66667	1	2%
2001hd	-Aberdeen-Dyce-Inverurie-Insch	107	384	0.560748	215.3271	59	27%
2006	-Edinburgh-Haymarket-Inverkeit	360	192	0.166667	32	12	37%
2009	-Edinburgh-Haymarket-Kirkcaldy	360	192	0.166667	32	11	35%
2011	-Edinburgh-Haymarket-Leuchars-	360	192	0.166667	32	13	42%
2012	-Edinburgh-Haymarket-Leuchars-	360	192	0.166667	32	10	31%
2013	-Edinburgh-Haymarket-Leuchars-	360	192	0.166667	32	11	34%
2017	-Glasgow Queen Street-Stirling	360	192	0.166667	32	21	64%
2018	-Glasgow Queen Street-Stirling	360	192	0.166667	32	22	70%
2019	-Glasgow Queen Street-Stirling	360	192	0.166667	32	23	72%
2021	-Inverness-Aviemore-Kingussie-	360	192	0.166667	32	9	28%



Table H.7 : Loading versus Capacity – PM Peak (Passengers)

Name	Description	Headway	Coded Capacity	Services per Hour	Capacity /hr	Max TMfS Loading	Loading/ Capacity
1000b	GLASGOW QS->HAYMARKET	30	384	2	768	508	66%
1000f	GLASGOW QS->EDINBURGH	30	384	2	768	503	66%
1001f	EDINBURGH->GLASGOW QS	30	384	2	768	641	83%
1001g	EDINBURGH->GLASGOW QS	30	384	2	768	461	60%
1006ED	EDINBURGH->DUNBLANE	30	136	2	272	504	185%
1007	EDINBURGH->DUNBLANE	180	192	0.333333	64	64	101%
1009a	DUNBLANE->EDINBURGH	30	136	2	272	290	107%
1015aNC	FIFE CIRCLE	93	192	0.645161	123.871	206	166%
1015b	FIFE CIRCLE	180	192	0.333333	64	138	215%
1016NC	FIFE CIRCLE	52	192	1.153846	221.5385	346	156%
1017a	EDINBURGH->COWDENBEATH	60	192	1	192	366	191%
1017b	EDINBURGH->COWDENBEATH	180	192	0.333333	64	84	132%
1018	EDINBURGH->MARKINCH	61	192	0.983607	188.8525	325	172%
1019	EDINBURGH->PERTH	180	192	0.333333	64	119	187%
1022	COWDENBEATH->EDINBURGH	60	192	1	192	49	26%
1023a	MARKINCH->EDINBURGH	60	192	1	192	50	26%
1025	GLASGOW QS->STIRLING	180	192	0.333333	64	67	105%
1025ALLO/	GLASGOW QS->ALLOA	60	192	1	192	213	111%
1026	GLASGOW QS->DUNBLANE	90	382	0.666667	254.6667	142	56%
1027	GLASGOW QS->PERTH	59	192	1.016949	195.2542	134	69%
1027GLA_I	GLASGOW QS->DUNDEE	120	192	0.5	96	66	69%
1028	STIRLING->GLASGOW QS	90	192	0.666667	128	55	43%
1028ALLO/	ALLOA->GLASGOW QS	60	192	1	192	85	44%
1029	DUNBLANE->GLASGOW QS	90	384	0.666667	256	61	24%
1030	PERTH->GLASGOW QS	180	408	0.333333	136	31	23%
1034	GLASGOW QS->FALKIRK GRAHAMSTON	60	192	1	192	94	49%
1035	GLASGOW QS->FALKIRK GRAHAMSTON	180	192	0.333333	64	52	81%
1036	FALKIRK GRAHAMSTON->GLASGOW QS	60	192	1	192	29	15%
1037	GLASGOW QS->CUMBERNAULD	60	192	1	192	68	35%
1038	CUMBERNAULD->GLASGOW QS	60	192	1	192	15	8%
1041a	EDINBURGH->NORTH BERWICK	180	252	0.333333	84	142	169%
1042b	GLASGOW C->NORTH BERWICK	180	252	0.333333	84	196	233%
1043	HAYMARKET->NORTH BERWICK	66	252	0.909091	229.0909	571	249%
1044	NORTH BERWICK->EDINBURGH	50	252	1.2	302.4	49	16%
1045	NORTH BERWICK->HAYMARKET	60	252	1	252	38	15%
1046a	NORTH BERWICK->GLASGOW C	180	252	0.333333	84	36	43%
1047_SEMI	GLASGOW C->EDINBURGH	60	290	1	290	186	64%
1047b	GLASGOW C->EDINBURGH	90	290	0.666667	193.3333	108	56%
1047c	GLASGOW C->EDINBURGH	180	290	0.333333	96.66667	51	53%
1049_SEMI	EDINBURGH->GLASGOW C	60	290	1	290	354	122%
1049a	EDINBURGH->GLASGOW C	60	290	1	290	141	49%
1049c	EDINBURGH->GLASGOW C	180	145	0.333333	48.33333	50	104%
1052EDDU	EDINBURGH->DUNDEE	90	192	0.666667	128	243	190%
1052EDDU	EDINBURGH->DUNDEE	180	192	0.333333	64	126	197%
1053bEXP	EDINBURGH->DYCE	180	192	0.333333	64	41	64%
1053cEXP	EDINBURGH->DYCE	180	192	0.333333	64	35	55%
1053dEXP	EDINBURGH->DYCE	180	192	0.333333	64	40	62%
1054EXP	EDINBURGH->INVERURIE	180	192	0.333333	64	37	57%
1057dEXP	ABERDEEN->EDINBURGH	180	192	0.333333	64	27	42%
1057DUED	DUNDEE->EDINBURGH	90	192	0.666667	128	113	88%
1057DUED	DUNDEE->EDINBURGH	180	192	0.333333	64	59	92%
1057eEXP	ABERDEEN->EDINBURGH	180	192	0.333333	64	26	41%
1057fEXP	ABERDEEN->EDINBURGH	180	192	0.333333	64	29	45%
1058bEXP	DYCE->EDINBURGH	180	192	0.333333	64	44	68%
1058cEXP	DYCE->EDINBURGH	180	192	0.333333	64	36	56%
1067a	GLASGOW QS->ABERDEEN	180	192	0.333333	64	26	40%
1067c	GLASGOW QS->ABERDEEN	180	192	0.333333	64	78	122%
1067fLAUF	GLASGOW QS->ABERDEEN	180	192	0.333333	64	80	125%
1067g	GLASGOW QS->ABERDEEN	180	192	0.333333	64	78	123%
1067h	GLASGOW QS->ABERDEEN	180	192	0.333333	64	47	74%
1078a	ABERDEEN->GLASGOW QS	58	136	1.034483	140.6897	66	47%



Table H.8 : Loading versus Capacity – PM Peak (Passengers) (Cont.)

Name	Description	Coded Headway	Services Capacity	Capacity per Hour /hr	Max TMFS Loading	Loading/ Capacity
1084	CARLISLE->GLASGOW C	80	400	0.75	300	91 30%
1088	CARLISLE->GLASGOW C	180	400	0.333333	133.3333	57 43%
1100	INVERNESS->WICK	180	136	0.333333	45.33333	84 184%
1101	INVERNESS->ARDGAY	180	136	0.333333	45.33333	10 23%
1103a	WICK->INVERNESS	180	136	0.333333	45.33333	61 134%
1105	INVERGORDON->INVERNESS	180	136	0.333333	45.33333	6 13%
1110	GLASGOW QS->MALLAIG	180	145	0.333333	48.33333	40 83%
1112	MALLAIG->GLASGOW QS	180	145	0.333333	48.33333	60 124%
1114	GLASGOW QS->OBAN	180	145	0.333333	48.33333	39 80%
1115	OBAN->GLASGOW QS	180	145	0.333333	48.33333	51 105%
1120	GLASGOW C->CARLISLE	90	145	0.666667	96.66667	153 158%
1121	CARLISLE->GLASGOW C	90	290	0.666667	193.3333	95 49%
1124	DUMFRIES->CARLISLE	180	145	0.333333	48.33333	15 31%
1125	CARLISLE->STRANRAER	180	145	0.333333	48.33333	57 117%
1126	CARLISLE->DUMFRIES	180	145	0.333333	48.33333	13 26%
1128	KILMARNOCK->GIRVAN	180	145	0.333333	48.33333	42 86%
1131	STRANRAER->GLASGOW C	180	145	0.333333	48.33333	42 87%
1137	GLASGOW->WHIFFLET	30	145	2	290	120 42%
1138	WHIFFLET->GLASGOW	30	145	2	290	31 11%
1140	GLASGOW Q S->ANNIESLAND	30	145	2	290	148 51%
1141	GLASGOW Q S->ANNIESLAND	30	145	2	290	92 32%
1145b	GLASGOW->BERWICK UPON TWEED	120	400	0.5	200	13 6%
1145c	GLASGOW->BERWICK UPON TWEED	180	400	0.333333	133.3333	188 141%
1146b	BERWICK UPON TWEED->GLASGOW	106	400	0.566038	226.4151	62 27%
1146d	BERWICK UPON TWEED->GLASGOW	101	400	0.594059	237.6238	60 25%
1147b	EDINBURGH->NEWCASTLE	180	400	0.333333	133.3333	103 77%
1148a	NEWCASTLE->EDINBURGH	134	400	0.447761	179.1045	0 0%
1150a	GLASGOW C->NEILSTON	24	212	2.5	530	693 131%
1150b	GLASGOW C->NEILSTON X	180	212	0.333333	70.66667	36 51%
1151a	GLASGOW C->NEWTON VQP	51	212	1.176471	249.4118	224 90%
1151b	GLASGOW C->NEWTON VMP	60	212	1	212	89 42%
1152a	NEILSTON->GLASGOW C	31	212	1.935484	410.3226	143 35%
1152c	NEILSTON->GLASGOW C	180	212	0.333333	70.66667	20 28%
1153a	NEWTON VQP->GLASGOW C	60	212	1	212	53 25%
1153b	NEWTON VMP->GLASGOW C	60	212	1	212	21 10%
1153c	NEWTON X->GLASGOW C	180	212	0.333333	70.66667	12 17%
1154	CATHCART OUTER	52	212	1.153846	244.6154	254 104%
1155	CATHCART INNER	54	212	1.111111	235.5556	105 45%
1156	GLASGOW C->BARRHEAD	41	145	1.463415	212.1951	152 72%
1157a	GLASGOW C->E KILBRIDE	41	290	1.463415	424.3902	283 67%
1157b	GLASGOW C->E KILBRIDE	26	290	2.307692	669.2308	441 66%
1157c	GLASGOW C->E KILBRIDE	180	290	0.333333	96.66667	36 37%
1158c	GLASGOW C->KILMARNOCK	90	290	0.666667	193.3333	132 68%
1158d	GLASGOW C->KILMARNOCK	90	290	0.666667	193.3333	137 71%
1159	KILMARNOCK->GLASGOW C	45	290	1.333333	386.6667	102 26%
1160	BARRHEAD->GLASGOW C	30	145	2	290	107 37%
1161a	E KILBRIDE->GLASGOW C	60	290	1	290	51 18%
1161b	E KILBRIDE->GLASGOW C	60	145	1	145	51 35%
1165b	GLASGOW C->LARGS	60	219	1	219	275 126%
1165c	GLASGOW C->LARGS	180	366	0.333333	122	109 89%
1165d	GLASGOW C->LARGS	180	366	0.333333	122	100 82%
1165e	GLASGOW C->LARGS	180	366	0.333333	122	92 75%
1166a	GLASGOW C->AYR	60	458	1	458	378 82%
1166e	GLASGOW C->AYR	60	458	1	458	337 74%
1166f	GLASGOW C->AYR	180	458	0.333333	152.6667	132 86%
1166g	GLASGOW C->AYR	180	458	0.333333	152.6667	108 71%
1166h	GLASGOW C->AYR	180	458	0.333333	152.6667	88 58%
1166i	GLASGOW C->AYR	180	458	0.333333	152.6667	127 84%
1169	GLASGOW C->ARDROSSAN TOWN	118	183	0.508475	93.05085	118 127%
1170b	GLASGOW C->ARDROSSAN HARBOUR	180	366	0.333333	122	89 73%
1171a	AYR->GLASGOW C	180	458	0.333333	152.6667	72 47%



Table H.9 : Loading versus Capacity – PM Peak (Passengers) (Cont.)

Name	Description	Coded Headway	Services Capacity	per Hour /hr	Capacity /hr	Max TMFS Loading	Loading/ Capacity
1173a	ARDROSSAN HARBOUR->GLASGOW C	180	366	0.333333	122	26	21%
1173c	ARDROSSAN HARBOUR->GLASGOW C	180	183	0.333333	61	27	44%
1174	ARDROSSAN TOWN->GLASGOW C	180	183	0.333333	61	26	42%
1175	ARDROSSAN SOUTH BEACH->GLASGOW	180	183	0.333333	61	8	13%
1176	GIRVAN->AYR	180	145	0.333333	48.333333	7	14%
1177	GLASGOW C->PAISLEY CANAL	30	218	2	436	144	33%
1178	PSY CNL->GLA C	30	218	2	436	53	12%
1179a	GOUROCK->GLASGOW C	31	366	1.935484	708.3871	368	52%
1179b	GOUROCK->GLASGOW C	180	366	0.333333	122	56	46%
1179e	GOUROCK->GLASGOW C	180	366	0.333333	122	61	50%
1180c	WEMYSS BAY->GLA C	60	366	1	366	168	46%
1181a	GLASGOW C->GOUROCK	32	366	1.875	686.25	371	54%
1181b	GLASGOW C->GOUROCK	100	366	0.6	219.6	132	60%
1181d	GLASGOW C->GOUROCK	180	366	0.333333	122	76	63%
1182a	GLASGOW C->WEYMSS BAY	180	366	0.333333	122	73	60%
1182b	GLASGOW C->WEYMSS BAY	180	366	0.333333	122	70	57%
1182c	GLASGOW C->WEYMSS BAY	180	366	0.333333	122	66	54%
1182d	GLASGOW C->WEYMSS BAY	180	366	0.333333	122	65	54%
1200	DALMUIR->LANARK	180	183	0.333333	61	94	154%
1201a	MILNGAVIE->LANARK	180	219	0.333333	73	73	100%
1202a	ANDERSTON->LANARK	71	219	0.84507	185.0704	234	126%
1202b	ANDERSTON->LANARK	180	438	0.333333	146	116	80%
1203	DALMUIR->MOTHERWELL	50	219	1.2	262.8	356	136%
1204a	MILNGAVIE->MOTHERWELL	30	183	2	366	416	114%
1207	MOTHERWELL->CUMBERNAULD	60	145	1	145	58	40%
1208bAB	HELENSBURGH->EDIN	30	230	2	460	567	123%
1208e	HELENSBURGH->DRUMGELLOCH	180	230	0.333333	76.66667	83	108%
1209	DALMUIR->SPRINGBURN	30	230	2	460	341	74%
1210b	BALLOCH->SPRINGBURN	180	230	0.333333	76.66667	35	46%
1214a	DALMUIR->LARKHALL	60	183	1	183	211	115%
1214b	DALMUIR->LARKHALL	180	183	0.333333	61	77	127%
1215	MILNGAVIE->LARKHALL	30	366	2	732	381	52%
1216	BALLOCH->AIRDRIE	30	230	2	460	463	101%
1218	MILNGAVIE->AIRDRIE	30	230	2	460	239	52%
1219AB	MILNGAVIE->EDINBURGH	30	230	2	460	501	109%
1223	MILNGAVIE->WHIFFLET	30	230	2	460	431	94%
1224	DALMUIR->WHIFFLET	180	230	0.333333	76.66667	70	92%
1225	DALMUIR->CARSTAIRS	180	230	0.333333	76.66667	90	118%
1240AB	EDIN->HELENS C	30	230	2	460	464	101%
1241	BELGROVE->HELENS C	180	230	0.333333	76.66667	66	86%
1242	AIRDRIE->HELENS C	180	366	0.333333	122	73	60%
1243	BELGROVE->BALLOCH	180	230	0.333333	76.66667	72	94%
1244	AIRDRIE->BALLOCH	40	230	1.5	345	418	121%
1245a	LANARK->DALMUIR	50	219	1.2	262.8	133	50%
1246	SPRINGBN->DALMUIR	30	230	2	460	418	91%
1247	MOTHERWELL->DALMUIR	60	183	1	183	92	50%
1248a	LARKHALL->DALMUIR	35	183	1.714286	313.7143	153	49%
1248b	LARKHALL->DALMUIR	180	183	0.333333	61	30	50%
1249	MOTHERWELL->MILNGAVIE	54	219	1.111111	243.3333	227	93%
1250	LANARK->MILNGAVIE	60	219	1	219	209	95%
1252AB	EDINBURGH->MILNGAVIE	30	230	2	460	561	122%
1253	BELGROVE->MILNGAVIE	30	460	2	920	414	45%
1254	LARKHALL->MILNGAVIE	180	183	0.333333	61	65	107%
1255	CUMBERNAULD->MOTHERWELL	60	145	1	145	78	54%
1262	EDINBURGH->CARLISLE	60	400	1	400	380	95%
1263	CARLISLE->EDINBURGH	125	400	0.48	192	94	49%
1264	CARLISLE->EDINBURGH	100	400	0.6	240	123	51%
1290c	ABERDEEN->BERWICK UPON TWEED	180	400	0.333333	133.3333	193	145%
1291a	BERWICK UPON TWEED->ABERDEEN	180	400	0.333333	133.3333	166	124%
1291b	NEWCASTLE->ABERDEEN	180	400	0.333333	133.3333	139	104%
1291d	NEWCASTLE->ABERDEEN	180	400	0.333333	133.3333	164	123%





I TIMETABLED AND MODELLED BUS JOURNEY TIME COMPARISONS

Table I.1 : Bus Journey Time Comparisons – AM Peak (Minutes)

Line No	AM Peak Period			Timetabled	Modelled	Diff	% Diff	Within 15% (DMRB)	Within 25%
	Operator	Service No.	Route Description	JT	JT				
721	Scottish CityLink	916	Uig - Glasgow	452	382	-70	-16%	No	Yes
720	Scottish CityLink	916	Glasgow - Uig	410	373	-37	-9%	Yes	Yes
309c	Stagecoach Inverness	10	Aberdeen - Inverness	244.5	238	-7	-3%	Yes	Yes
310a	Stagecoach Inverness	10	Inverness - Aberdeen	241	237	-4	-2%	Yes	Yes
697	Scottish CityLink	M10	Glasgow - Inverness	203	235	32	16%	No	Yes
760	Scottish CityLink	973	Dundee - Oban	208	209	1	1%	Yes	Yes
933a	First Borders	X95	Carlisle - Edinburgh	205	184	-21	-10%	Yes	Yes
932a	First Borders	X95	Edinburgh - Carlisle	202	173	-29	-14%	Yes	Yes
714	Scottish CityLink	976	Oban - Glasgow	175	181	6	3%	Yes	Yes
713	Scottish CityLink	976	Glasgow - Oban	170	171	1	1%	Yes	Yes
775	MacEwan's	100	Dumfries - Edinburgh	155	179	24	16%	No	Yes
511f	Stagecoach Fife	X58/X60	St Andrews - Edinburgh	152	196	44	29%	No	No
512c	Stagecoach Fife	X58/X60	Edinburgh - St Andrews	154	180	26	17%	No	Yes
249b	Stagecoach Fife	X54	Edinburgh - Dundee	143	140	-3	-2%	Yes	Yes
248a	Stagecoach Fife	X54	Dundee - Edinburgh	142	150	8	6%	Yes	Yes
567b	Stagecoach West	246	Dumfries - Ayr	137	123	-14	-10%	Yes	Yes
568d	Stagecoach West	246	Ayr - Dumfries	136	122	-14	-10%	Yes	Yes
797	Stagecoach West	500	Stranraer - Dumfries	137	116	-21	-15%	No	Yes
796	Stagecoach West	500	Dumfries - Stranraer	139	115	-24	-18%	No	Yes
919b	First Borders	62	Edinburgh - Melrose	136	130	-6	-5%	Yes	Yes
694a	Scottish CityLink	M8	Dundee - Glasgow	141.666667	157	16	11%	Yes	Yes
693a	Scottish CityLink	M8	Glasgow - Dundee	145	164	19	13%	Yes	Yes
302a	Stagecoach Inverness	25	Tain - Inverness	120	71	-49	-41%	No	No
300a	Stagecoach Inverness	25	Inverness - Tain	146	68	-78	-53%	No	No
564a	Stagecoach West	585	Ayr - Greenock	125	144	19	15%	No	Yes
563a	Stagecoach West	585	Greenock - Ayr	125	142	17	14%	Yes	Yes
667	Stagecoach West	X74	Glasgow - Dumfries	125	117	-8	-6%	Yes	Yes
668	Stagecoach West	X74	Dumfries - Glasgow	125	117	-8	-6%	Yes	Yes
914a	First Borders	60	Galashiels - Tweedmouth	114	79	-35	-30%	No	No
915a	First Borders	60	Tweedmouth - Galashiels	105	79	-26	-24%	No	Yes
115b	Stagecoach Bluebird	X7	Montrose - Aberdeen	111	78	-33	-29%	No	No
502b	Stagecoach Fife	X27	Kirkcaldy - Glasgow	105	122	17	16%	No	Yes
832	Lothian	15A	Tranent - Penicuik	109	97	-12	-11%	Yes	Yes
833	Lothian	15A	Penicuik - Tranent	107	93	-14	-13%	Yes	Yes
728a	First Glasgow	216	Glasgow - Helensburgh	106	77	-29	-27%	No	No
729a	First Glasgow	216	Helensburgh - Glasgow	95	79	-16	-17%	No	Yes
726a	First Glasgow	215	Glasgow - Lomond Shores	103	80	-23	-22%	No	Yes
712a	Scottish CityLink	901	Largs - Glasgow	99	118	19	19%	No	Yes
711a	Scottish CityLink	901	Glasgow - Largs	98	112	14	14%	Yes	Yes
863	First Edinburgh	124	North Berwick - Edinburgh	94	92	-2	-3%	Yes	Yes
862	First Edinburgh	124	Edinburgh - North Berwick	93	75	-18	-20%	No	Yes
766a	Stagecoach Cumberland	79	Dumfries - Carlisle	96	52	-44	-46%	No	No
767a	Stagecoach Cumberland	79	Carlisle - Dumfries	90	52	-38	-42%	No	No
636a	Stagecoach West	X44	Ardrossan - Glasgow	95	90	-5	-5%	Yes	Yes
731	First Glasgow	24	Stirling - Glasgow	90	105	15	16%	No	Yes
730a	First Glasgow	24	Glasgow - Stirling	83	101	18	22%	No	Yes
661a	First Glasgow	240	Glasgow - Pather	89	97	8	9%	Yes	Yes
662a	First Glasgow	240	Pather - Glasgow	87	104	17	20%	No	Yes
824	Lothian	30	Clovenstone - Musselburgh	90	63	-27	-30%	No	No
825	Lothian	30	Musselburgh - Clovenstone	84	66	-18	-21%	No	Yes
753a	McGills	904	Helensburgh - Glasgow	89	82	-7	-8%	Yes	Yes
752a	McGills	904	Glasgow - Helensburgh	85	77	-8	-10%	Yes	Yes
659a	First Glasgow	255	Glasgow - Newarthill	88	68	-20	-22%	No	Yes
660a	First Glasgow	255	Newarthill - Glasgow	79	77	-2	-2%	Yes	Yes
732	First Glasgow	27	Glasgow - Falkirk	85	79	-6	-8%	Yes	Yes
733	First Glasgow	27	Falkirk - Glasgow	90	82	-8	-9%	Yes	Yes
613b	Scottish Citylink	900	Edinburgh - Glasgow	81	83	2	3%	Yes	Yes
612a	Scottish Citylink	900	Glasgow - Edinburgh	83	85	2	2%	Yes	Yes
692a	First Glasgow	X39	Stirling - Glasgow	82	68	-14	-18%	No	Yes
691	First Glasgow	X39	Glasgow - Stirling	83	65	-18	-21%	No	Yes



Table I.2 : Bus Journey Time Comparisons – AM Peak (Minutes) (Cont.)

Line No	AM Peak Period			Timetabled				Modelled		Within 15% (DMRB)	Within 25%
	Operator	Service No.	Route Description	JT	JT	Diff	% Diff	JT	Diff		
551	Stagecoach West	11	Kilmarnock - Ardrossan	74	78	4	5%			Yes	Yes
101a	Stagecoach Bluebird	263	Peterhead - Aberdeen	75	73	-2	-3%			Yes	Yes
100a	Stagecoach Bluebird	263	Aberdeen - Peterhead	69	68	-1	-1%			Yes	Yes
600a	First Glasgow	X1	Hillhouse - Glasgow (George Square)	62	37	-25	-40%			No	No
741a	Arriva	36	Kilbarchan - Glasgow	71	51	-20	-29%			No	No
740b	Arriva	36	Glasgow - Kilbarchan	68	48	-20	-29%			No	No
750a	Arriva	23A	Glasgow (Renfield St) - Erskine Harbour	64	39	-25	-39%			No	No
616	First Edinburgh	15A	Glasgow - Livingston	71	51	-20	-28%			No	No
615	First Edinburgh	15A	Livingston - Glasgow	68	49	-19	-28%			No	No
242a	Stagecoach Strathtay	73A	Carnoustie - Ninewells	64	57	-7	-10%			Yes	Yes
241c	Stagecoach Strathtay	73A	Ninewells - Carnoustie	62	56	-6	-10%			Yes	Yes
566a	Stagecoach West	X77	Glasgow - Ayr	60	55	-5	-8%			Yes	Yes
565a	Stagecoach West	X77	Ayr - Glasgow	61	59	-2	-3%			Yes	Yes
643	First Glasgow	85	Glasgow - Campsie Glen	58	45	-13	-22%			No	Yes
644	First Glasgow	85	Campsie Glen - Glasgow	58	52	-6	-11%			Yes	Yes
844	First Edinburgh	8	Livingston - Whitburn	54	45	-9	-17%			No	Yes
845	First Edinburgh	8	Whitburn - Livingston	54	48	-6	-11%			Yes	Yes
610	First Glasgow	X11	Newmains - Glasgow	57	62	5	9%			Yes	Yes
611	First Glasgow	X11	Glasgow - Newmains	51	57	6	12%			Yes	Yes
736	McKindless	80	Glasgow - Harestanes	53	46	-7	-13%			Yes	Yes
737	McKindless	80	Harestanes - Glasgow	52	55	3	6%			Yes	Yes
413a	First Edinburgh	59	Stirling - Callander	45	27	-18	-40%			No	No
414a	First Edinburgh	59	Callander - Stirling	47	27	-20	-43%			No	No
554	Stagecoach West	10	Kilmarnock - Troon	46	40	-6	-12%			Yes	Yes
555a	Stagecoach West	10	Troon - Kilmarnock	43	39	-4	-9%			Yes	Yes
676	First Glasgow	FX4	Abrohill - Glasgow	45	47	2	5%			Yes	Yes
664	First Glasgow	213	Bargeddie - Glasgow	46	23	-23	-50%			No	No
663	First Glasgow	213	Glasgow - Bargeddie	43	23	-20	-46%			No	No
860	First Edinburgh	121	North Berwick - Haddington	43	30	-13	-29%			No	No
861	First Edinburgh	121	Haddington - North Berwick	43	28	-15	-34%			No	No
400	First Edinburgh	60	Stirling - Clackmannan	39	28	-11	-29%			No	No
402	First Edinburgh	60	Clackmannan - Stirling	37	29	-8	-22%			No	Yes
703a	Scottish Citylink	M91	Edinburgh - Inverness via Perth	275	275	0	0%			Yes	Yes
704a	Scottish Citylink	M91	Inverness to Edinburgh via Perth	280	289	9	3%			Yes	Yes

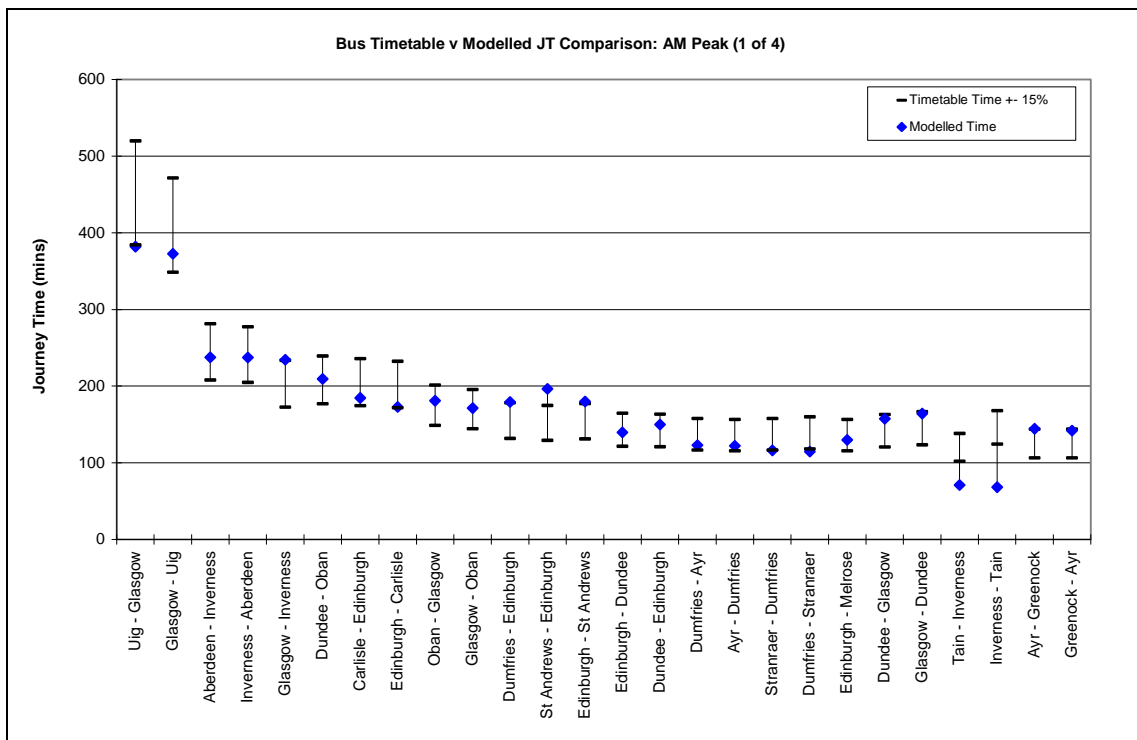


Figure I.1 : Bus Journey Time Comparisons – AM Peak (1 of 4)



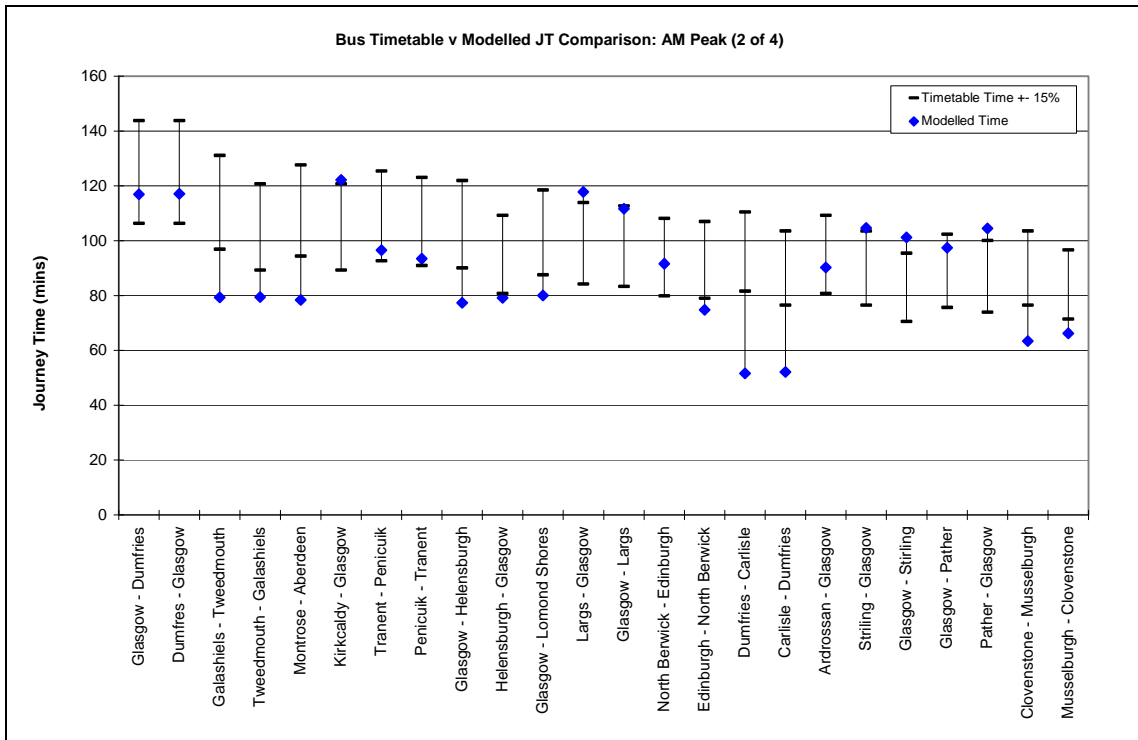


Figure I.2 : Bus Journey Time Comparisons – AM Peak (2 of 4)

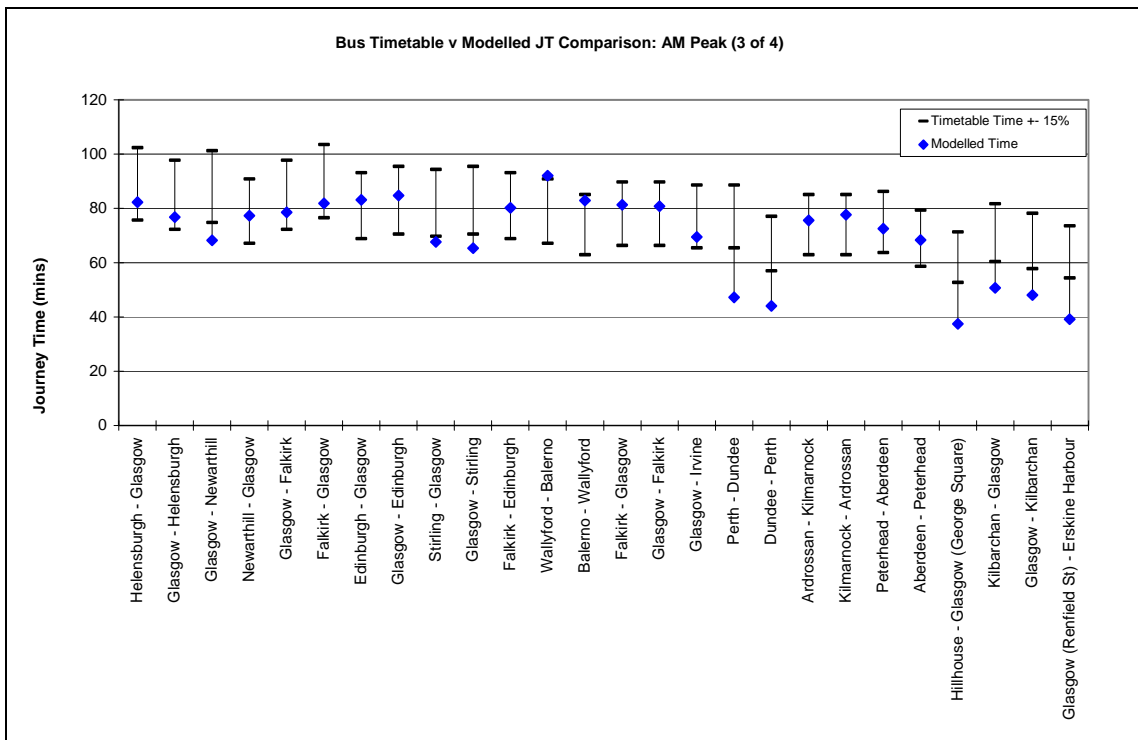


Figure I.3 : Bus Journey Time Comparisons – AM Peak (3 of 4)



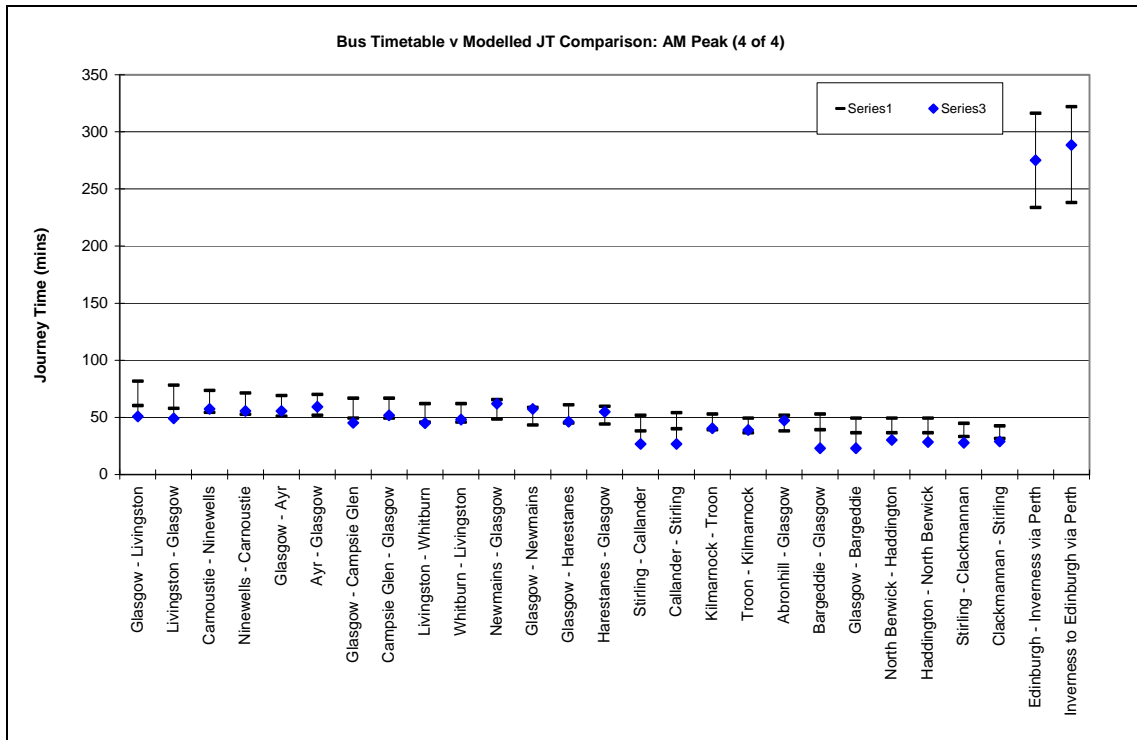


Figure I.4 : Bus Journey Time Comparisons – AM Peak (4 of 4)



Table I.3 : Bus Journey Time Comparisons – Inter Peak (Minutes)

Line No	Operator	Service No.	Route Description	IP Peak Period		Diff	% Diff	Within 15% (DMRB)	Within 25%
				Timetabled JT	Modelled JT				
721	Scottish CityLink	916	Uig - Glasgow	446	363	-83	-19%	No	Yes
720	Scottish CityLink	916	Glasgow - Uig	425	361	-64	-15%	No	Yes
309c	Stagecoach Inverness	10	Aberdeen - Inverness	244.5	226	-19	-8%	Yes	Yes
310a	Stagecoach Inverness	10	Inverness - Aberdeen	236	221	-15	-6%	Yes	Yes
697	Scottish CityLink	M10	Glasgow - Inverness	203	246	43	21%	No	Yes
760	Scottish CityLink	973	Dundee - Oban	208	203	-5	-2%	Yes	Yes
933a	First Borders	X95	Carlisle - Edinburgh	203	172	-31	-15%	No	Yes
932a	First Borders	X95	Edinburgh - Carlisle	202	173	-29	-14%	Yes	Yes
714	Scottish CityLink	976	Oban - Glasgow	178	162	-16	-9%	Yes	Yes
713	Scottish CityLink	976	Glasgow - Oban	175	160	-15	-9%	Yes	Yes
775	MacEwan's	100	Dumfries - Edinburgh	155	167	12	8%	Yes	Yes
776	MacEwan's	100	Edinburgh - Dumfries	150	167	17	11%	Yes	Yes
511f	Stagecoach Fife	X58/X60	St Andrews - Edinburgh	152	164	12	8%	Yes	Yes
512c	Stagecoach Fife	X58/X60	Edinburgh - St Andrews	153	169	16	10%	Yes	Yes
249b	Stagecoach Fife	X54	Edinburgh - Dundee	143	117	-26	-18%	No	Yes
248a	Stagecoach Fife	X54	Dundee - Edinburgh	142	111	-31	-22%	No	Yes
567b	Stagecoach West	246	Dumfries - Ayr	141	123	-18	-13%	Yes	Yes
568d	Stagecoach West	246	Ayr - Dumfries	136	120	-16	-12%	Yes	Yes
797	Stagecoach West	500	Stranraer - Dumfries	137	115	-22	-16%	No	Yes
796	Stagecoach West	500	Dumfries - Stranraer	131	115	-16	-12%	Yes	Yes
918a	First Borders	62	Melrose - Edinburgh	138	129	-9	-7%	Yes	Yes
919b	First Borders	62	Edinburgh - Melrose	136	131	-5	-4%	Yes	Yes
694a	Scottish CityLink	M8	Dundee - Glasgow	141.666667	147	5	4%	Yes	Yes
693a	Scottish CityLink	M8	Glasgow - Dundee	143	151	8	6%	Yes	Yes
302a	Stagecoach Inverness	25	Tain - Inverness	144	68	-76	-53%	No	No
300a	Stagecoach Inverness	25	Inverness - Tain	127	66	-61	-48%	No	No
564a	Stagecoach West	585	Ayr - Greenock	125	141	16	13%	Yes	Yes
563a	Stagecoach West	585	Greenock - Ayr	123	137	14	11%	Yes	Yes
667	Stagecoach West	X74	Glasgow - Dumfries	125	117	-8	-6%	Yes	Yes
668	Stagecoach West	X74	Dumfries - Glasgow	125	114	-11	-9%	Yes	Yes
914a	First Borders	60	Galashiels - Tweedmouth	109	79	-30	-28%	No	No
915a	First Borders	60	Tweedmouth - Galashiels	108	79	-29	-27%	No	No
503b	Stagecoach Fife	X27	Glasgow - Kirkcaldy	110	113	3	3%	Yes	Yes
502b	Stagecoach Fife	X27	Kirkcaldy - Glasgow	105	116	11	10%	Yes	Yes
832	Lothian	15A	Tranent - Penicuik	108	87	-21	-19%	No	Yes
833	Lothian	15A	Penicuik - Tranent	106	89	-17	-16%	No	Yes
728a	First Glasgow	216	Glasgow - Helensburgh	104	76	-28	-27%	No	No
729a	First Glasgow	216	Helensburgh - Glasgow	94	75	-19	-20%	No	Yes
726a	First Glasgow	215	Glasgow - Lomond Shores	103	78	-25	-24%	No	Yes
727a	First Glasgow	215	Lomond Shores - Glasgow	92	77	-15	-16%	No	Yes
712a	Scottish CityLink	901	Largs - Glasgow	99	103	4	4%	Yes	Yes
711a	Scottish CityLink	901	Glasgow - Largs	98	107	9	9%	Yes	Yes
863	First Edinburgh	124	North Berwick - Edinburgh	96	78	-18	-19%	No	Yes
862	First Edinburgh	124	Edinburgh - North Berwick	94	79	-15	-16%	No	Yes
766a	Stagecoach Cumberland	79	Dumfries - Carlisle	95	51	-44	-46%	No	No
767a	Stagecoach Cumberland	79	Carlisle - Dumfries	93	51	-42	-45%	No	No
731	First Glasgow	24	Stirling - Glasgow	92	96	4	4%	Yes	Yes
730a	First Glasgow	24	Glasgow - Stirling	83	96	13	16%	No	Yes
661a	First Glasgow	240	Glasgow - Pather	89	92	3	3%	Yes	Yes
662a	First Glasgow	240	Pather - Glasgow	87	96	9	10%	Yes	Yes
824	Lothian	30	Clovenstone - Musselburgh	89	62	-27	-30%	No	No
825	Lothian	30	Musselburgh - Clovenstone	84	61	-23	-27%	No	No
753a	McGills	904	Helensburgh - Glasgow	89	71	-18	-20%	No	Yes
752a	McGills	904	Glasgow - Helensburgh	86	71	-15	-17%	No	Yes
659a	First Glasgow	255	Glasgow - Newarthill	88	68	-20	-23%	No	Yes
660a	First Glasgow	255	Newarthill - Glasgow	79	74	-5	-6%	Yes	Yes
732	First Glasgow	27	Glasgow - Falkirk	85	73	-12	-14%	Yes	Yes
733	First Glasgow	27	Falkirk - Glasgow	85	74	-11	-13%	Yes	Yes
613b	Scottish Citylink	900	Edinburgh - Glasgow	86	76	-10	-12%	Yes	Yes
612a	Scottish Citylink	900	Glasgow - Edinburgh	83	73	-10	-12%	Yes	Yes



Table I.4 : Bus Journey Time Comparisons – Inter Peak (Minutes) (Cont.)

Line No	IP Peak Period			Timetabled				Modelled		Within 15% (DMRB)	Within 25%
	Operator	Service No.	Route Description	JT	JT	Diff	% Diff	JT	JT		
266b	Stagecoach Strathtay	16	Dundee - Perth	68	38	-30	-44%	No	No		
550	Stagecoach West	11	Ardrossan - Kilmarnock	74	71	-3	-4%	Yes	Yes		
551	Stagecoach West	11	Kilmarnock - Ardrossan	74	74	0	0%	Yes	Yes		
101a	Stagecoach Bluebird	263	Peterhead - Aberdeen	70	67	-3	-4%	Yes	Yes		
100a	Stagecoach Bluebird	263	Aberdeen - Peterhead	70	67	-3	-4%	Yes	Yes		
601b	First Glasgow	X1	Glasgow (George Square) - Hillhouse	70	29	-41	-59%	No	No		
600a	First Glasgow	X1	Hillhouse - Glasgow (George Square)	60	32	-28	-47%	No	No		
741a	Arriva	36	Kilbarchan - Glasgow	71	46	-25	-35%	No	No		
740b	Arriva	36	Glasgow - Kilbarchan	68	47	-21	-31%	No	No		
751	Arriva 23A	Erskine	Harbour - Glasgow (Renfield St.)	69	36	-33	-48%	No	No		
242a	Stagecoach Strathtay	73A	Carnoustie - Ninewells	64	50	-14	-22%	No	Yes		
241c	Stagecoach Strathtay	73A	Ninewells - Carnoustie	62	51	-11	-18%	No	Yes		
566a	Stagecoach West	X77	Glasgow - Ayr	59	52	-7	-12%	Yes	Yes		
565a	Stagecoach West	X77	Ayr - Glasgow	59	52	-7	-12%	Yes	Yes		
844	First Edinburgh	8	Livingston - Whitburn	54	44	-10	-19%	No	Yes		
845	First Edinburgh	8	Whitburn - Livingston	54	45	-9	-17%	No	Yes		
610	First Glasgow	X11	Newmains - Glasgow	51	57	6	12%	Yes	Yes		
611	First Glasgow	X11	Glasgow - Newmains	51	57	6	12%	Yes	Yes		
736	McKindless	80	Glasgow - Harestanes	53	44	-9	-17%	No	Yes		
413a	First Edinburgh	59	Stirling - Callander	47	26	-21	-45%	No	No		
414a	First Edinburgh	59	Callander - Stirling	44	26	-18	-41%	No	No		
554	Stagecoach West	10	Kilmarnock - Troon	46	39	-7	-15%	No	Yes		
555a	Stagecoach West	10	Troon - Kilmarnock	44	37	-7	-16%	No	Yes		
676	First Glasgow	FX4	Abrohill - Glasgow	45	46	1	2%	Yes	Yes		
675	First Glasgow	FX4	Glasgow - Abrohill	43	38	-5	-12%	Yes	Yes		
664	First Glasgow	213	Bargeddie - Glasgow	44	21	-23	-52%	No	No		
663	First Glasgow	213	Glasgow - Bargeddie	43	23	-20	-47%	No	No		
860	First Edinburgh	121	North Berwick - Haddington	43	30	-13	-30%	No	No		
861	First Edinburgh	121	Haddington - North Berwick	42	28	-14	-33%	No	No		
400	First Edinburgh	60	Stirling - Clackmannan	39	27	-12	-31%	No	No		
402	First Edinburgh	60	Clackmannan - Stirling	37	27	-10	-27%	No	No		
703a	Scottish Citylink	M91	Edinburgh - Inverness via Perth	275	258	-17	-6%	Yes	Yes		
704a	Scottish Citylink	M91	Inverness to Edinburgh via Perth	278	257	-21	-7%	Yes	Yes		

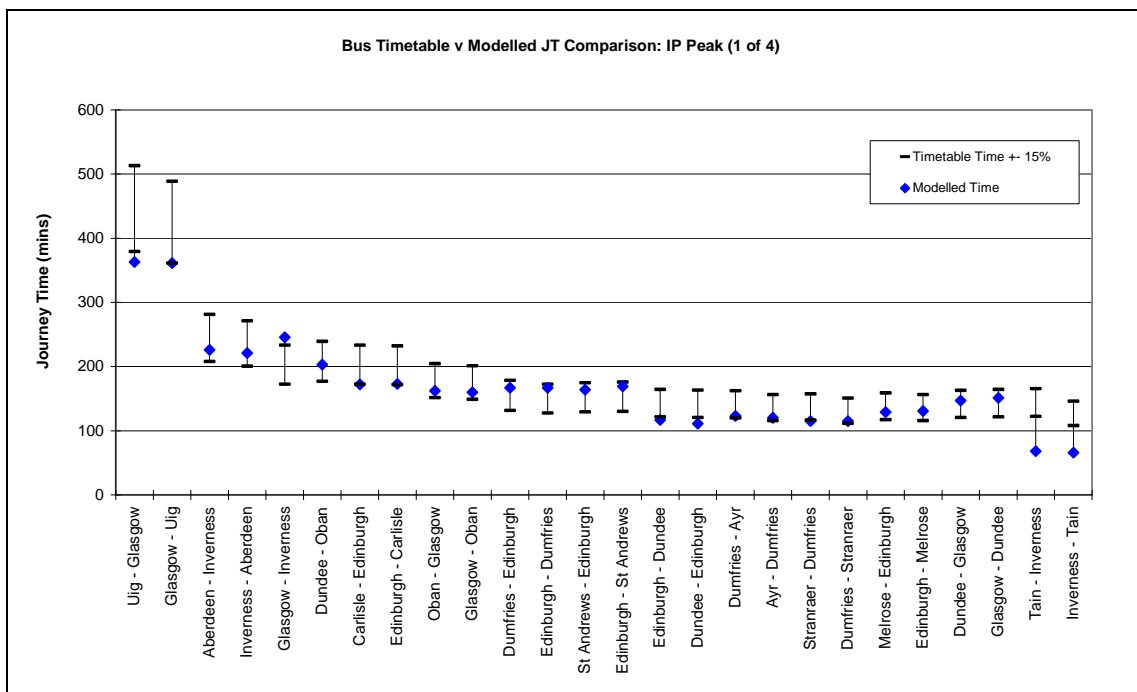


Figure I.5 : Bus Journey Time Comparisons – Inter Peak (1 of 4)



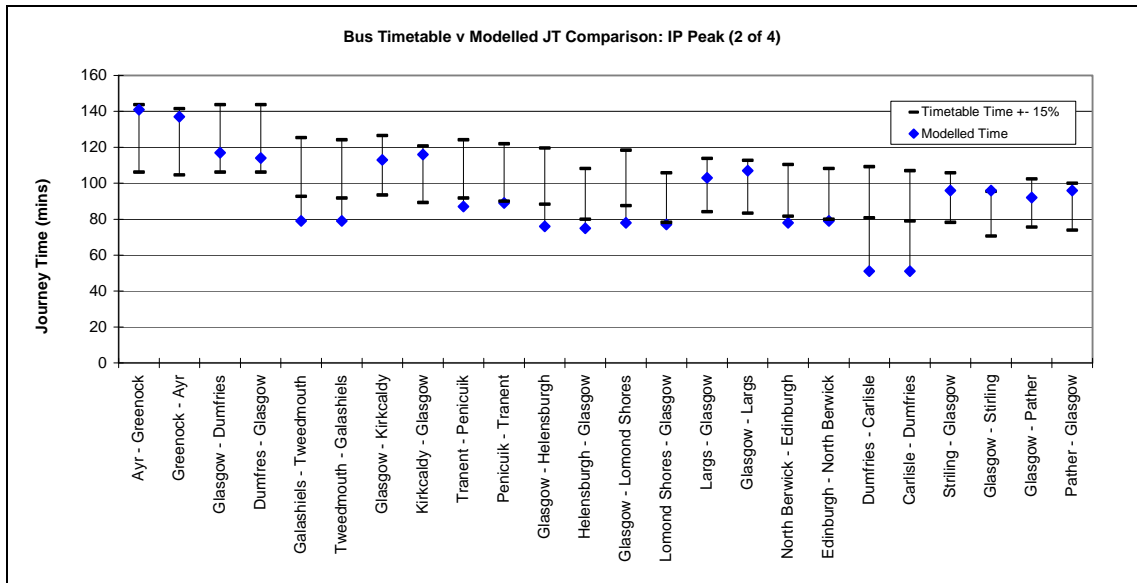


Figure I.6 : Bus Journey Time Comparisons – Inter Peak (2 of 4)

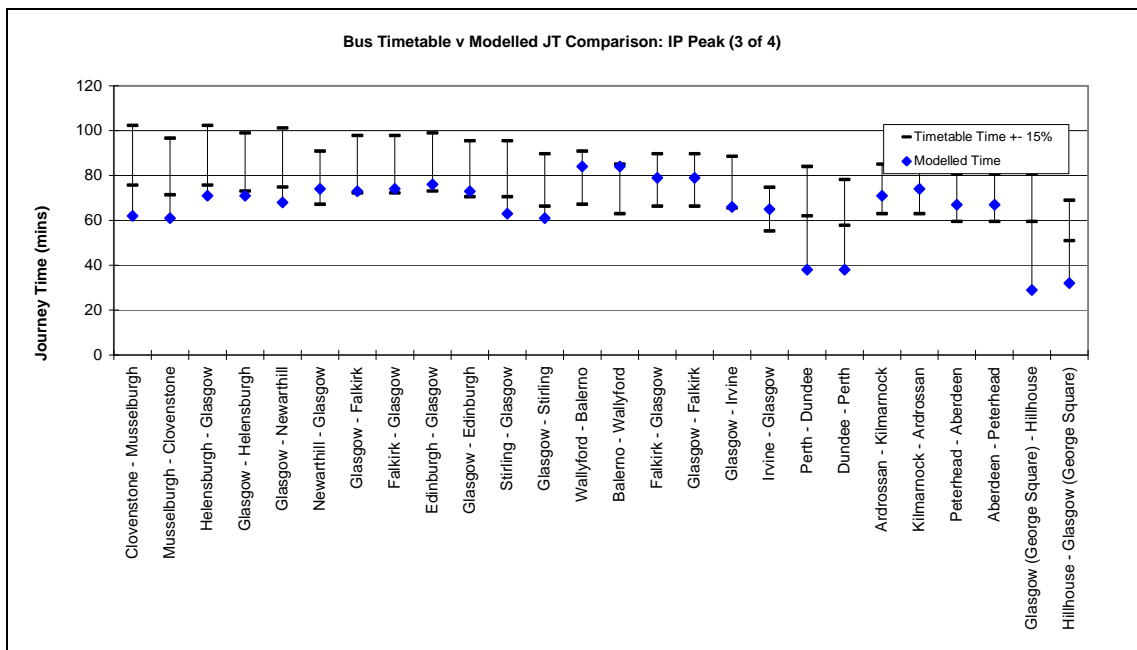


Figure I.7 : Bus Journey Time Comparisons – Inter Peak (3 of 4)



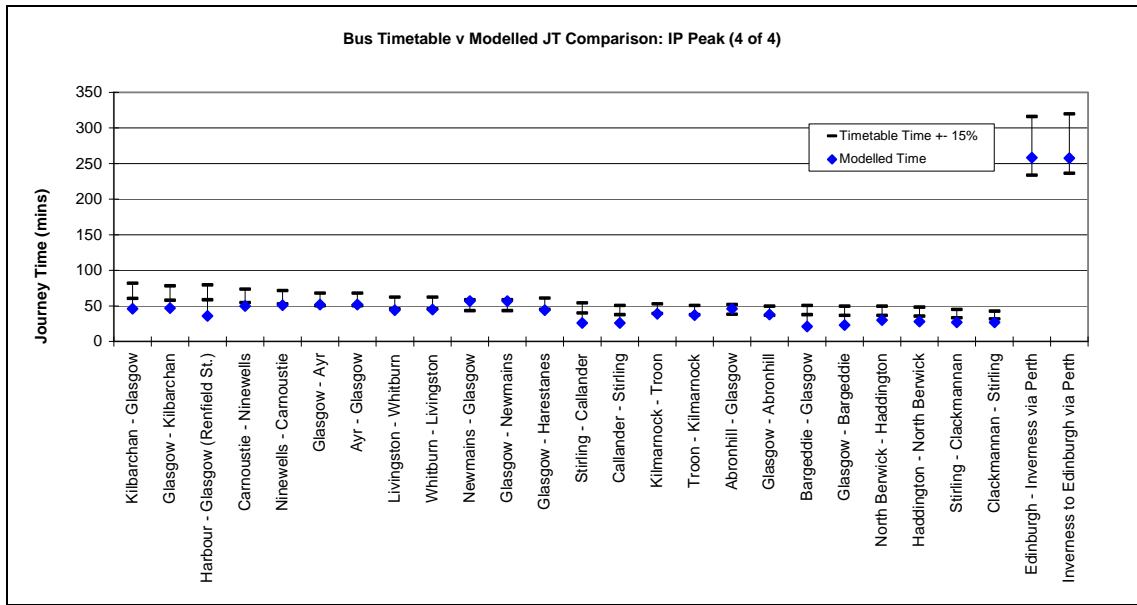


Figure I.8 : Bus Journey Time Comparisons – Inter Peak (4 of 4)



Table I.5 : Bus Journey Time Comparisons – PM Peak (Minutes)

Line No	PM Peak Period			Timetabled		Modelled		Within 15% (DMRB)	Within 25%
	Operator	Service No.	Route Description	JT	JT	Diff	% Diff		
721	Scottish CityLink	916	Uig - Glasgow	446	379	-67	-15%	Yes	Yes
720	Scottish CityLink	916	Glasgow - Uig	440	386	-54	-12%	Yes	Yes
309c	Stagecoach Inverness	10	Aberdeen - Inverness	234.5	252	17	7%	Yes	Yes
310a	Stagecoach Inverness	10	Inverness - Aberdeen	241	234	-7	-3%	Yes	Yes
697	Scottish CityLink	M10	Glasgow - Inverness	203	239	36	18%	No	Yes
760	Scottish CityLink	973	Dundee - Oban	215	213	-2	-1%	Yes	Yes
933a	First Borders	X95	Carlisle - Edinburgh	203	181	-22	-11%	Yes	Yes
932a	First Borders	X95	Edinburgh - Carlisle	202	193	-9	-4%	Yes	Yes
714	Scottish CityLink	976	Oban - Glasgow	175	177	2	1%	Yes	Yes
713	Scottish CityLink	976	Glasgow - Oban	170	184	14	8%	Yes	Yes
775	MacEwan's	100	Dumfries - Edinburgh	155	172	17	11%	Yes	Yes
511f	Stagecoach Fife	X58/X60	St Andrews - Edinburgh	150	179	29	19%	No	Yes
512c	Stagecoach Fife	X58/X60	Edinburgh - St Andrews	154	211	57	37%	No	No
249b	Stagecoach Fife	X54	Edinburgh - Dundee	139	167	28	20%	No	Yes
248a	Stagecoach Fife	X54	Dundee - Edinburgh	143	133	-10	-7%	Yes	Yes
567b	Stagecoach West	246	Dumfries - Ayr	145	123	-22	-15%	No	Yes
568d	Stagecoach West	246	Ayr - Dumfries	136	123	-13	-10%	Yes	Yes
797	Stagecoach West	500	Stranraer - Dumfries	141	116	-25	-18%	No	Yes
796	Stagecoach West	500	Dumfries - Stranraer	123	117	-6	-5%	Yes	Yes
919b	First Borders	62	Edinburgh - Melrose	138	148	10	7%	Yes	Yes
694a	Scottish CityLink	M8	Dundee - Glasgow	142	162	21	15%	Yes	Yes
693a	Scottish CityLink	M8	Glasgow - Dundee	148	167	19	13%	Yes	Yes
302a	Stagecoach Inverness	25	Tain - Inverness	128	69	-59	-46%	No	No
300a	Stagecoach Inverness	25	Inverness - Tain	111	72	-39	-36%	No	No
564a	Stagecoach West	585	Ayr - Greenock	125	147	22	18%	No	Yes
563a	Stagecoach West	585	Greenock - Ayr	121	143	22	18%	No	Yes
667	Stagecoach West	X74	Glasgow - Dumfries	125	124	-1	-1%	Yes	Yes
668	Stagecoach West	X74	Dumfries - Glasgow	125	120	-5	-4%	Yes	Yes
914a	First Borders	60	Galashiels - Tweedmouth	110	80	-30	-27%	No	No
915a	First Borders	60	Tweedmouth - Galashiels	110	81	-29	-27%	No	No
115b	Stagecoach Bluebird	X7	Montrose - Aberdeen	110	72	-38	-35%	No	No
502b	Stagecoach Fife	X27	Kirkcaldy - Glasgow	110	125	15	14%	Yes	Yes
832	Lothian	15A	Tranent - Penicuik	105	97	-8	-8%	Yes	Yes
833	Lothian	15A	Penicuik - Tranent	107	104	-3	-3%	Yes	Yes
728a	First Glasgow	216	Glasgow - Helensburgh	104	84	-20	-19%	No	Yes
729a	First Glasgow	216	Helensburgh - Glasgow	102	78	-24	-24%	No	Yes
726a	First Glasgow	215	Glasgow - Lomond Shores	93	88	-5	-6%	Yes	Yes
712a	Scottish CityLink	901	Largs - Glasgow	104	110	6	6%	Yes	Yes
711a	Scottish CityLink	901	Glasgow - Largs	92	124	32	34%	No	No
863	First Edinburgh	124	North Berwick - Edinburgh	98	77	-21	-21%	No	Yes
862	First Edinburgh	124	Edinburgh - North Berwick	98	95	-3	-3%	Yes	Yes
766a	Stagecoach Cumberland	79	Dumfries - Carlisle	97	53	-44	-45%	No	No
767a	Stagecoach Cumberland	79	Carlisle - Dumfries	94	52	-42	-45%	No	No
636a	Stagecoach West	X44	Ardrossan - Glasgow	95	85	-10	-10%	Yes	Yes
731	First Glasgow	24	Stirling - Glasgow	91	105	14	16%	No	Yes
730a	First Glasgow	24	Glasgow - Stirling	92	108	16	17%	No	Yes
661a	First Glasgow	240	Glasgow - Pather	87	102	15	17%	No	Yes
662a	First Glasgow	240	Pather - Glasgow	93	111	18	19%	No	Yes
824	Lothian	30	Clovenstone - Musselburgh	86	70	-16	-19%	No	Yes
825	Lothian	30	Musselburgh - Clovenstone	89	70	-19	-21%	No	Yes
753a	McGills	904	Helensburgh - Glasgow	84	80	-4	-5%	Yes	Yes
752a	McGills	904	Glasgow - Helensburgh	89	86	-3	-3%	Yes	Yes
659a	First Glasgow	255	Glasgow - Newarthill	86	74	-12	-14%	Yes	Yes
660a	First Glasgow	255	Newarthill - Glasgow	89	79	-10	-11%	Yes	Yes
732	First Glasgow	27	Glasgow - Falkirk	75	84	9	12%	Yes	Yes
733	First Glasgow	27	Falkirk - Glasgow	93	84	-9	-10%	Yes	Yes
613b	Scottish Citylink	900	Edinburgh - Glasgow	85	92	7	8%	Yes	Yes
612a	Scottish Citylink	900	Glasgow - Edinburgh	87	82	-5	-6%	Yes	Yes
692a	First Glasgow	X39	Stirling - Glasgow	83	70	-13	-16%	No	Yes
691	First Glasgow	X39	Glasgow - Stirling	80	70	-10	-12%	Yes	Yes



Table I.6 : Bus Journey Time Comparisons – PM Peak (Minutes) (Cont.)

Line No	IP Peak Period			Timetabled		Modelled		Within 15% (DMRB)	Within 25%
	Operator	Service No.	Route Description	JT	JT	Diff	% Diff		
551	Stagecoach West	11	Kilmarnock - Ardrossan	74	79	5	7%	Yes	Yes
101a	Stagecoach Bluebird	263	Peterhead - Aberdeen	70	67	-3	-5%	Yes	Yes
100a	Stagecoach Bluebird	263	Aberdeen - Peterhead	74	69	-5	-7%	Yes	Yes
600a	First Glasgow	X1	Hillhouse - Glasgow (George Square)	73	37	-36	-49%	No	No
741a	Arriva	36	Kilbarchan - Glasgow	60	50	-10	-16%	No	Yes
740b	Arriva	36	Glasgow - Kilbarchan	72	52	-20	-28%	No	No
750a	Arriva	23A	Glasgow (Renfield St) - Erskine Harbour	68	42	-26	-38%	No	No
616	First Edinburgh	15A	Glasgow - Livingston	70	52	-18	-26%	No	No
615	First Edinburgh	15A	Livingston - Glasgow	61	54	-7	-11%	Yes	Yes
242a	Stagecoach Strathtay	73A	Carnoustie - Ninewells	61	57	-4	-6%	Yes	Yes
241c	Stagecoach Strathtay	73A	Ninewells - Carnoustie	64	59	-5	-7%	Yes	Yes
566a	Stagecoach West	X77	Glasgow - Ayr	62	62	0	0%	Yes	Yes
565a	Stagecoach West	X77	Ayr - Glasgow	58	57	-1	-2%	Yes	Yes
643	First Glasgow	85	Glasgow - Campsie Glen	58	54	-4	-8%	Yes	Yes
644	First Glasgow	85	Campsie Glen - Glasgow	58	50	-8	-14%	Yes	Yes
844	First Edinburgh	8	Livingston - Whitburn	51	48	-3	-5%	Yes	Yes
845	First Edinburgh	8	Whitburn - Livingston	54	47	-7	-13%	Yes	Yes
610	First Glasgow	X11	Newmains - Glasgow	54	65	11	20%	No	Yes
611	First Glasgow	X11	Glasgow - Newmains	51	66	15	29%	No	No
736	McKindless	80	Glasgow - Harestanes	55	57	2	3%	Yes	Yes
737	McKindless	80	Harestanes - Glasgow	53	52	-1	-2%	Yes	Yes
413a	First Edinburgh	59	Stirling - Callander	52	27	-25	-47%	No	No
414a	First Edinburgh	59	Callander - Stirling	45	27	-18	-40%	No	No
554	Stagecoach West	10	Kilmarnock - Troon	45	41	-4	-8%	Yes	Yes
555a	Stagecoach West	10	Troon - Kilmarnock	45	39	-6	-14%	Yes	Yes
676	First Glasgow	FX4	Abrohill - Glasgow	44	50	6	13%	Yes	Yes
664	First Glasgow	213	Bargeddie - Glasgow	42	22	-20	-47%	No	No
663	First Glasgow	213	Glasgow - Bargeddie	43	26	-17	-40%	No	No
860	First Edinburgh	121	North Berwick - Haddington	42	30	-12	-28%	No	No
861	First Edinburgh	121	Haddington - North Berwick	43	29	-14	-32%	No	No
400	First Edinburgh	60	Stirling - Clackmannan	40	30	-10	-25%	No	Yes
402	First Edinburgh	60	Clackmannan - Stirling	37	28	-9	-24%	No	Yes
703a	Scottish Citylink	M91	Edinburgh - Inverness via Perth	275	303	28	10%	Yes	Yes
704a	Scottish Citylink	M91	Inverness to Edinburgh via Perth	278	276	-2	-1%	Yes	Yes

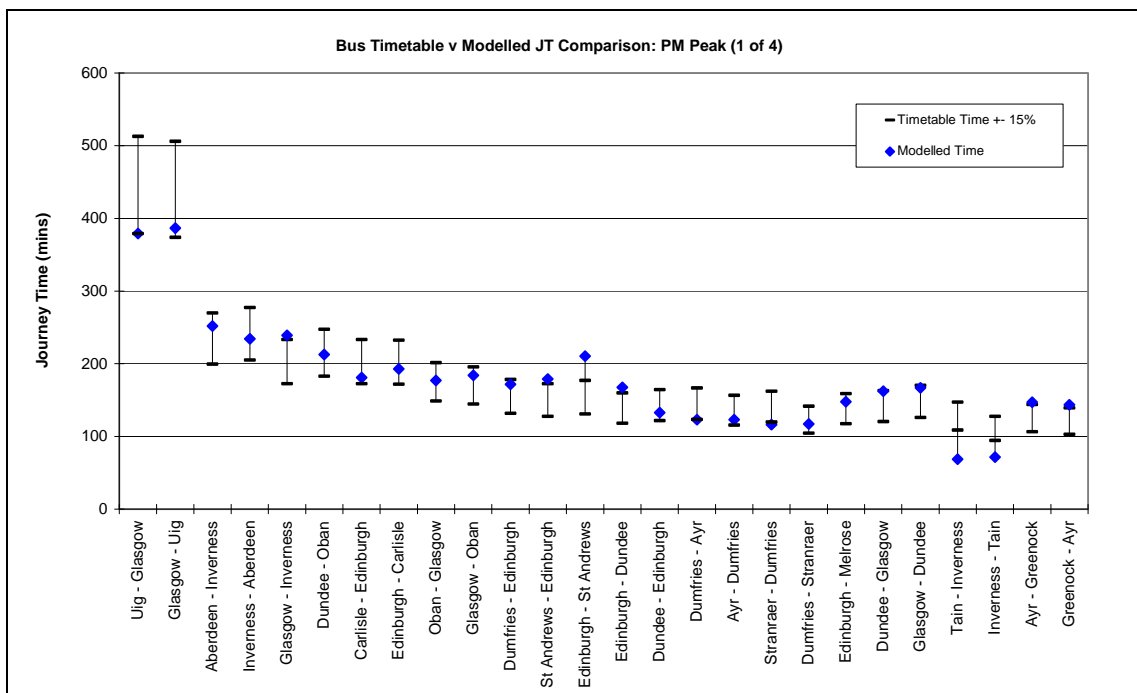


Figure I.9 : Bus Journey Time Comparisons – PM Peak (1 of 4)



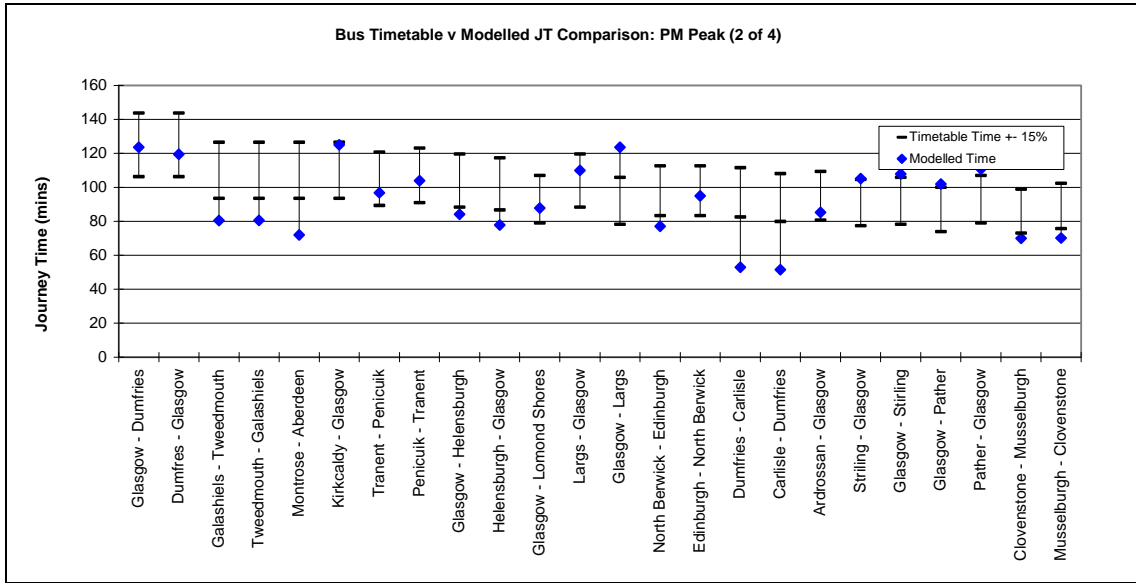


Figure I.10 : Bus Journey Time Comparisons – PM Peak (2 of 4)

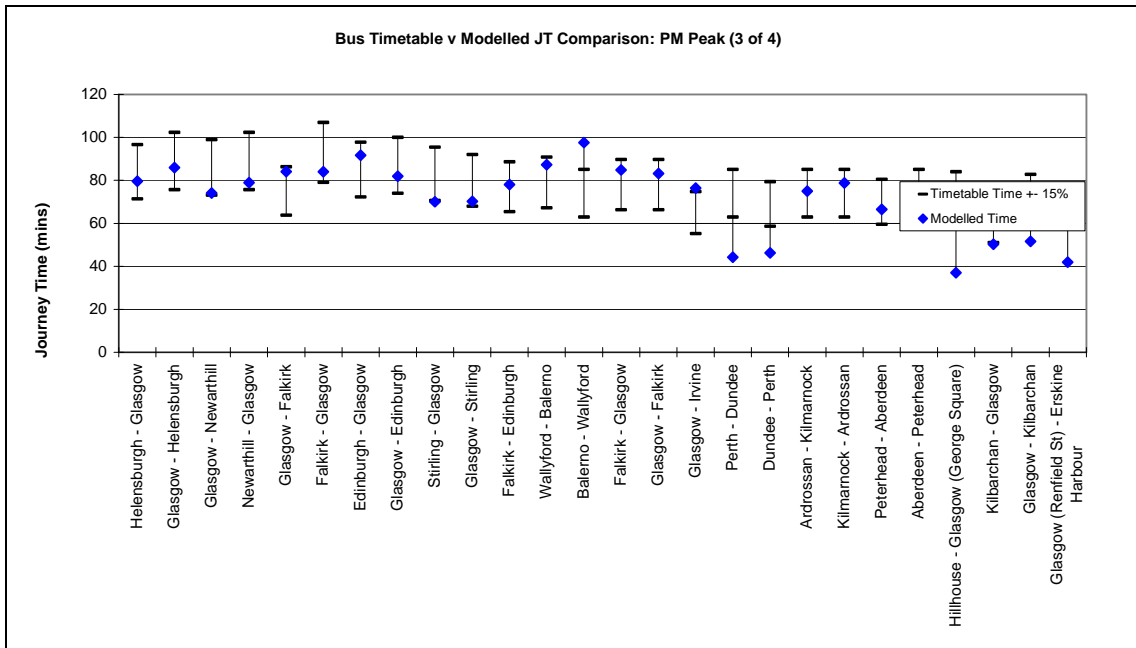


Figure I.11 : Bus Journey Time Comparisons – PM Peak (3 of 4)



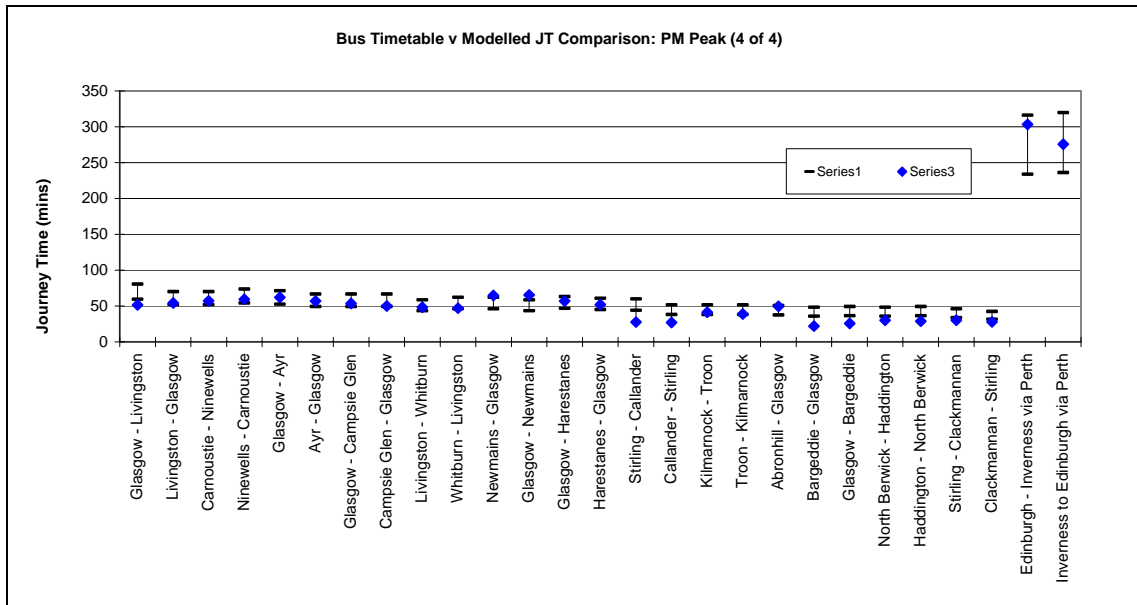


Figure I.12 : Bus Journey Time Comparisons – PM Peak (4 of 4)

