

| Technical Note Title | Transport Baselining Technical Note |
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1 Introduction

1.1 Background

- 1.1.1 The Argyll and Bute Local Development Plan 2 (LDP2), which was adopted by Argyll and Bute Council ('the Council') on 28th February 2024, identifies Helensburgh and Lomond as a key strategic growth area in its spatial strategy.
- 1.1.2 The LDP2 recognises that the development of HMNB Clyde, located north of Helensburgh, as the UK's single submarine base by 2025, will provide significant opportunities for growth in the region. It is understood this will result in an anticipated increase of around 1,700 new naval staff and their families by 2030, as well as employment opportunities associated with the wider local supply chain.
- 1.1.3 Due to the scale of strategic growth required, and accounting for the environmental and planning constraints present, the LDP2 commits to the development of a Helensburgh Strategic Development Framework (HSDF) within LDP2 (Proposal B).
- 1.1.4 Stantec were appointed by the Council in early 2025 to produce the HSDF. Once complete, the HSDF will provide an **overarching framework for long term growth across a forty-year future horizon**. The outcomes of the HSDF will then inform an **initial phase of spatial allocations within LDP3, which is expected to be adopted by the Council in 2029**.

1.2 Technical Note Purpose

- 1.2.1 The purpose of this Technical Note (TN) is to undertake a desktop-based review of the existing baseline transport conditions. This review has been conducted to understand the characteristics of the wider Helensburgh area and to identify key opportunities and constraints.
- 1.2.2 The outcomes of the TN will inform the development and subsequent sifting of potential spatial options. A transport appraisal will then be prepared for the preferred spatial option.
- 1.2.3 Alongside a desktop review, this TN has been informed by input received from key stakeholders, including Council transport officers and Transport Scotland. Further stakeholder engagement will be undertaken as the HSDF progresses.
- 1.2.4 The Council is currently producing a Transport Topic Paper (TTP) to support the LDP3. As this paper is being produced concurrently with this Technical Note (TN), it has not been possible to incorporate its findings into this document.

2 Policy Context

2.1 Overview

- 2.1.1 This section incorporates a brief review of key policies and strategies produced at a national, regional and local level, identifying their implications for the HSDF.

2.2 Key Policies, Strategies and Plans

- 2.2.1 **Table 2.1** summarises key national, regional and local policies, strategies and plans relevant to the HSDF. It should be noted that this represents a high-level review only to avoid duplication with the more in-depth policy review included within the TTP currently in preparation by the Council.

Table 2.1: Summary of key national planning policies and strategies

| Category | Document | Key Transport Related Policies, Objectives and Ambitions |
|----------|---|--|
| National | National Planning Framework 4 (2023) ¹ | <ul style="list-style-type: none"> • Policy 13: Sustainable Transport – Promote public transport, cycling, and walking to reduce carbon emissions and improve air quality. • Policy 14: Liveable Place – Creating well-designed, quality places that are healthy, pleasant, connected, distinctive, sustainable, and adaptable, using a design-led approach and community engagement • Policy 15: Local Living and 20-minute neighbourhoods – promotes communities to have easy access to essential services and sustainable transport within a 20-minute walk from their homes • Policy 18: Infrastructure First – Prioritises infrastructure considerations in planning, ensuring development proposals address impacts on infrastructure and support sustainable, integrated infrastructure delivery. |
| | National Transport Strategy 2 (2020) ² | <p>Sustainable Travel Hierarchy:</p> <p><i>“Overarching all the Policies, to address the challenges and achieve the Priorities we will embed the Sustainable Travel Hierarchy in decision making by promoting walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy private car use for the movement of people.”</i></p> <p>Sustainable Investment Hierarchy:</p> <p><i>“The Sustainable Investment Hierarchy will be used to inform future investment decisions and ensure transport options that focus on reducing inequalities and the need to travel unsustainably are prioritised. We also need to focus on maintaining and safely operating existing assets, taking due consideration of the need to adapt to the impacts of climate change. Investment promoting a range of measures, including innovative solutions, to make better use of existing capacity will then be considered, ensuring that existing transport networks and systems are fully optimised. Only following these steps will investment involving targeted infrastructure improvements be considered. We will assess future investment decisions against their contributions to supporting this Strategy.”</i></p> <ul style="list-style-type: none"> • Reduce Inequalities: Ensure fair, easy and affordable access to transport services for all |

¹ Source: [Supporting documents - National Planning Framework 4 - gov.scot](#) (August 2025)

² Source: [National Transport Strategy 2 | Transport Scotland](#) (August 2025)

| Category | Document | Key Transport Related Policies, Objectives and Ambitions |
|----------|---|---|
| | | <ul style="list-style-type: none"> • Takes Climate Action: Support net-zero targets, adapt to climate change and promote greener travel choices • Helps deliver inclusive economic growth: Enhance transport reliability, efficiency, and innovation to support economic growth • Improves our Health and Wellbeing: Improve safety, enable healthy travel choices, and enhance community liveability |
| | Scottish Government Planning Guidance – Local Living and 20-minute Neighbourhoods (2024) ³ | <ul style="list-style-type: none"> • Local Living: Meet daily needs close to home • 20 Min Neighbourhoods: Access to essentials within 20 minutes • Climate and Nature: Reduce emissions, enhance biodiversity • Community Engagement: Improve democratic participation • Collaboration: work across organisations and communities • Health and Wellbeing: Improve physical and mental health • Economic Resilience: Support local economies • Environmental Sustainability: Promote sustainable travel • Social Equity: Address health inequalities • Quality of Life: Create connected neighbourhoods |
| | | Vision: <ul style="list-style-type: none"> • “A Healthier Environment: supported by a transport system that helps our region become a low carbon place with healthier natural and built environments for the benefit of all. • Inclusive Economic Growth: underpinned by a transport system that supports regional economic development and growth, with better opportunities and fairer outcomes for all. • Improved Quality of Life: supported by a transport system that helps everyone to have better health and wellbeing and lead active, fulfilling lives.” |
| Regional | SPT Regional Transport Strategy (2023) ⁴ | Objectives: <ul style="list-style-type: none"> • “OBJ1: To improve accessibility, affordability, availability and safety of the transport system, ensuring everyone can get to town centres, jobs, education, healthcare and other everyday needs • OBJ2: To reduce carbon emissions and other harmful pollutants from transport in the region • OBJ3: To enable everyone to walk, cycle or wheel and for these to be the most popular choices for short, everyday journeys • OBJ4: To make public transport a desirable and convenient travel choice for everyone • OBJ5: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight” |
| Local | Corporate Plan 2023-2027 ⁵ | <ul style="list-style-type: none"> • Active Travel Routes: Plan new routes and complete the Helensburgh-Dumbarton cycle path by 2027. • 20mph Speed Limit: Implement in partnership with national legislation |

³ Source: [Supporting documents - Local living and 20 minute neighbourhoods: planning guidance - gov.scot](#) (August 2025)

⁴ Source: [Regional Transport Strategy | SPT | Strathclyde Partnership for Transport](#) (August 2025)

⁵ Source: [AB CorporatePlan 3.pdf](#) (August 2025)

| Category | Document | Key Transport Related Policies, Objectives and Ambitions |
|----------|--|---|
| | | <ul style="list-style-type: none"> • Parking & Traffic: Complete a review of parking and traffic management/enforcement |
| | Argyll & Bute Indicative Regional Spatial Strategy (2021) ⁶ | <ul style="list-style-type: none"> • Rail: New station at Shandon, improved West Highland Line services • Road: Address A82 pinch points (Tarbet to Inveraran), improve A83 resilience • Active Travel: Enhance cycle network and long-distance routes |
| | Argyll & Bute Local Development Plan 2 (2024) ⁷ | <ul style="list-style-type: none"> • Policy 4 – Sustainable Development: Promotes sustainable transport by ensuring developments are accessible by public transport and integrate active travel routes. • Policy 5 – Design and Placemaking: Proposals should create and improve connectivity and prioritise the needs of pedestrians and cyclists. • Policy 8 – Sustainable Siting: New development should be within easy access of existing infrastructure and services, and parking and service areas should be sensitively designed • Policy 32 – Active Travel: requires developments to integrate active travel from the start, safeguarding existing networks, delivering routes within developments, and ensuring connections to adjoining areas and public transport. • Policy 33 – Public Transport Infrastructure: Requires developments to prioritise existing or potential public transport corridors, facilitate travel by public transport. • Policy 34 – Electric Vehicle Charging: Requires developments to meet minimum charging point standards • Policy 35 – Design of New and Existing, Public Road and Private Access Regimes: Must prioritise place over movement, considering development setting, layout, and design principles. • Policy 38 – Construction Standards for Public Road: meet the standards in the Council's Roads Development Guide. Proposals impacting Trunk Roads require consultation with Transport Scotland. • Policy 40 – Vehicle Parking Standards: Requires developments to meet minimum car parking standards. For residential developments, this is generally set at a rate of one space per bedroom. • Policy 41 – Off Site Highway Improvements: Developments that significantly increase traffic on substandard roads must proportionately contribute to road improvements. |

2.2.2 Across the various planning documents, summarised in **Table 2.1**, several common themes emerge that reflect a cohesive vision for sustainable, inclusive, and well-connected communities.

2.2.3 **A strong emphasis is placed on sustainable transport**, with policies promoting active travel (walking, cycling), public transport, and infrastructure that supports low-carbon mobility, such as electric vehicle charging, in many of the documents, including NPF4, National Transport Strategy and LDP2. Climate action is a recurring priority, with strategies aimed at reducing emissions and enhancing environmental resilience. Health and wellbeing

⁶ Source: [Plans and Policies | Argyll and Bute Council](#) (August 2025)

⁷ Source: [Local Development Plan 2 | Argyll and Bute Council](#) (August 2025)

are also central, with goals to improve air quality, encourage physical activity, and create liveable, pleasant environments.

- 2.2.4 The **concept of local living and 20-minute neighbourhoods is widely supported**, aiming to ensure that essential services are accessible within a short walk or cycle from homes. Community engagement and collaboration are highlighted as key to successful planning and implementation. There is also a consistent focus on inclusive economic growth, social equity, and **infrastructure-first approaches, ensuring that development is both equitable and supported by necessary services and connectivity**. These themes collectively support a vision of places that are sustainable, accessible, and designed for the long-term wellbeing of all residents.

2.3 Review of Key Guidance Documents

- 2.3.1 There are several key guidance documents that have been produced by the Scottish Government and Transport Scotland to inform the development of transport inputs for the HSDF. This includes:

Local Development Planning Guidance⁸:

- Published in May 2023, the Local Development Planning Guidance (LDPG) outlines how planning authorities should prepare new-style Local Development Plans (LDPs) under the updated planning system. Its key aims are to ensure plans are place-based, people-centred, and delivery-focused, supporting sustainable development and guiding future land use. It integrates national and local planning frameworks, including NPF4, and provides a step-by-step process for plan preparation, from evidence gathering to adoption. The guidance replaces previous circulars and is intended to be applied creatively and proportionately by authorities.
- Section 13 '*Sustainable Transport*' highlights the need for development plans to support **net zero, active travel, and public transport**. Focusing on aligning with the NTS2's **Sustainable Travel** and **Sustainable Investment hierarchies**, which prioritise reducing the need to travel, promote walking, cycling, and public transport, and only consider new road infrastructure as a last resort.
- It emphasises that early collaboration with **Transport Scotland** is essential to assess strategic transport impacts and ensure infrastructure is deliverable. Plans should be based on strong transport evidence and align with the **NPF4**.

Draft Development Planning Transport Appraisal Guidance (DPTAG):

- A draft version of the DPTAG, produced by AECOM for Transport Scotland, was released in April 2025 to stakeholders for comments, with publication of DPTAG expected in Autumn 2025.
- DPTAG is intended to assist Planning Authorities in the development of their LDPs. **NPF4 Policy 13 Sustainable Transport** outlines LDPs should be informed by an appropriate and effective Transport Appraisal undertaken in accordance with relevant guidance.
- The guidance focuses on transport appraisal in relation to the Strategic Transport Network, but its principles also apply to local networks where impacts may occur. Transport Scotland must be consulted for any appraisal involving potential cumulative impacts or required mitigation, with early and ongoing engagement encouraged to ensure a robust and deliverable spatial strategy.

⁸ Source: [Supporting documents - Local development planning guidance - gov.scot](#) (August 2025)

- Planning authorities should consider how physical proximity, digital connectivity, and transport access interact when deciding where development should occur. This approach, known as **Triple Access Planning**, supports sustainable mobility by prioritising sites that are already well-served by transport and digital infrastructure. Land allocations should favour areas accessible by non-car modes and avoid placing trip-generating uses in locations requiring significant infrastructure investment. Development should be deliverable without ongoing public sector support, aligning with national sustainable travel and investment priorities.

3 Committed and Emerging Transport Schemes and Developments

3.1 Overview

3.1.1 The following section provides a high-level review of emerging and / or committed transport schemes and developments in the wider Helensburgh area to understand the potential impacts they may have on the existing transport network.

3.1.2 The emerging or committed schemes and developments are indicatively shown in **Figure 3.1**.

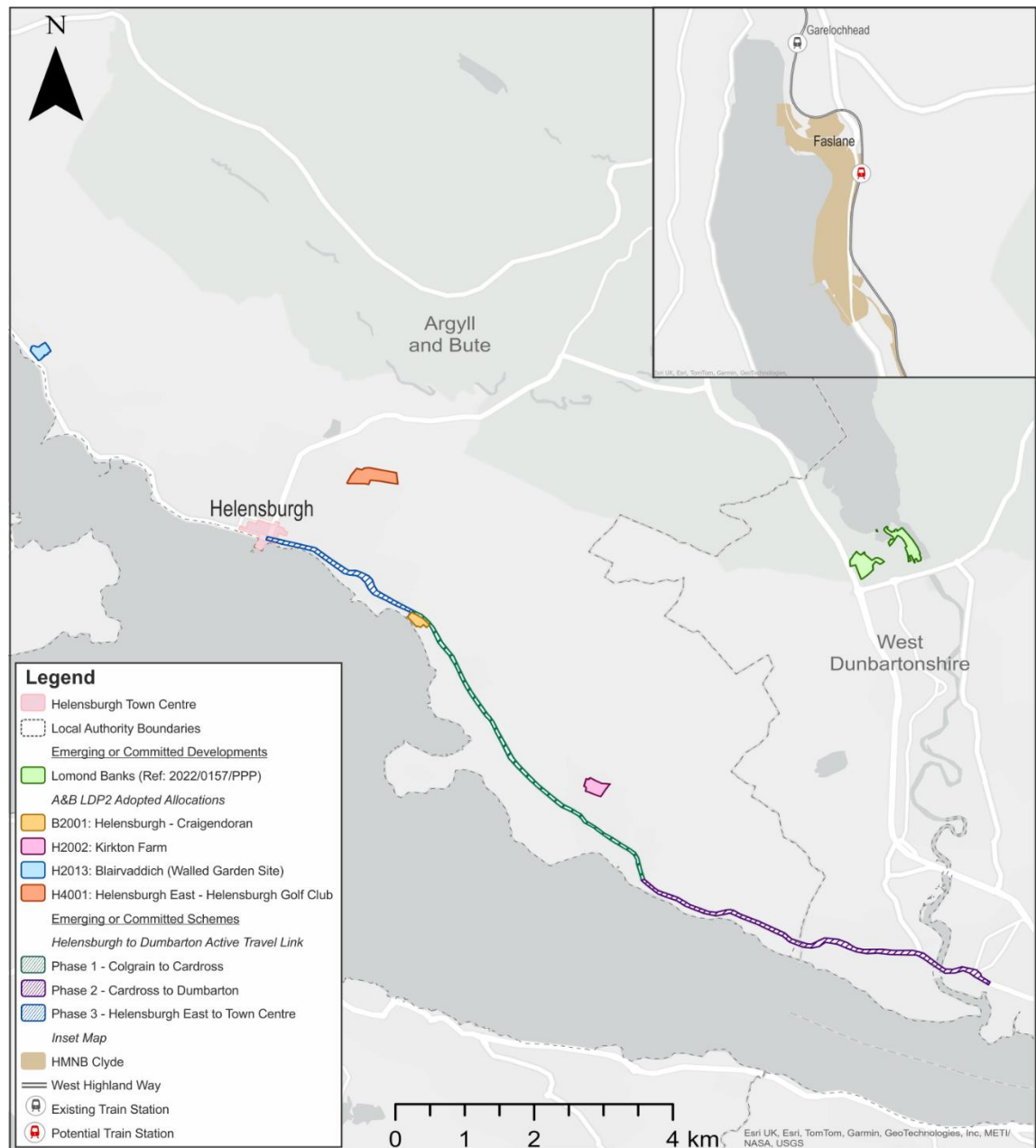


Figure 3.1: Indicative Emerging or Committed Transport Schemes and Development

3.2 Committed and Emerging Transport Schemes

Helensburgh to Dumbarton Active Travel Link

- 3.2.1 The development of a high-quality active travel route linking Helensburgh and Dumbarton via Cardross along the A814 corridor is a long-anticipated infrastructure project that is beginning to come to fruition. The scheme aims to deliver a safe, high-quality walking and cycling route by linking existing sections (e.g., Colgrain to Helensburgh) with new provisions.
- 3.2.2 The project is being delivered in three phases: phase 1 (Colgrain to Cardross), phase 2 (Cardross to Dumbarton) and phase 3 (Helensburgh East to Town Centre).
- 3.2.3 The project is currently reliant on competitive external funding, including Transport Scotland's Active Travel Infrastructure Fund (ATIF). Under the 2025/26 Tier 2 guidance for construction-ready projects, all applications must provide a minimum of 30% match funding from non-Transport Scotland sources. While full construction costs are yet to be confirmed, similar projects suggest that at least £3 million in match funding will be required to complete the cycle path. As of March 2025, no construction match funding had been secured.
- 3.2.4 Phasing construction over several financial years was highlighted as a measure that could ease annual match funding pressures but extend the delivery timeline. Accelerating the programme would require securing additional internal or external funding, which may be difficult in the current economic climate. A long-term maintenance strategy is being considered, with the Council's Roads and Infrastructure Service recommended to adopt the route upon completion. Early identification of internal Council funding could support the timely delivery of this priority project.
- 3.2.5 As of March 2025⁹, land negotiations remained ongoing, particularly for Phases 1 and 2, where access for ecological and ground investigation surveys is still required. Argyll and Bute Council is exploring the use of statutory powers, including a potential Compulsory Purchase Order (CPO), to secure access where landowner permission is not forthcoming.
- 3.2.6 A community consultation was held between November 2024 and January 2025. Information material and the survey were available online via the Council's website for the 6-week period. The consultation received a total of 185 responses, revealing strong public support for the project. 85% of respondents believed that improvements would encourage more walking, wheeling, and cycling. The survey identified improved cycling infrastructure along existing routes as a key area for enhancement (24%), alongside other high-priority improvements such as more or safer crossing points (19%) and traffic calming measures (15%). However, when engaging in active travel on the identified route at present, only 26% travel actively on the A814, again highlighting the need for infrastructure improvements.
- 3.2.7 Construction of the section through Cardross Park (from Cardross Rail Station to Geilston Burn), which forms part of Phase 1 (Colgrain to Cardross), is nearly complete, pending final fencing and land access west of Geilston Burn. Subject to funding and land acquisition, full route construction is expected to be completed by 2032, with Phase 1 anticipated to finish by 2028.
- 3.2.8 The project presents an opportunity to improve active travel infrastructure, address existing connectivity gaps, and support strategic transport and land use objectives along the A814 corridor.

Potential New Station at HMNB Clyde

- 3.2.9 Stantec produced a Detailed Options Appraisal in July 2024, which considered options to improve the connectivity to HMNB Clyde by more sustainable modes of transport to tackle the overwhelming car mode share. This reviewed active travel, local bus options and rail options.

⁹ Source: [Helensburgh, Cardross and Dumbarton Cycle path Progress Report \(11th March 2025\)](#) (August 2025)

- 3.2.10 An Outline Business Case (OBC) is the next step. The OBC is the means by which an ultimate preferred option is arrived at, and the approach to funding, procuring and delivering is set out. There are several key project elements that would need to be further developed at OBC to arrive at a preferred option.
- 3.2.11 If this also included the rail option, then a decision would also need to be made by Transport Scotland on the merit for further consideration, and this would then enter Transport Scotland's railway 'Pipeline' process and development, and design work would begin to inform an OBC.
- 3.2.12 Further discussions are being sort with TS as this potential new station at HMNB remains an aspirational project.

3.3 LDP2 Adopted Allocations

- 3.3.1 Within the Adopted Allocations of the LDP2, there are four areas which have yet to be developed / delivered. These are considered below.
- 3.3.2 Any adopted allocation sites not brought forward during LDP2 will be identified within the Strategic Development Framework. Argyll and Bute Council will then determine whether to carry these sites forward into Local Development Plan 3 (LDP3).
- 3.3.3 It should be noted that once the revised LDP3 is adopted, which is scheduled to be adopted in 2029, additional allocations may be identified.

B2001 - Helensburgh - Craigendoran

- 3.3.4 The B2001 allocation site is c. 3.8ha and is designated for Business (Use Class 4), Hotel (Use Class 7), and ancillary employment-related uses.
- 3.3.5 Due to the site's proximity to the Inner Clyde Special Protection Area (SPA) and Ramsar site, planning permission will only be granted if it can be demonstrated that the development will not result in adverse effects on these protected areas. This requires careful consideration of potential construction and operational disturbances, including noise, vibration, and the timing of works in relation to the bird wintering period and other nearby projects. Additionally, a Water Impact Assessment is mandatory, which may identify the need for network mitigations to ensure existing customer service levels are maintained.
- 3.3.6 Planning permission was granted in July 2021 under planning application reference 20/00911/PPP. This approval covers "the erection of an office development (Class 4) and a public house (Sui Generis) / food and drink establishment (Class 3), along with associated access and infrastructure works".

H2002 – Kirkton Farm

- 3.3.7 The site is c. 6.27ha and is allocated within the LDP2 plan for residential. An outline application was submitted for the site in 2015 and granted consent in January 2017 under planning application reference 15/01794/PPP. This application was for "the erection of residential development with associated access, infrastructure, open space, landscaping and miscellaneous works" and sought to deliver 136 units composed of 2,3, and 4-bed terraced, semi-detached or detached dwellings.
- 3.3.8 A subquent reserved matters application for the site was submitted in 2023 and whilst initially refused in October 2024 (reference 23/00144/AMSC), as there was understood to be a reliance on third-party land for drainage, redirection of surface water, insufficient technical detail, and flood risk concerns; it was subsequently allowed at Appeal on 31st March 2025 and will now allow delivery of 120 residential dwellings.

H2013 - Blairvaddich (Walled Garden Site)

- 3.3.9 The site is c. 4.07ha and is allocated for residential development. There are no existing or historic planning applications in place at this site.

H4001 – Helensburgh East - Helensburgh Golf Club

- 3.3.10 The site is c. 13.92ha and is allocated for leisure use, with the potential to accommodate up to 300 new residential dwellings.
- 3.3.11 A previous planning application (reference 21/01879/PP) was submitted with the intention of delivering a residential development on part of Helensburgh Golf Course. The proposal included the provision of affordable housing, demolition of the existing clubhouse and ancillary buildings, and the construction of a new clubhouse with supporting facilities. It also outlined a full revision and upgrade of the golf course, retaining and enhancing the 18-hole layout, alongside the creation of a new par-3 course to serve the wider community. However, this application was withdrawn in August 2024.
- 3.3.12 Since the withdrawal of the application, there have been no further updates or new planning submissions for the H4001 area, leaving the future of the site currently uncertain.

3.4 Potential Strategic Developments within the Wider Area

HMNB Clyde

- 3.4.1 HMNB Clyde Naval Base is located in Faslane, approximately 10km northwest of Helensburgh. The site is subject to a multi-decade redevelopment programme known as Clyde 2070, launched by the UK Government in July 2025¹⁰. The initial phase includes a £250 million investment over three years to modernise infrastructure and prepare for the arrival of next-generation Dreadnought-class and SSN-AUKUS submarines.
- 3.4.2 The programme aims to enhance the operational capacity of the Royal Navy Submarine Service while supporting existing personnel and creating new skilled jobs in nuclear, construction and maritime sectors, resulting in an increase in personnel, both military and civilian. The strategic importance of the site prompts engagement between government departments, local authorities, and stakeholders to maximise economic benefits and address infrastructure needs. The implications of this redevelopment for the HSDF will be considered as part of the next stages of work.

Lomond Banks (LLTNP Planning Application Ref: 2022/0157/PPP)

- 3.4.3 The site is located along the southern bank of Loch Lomond, c. 9km east of Helensburgh and falls within the Loch Lomond & the Trossachs National Park (LLTNP). The proposals are for a mixed-use tourism and leisure development with up to 217 accommodation units, a water park and associated attractions and infrastructure.
- 3.4.4 The proposals were initially rejected by Loch Lomond & The Trossachs National Park Authority on 25th September 2024. Following this, a Scottish Government Reporter provided Notice of Intention “*minded to allow the appeal and grant planning permission in principle, subject to 49 conditions*”. In June 2025, the Scottish Government called in the planning application for a decision by Ministers. The outcome of this is awaited and is anticipated to be later this year. Should consent be granted, the potential implications of this on the HSDF will be considered as part of the next stages of work on this study.

¹⁰ Source: [UK Government launches massive upgrade of Clyde naval base](#) (August 2025)

4 Existing Transport Network Review

4.1 Overview

- 4.1.1 This section identifies the currently available transport options in and around Helensburgh. The analysis considers active travel, bus, rail, and road-based transport in line with the *NTS2 Sustainable Travel Hierarchy*.
- 4.1.2 The review considers local and strategic transport connections that facilitate movement within the surrounding areas, as well as access to key destinations further afield, such as HNMB Clyde to the north, and Dumbarton and Glasgow to the southeast.

4.2 Walking

Key Amenities and Walking Catchment Helensburgh

- 4.2.1 **Figure 4.1** displays the location of key amenities within Helensburgh alongside walking isochrones¹¹ measured from Helensburgh Town Centre. It is important to note that this is not reflective of people who may use a wheeled mobility aid (e.g., a wheelchair).

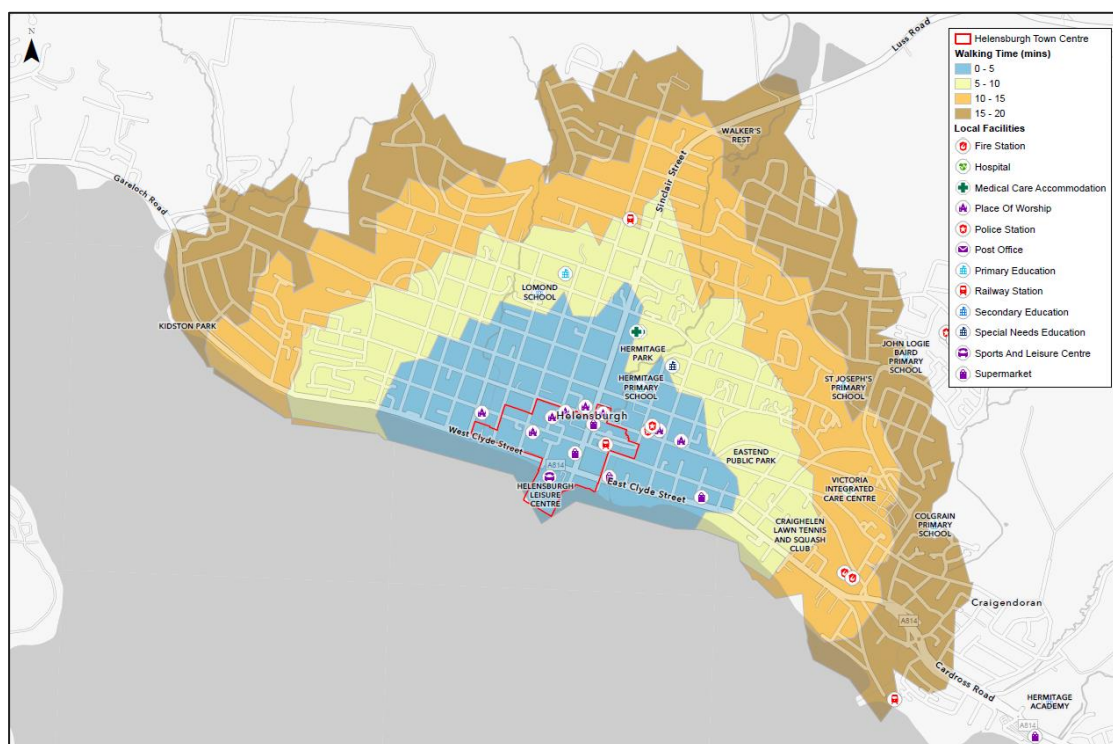


Figure 4.1: Helensburgh Town Centre 20-Minute Walking Isochrone

- 4.2.2 **Figure 4.1** identifies that most of Helensburgh's amenities, including shops, sports and leisure centre, and post office, are in the town centre. Except for Rhu Primary School, all of Helensburgh's primary schools are located towards the east of the town. Hermitage Academy is located at the eastern edge of the town, adjacent to Morisson's, which is Helensburgh's only large supermarket.
- 4.2.3 Helensburgh has three railway stations: Helensburgh Central, Helensburgh Upper and Craigendoran. Given its location within the town centre, Helensburgh Central is the most accessible by foot.

¹¹ Source: ESRI ArcGIS: [Assumes a walking speed of 5 km/h](#) (August 2025)

- 4.2.4 As illustrated in **Figure 4.1**, most residents living within the urban extent of Helensburgh can reach the town centre within a 20-minute walk. However, it is worth noting that any urban expansion at the periphery of Helensburgh is likely to exceed this 20-minute walking time.

Key Amenities and Walking Catchment Cardross

- 4.2.5 **Figure 4.2** displays the location of key amenities and walking isochrones measured from Cardross.

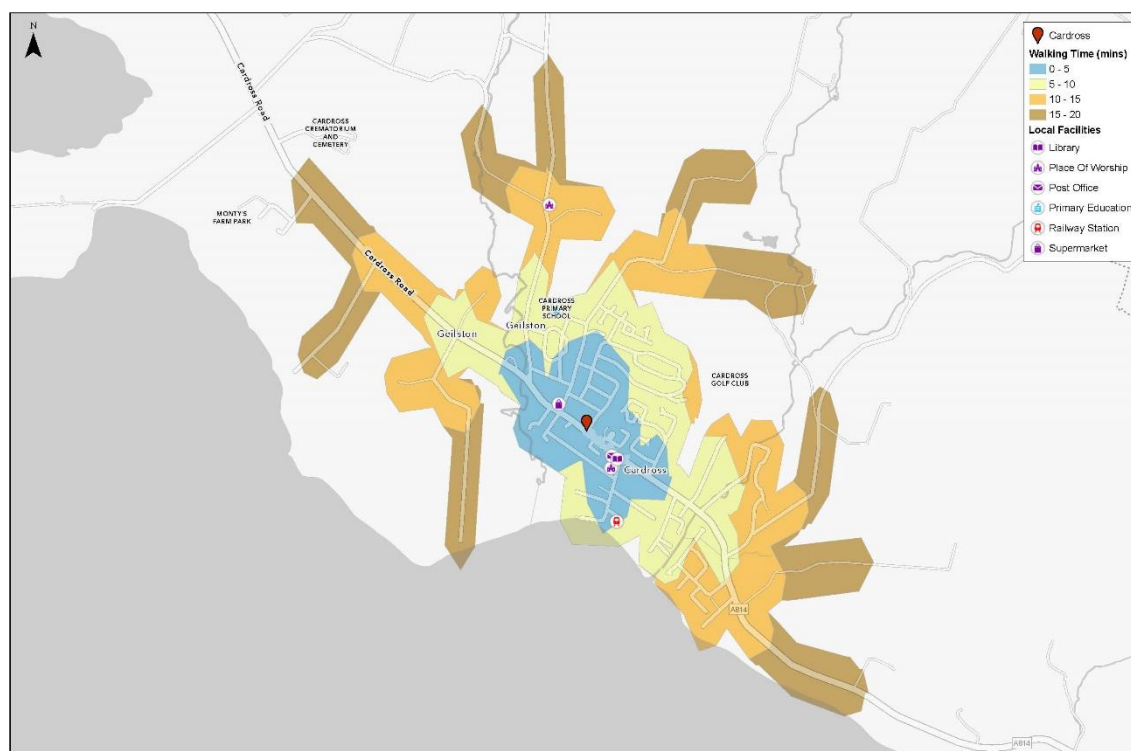


Figure 4.2: Cardross 20-Minute Walking Isochrone

- 4.2.6 **Figure 4.2** highlights that Cardross offers several key amenities, including a convenience store, primary school, post office, and Cardross Train Station. Notably, any urban expansion on the outskirts of Cardross is likely to remain within a 20-minute walking distance of these existing facilities, supporting accessibility and encouraging sustainable travel choices.

Key Amenities and Walking Catchment Colgrain

- 4.2.7 As Colgrain is a small village with limited existing facilities, all key facilities such as Morrison's Supermarket and Hermitage Academy can be reached within Colgrain within a 20-minute walk. **Table 4.1** provides a summary of key amenities, including their distance from the centre of Colgrain and estimated walking times.

Table 4.1: Facilities and Walking Distances

| Facility / Amenity | Distance (metres) | Walking Time (mins) |
|----------------------------|-------------------|---------------------|
| Morrisons Supermarket | 1,500 | 19 |
| Hermitage Academy | 1,600 | 20 |
| Craigendoran Train Station | 2,300 | 28 |

Walking Infrastructure

- 4.2.8 Helensburgh town centre benefits from a good quality existing pedestrian network, facilitating walking and wheeling between various areas around the town and beyond. This includes easy pedestrian access to residential areas such as Rhu and Shandon, which can be reached via the A814 and A818. Both roads are well-lit and provide pedestrians with a designated footway for the entirety of the journey.

- 4.2.9 The town centre can be readily accessed via Sinclair Street and West King Street, offering high-quality pedestrian facilities. These include appropriate signalised crossing opportunities, enhancing pedestrian safety. Furthermore, the Helensburgh Esplanade, which extends along the waterfront, provides an attractive, traffic-free route that continues northwest along A814 West Clyde Street towards Garelochhead and southeast along A814 East Clyde Street towards Craigendoran.
- 4.2.10 Outside the entrance of Helensburgh Central Railway Station, footways are notably wide, measuring c. 5m in width. This ample space accommodates a high volume of foot traffic, ensuring that pedestrians can move comfortably and safely in and out of the station.

A818 (Sinclair Street / Luss Road)

- 4.2.11 The A818 has footways on both sides of the carriageway, which vary in quality and width along its length. Both footways are present from the junction with the A818 to Helensburgh Reservoir No. 1, where the footway on the western edge ceases, while the eastern footway connects to other footways at Arden Roundabout. There are on-road marked cycle lanes from West Montrose Street to c. 105m east of Kennedy Drive, a length of c 1.2km.

A814 (West Clyde Street / Rhu Road Lower)

- 4.2.12 From the priority junction with the A818, the A814 follows the coastline to the west as a single carriageway with two lanes. There are footways on both sides, segregated from the carriageway by on-street parking along the northern edge, and this continues up to Cairndhu Avenue. There is also a large area of landscaping to the south, with sections of the footway directly alongside the carriageway. After Cairndhu Avenue, the northern footway is segregated by landscaping.
- 4.2.13 From Glasgow Street to Cumberland Avenue, a length of c. 1.3km, there are on-street marked cycle lanes on either side of the carriageway. The southern footway ceases when the A818 heads north, c. 180m west of Watersedge Court, from which point there is only a footway on the northern edge until that ceases at Queens Point.

A814 (East Clyde Street / Cardross Road)

- 4.2.14 From the priority junction with the A818, the A814 follows the coastline to the east as a single carriageway with two lanes. There are footways on both sides; the northern footway is segregated from the carriageway by intermittent on-street parking.
- 4.2.15 East of the Hermitage Academy, the northern footway remains, with the southern footway, in parts, being segregated by woodlands. On-street road markings inform cyclists to give way at junctions, and the footway ceases entirely at the Moss Road junction. The northern footway continues, but with less-than-desirable width and conditions. These conditions persist from Cardross to east of Havoc Road in Dumbarton. Responsibility for the A814 lies with West Dunbartonshire Council, approximately 2.5km east of Cardross.

John Muir Way

- 4.2.16 The John Muir Way is a coast-to-coast walking and cycling route across central Scotland. It is over 200km and runs from Helensburgh on the Firth of Clyde in the west to Dunbar on the Firth of Forth in the east.
- 4.2.17 The route passes through Helensburgh, starting at the Esplanade and heading north via Colquhoun Street, mostly using on-road cycling routes. It passes through Colquhoun Square, which was upgraded in 2015 to enhance accessibility and promote movement between the town centre and the seafront.
- 4.2.18 The route continues past The Hill House, transitions to an off-road section, and then follows the A818 with a shared foot/cycle path extending to the A818/A82 roundabout and beyond.
- 4.2.19 This route also provides a connection from Regional Route 41 to Arden, c. 8.4 km east of Helensburgh. It follows the shared foot and cycle path along the southern side of the A818 carriageway, and links into Regional Route 40 near Loch Lomond, which runs for c. 27km between Balloch and Tarbet.

4.3 Cycling

Cycling Catchment

- 4.3.1 **Figure 4.3** displays cycling isochrones measured from Helensburgh Town Centre¹².

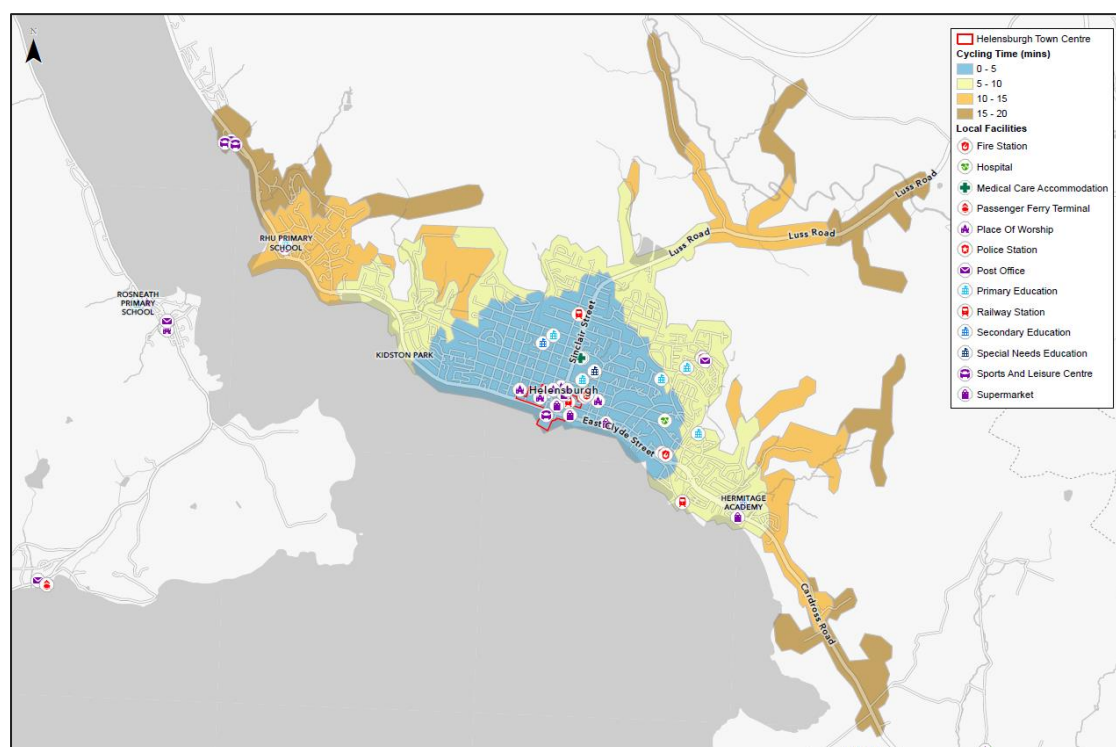


Figure 4.3: Helensburgh Town Centre 20-minute Cycling Isochrone

- 4.3.2 **Figure 4.3** shows that the current urban extent of Helensburgh is within a 5 to 10-minute cycle of the town centre. Any expansion to the urban extent of the town is likely to be within a 15-minute cycle of the town centre.
- 4.3.3 To the west of the town, the 20-minute isochrone encapsulates Rhu and the eastern edge of Blairvadch. To the east, Craigendoran is within a 5-to-10-minute cycle of the town centre, whilst the 20-minute extent reaches just east of Ardmore Road, c. 1.4km west of Cardross.

¹² Source: ESRI ArcGIS: Assumed cycling speed of 20 km/h (August 2025)

4.3.4 **Figure 4.4** displays cycling isochrones measured from Cardross.

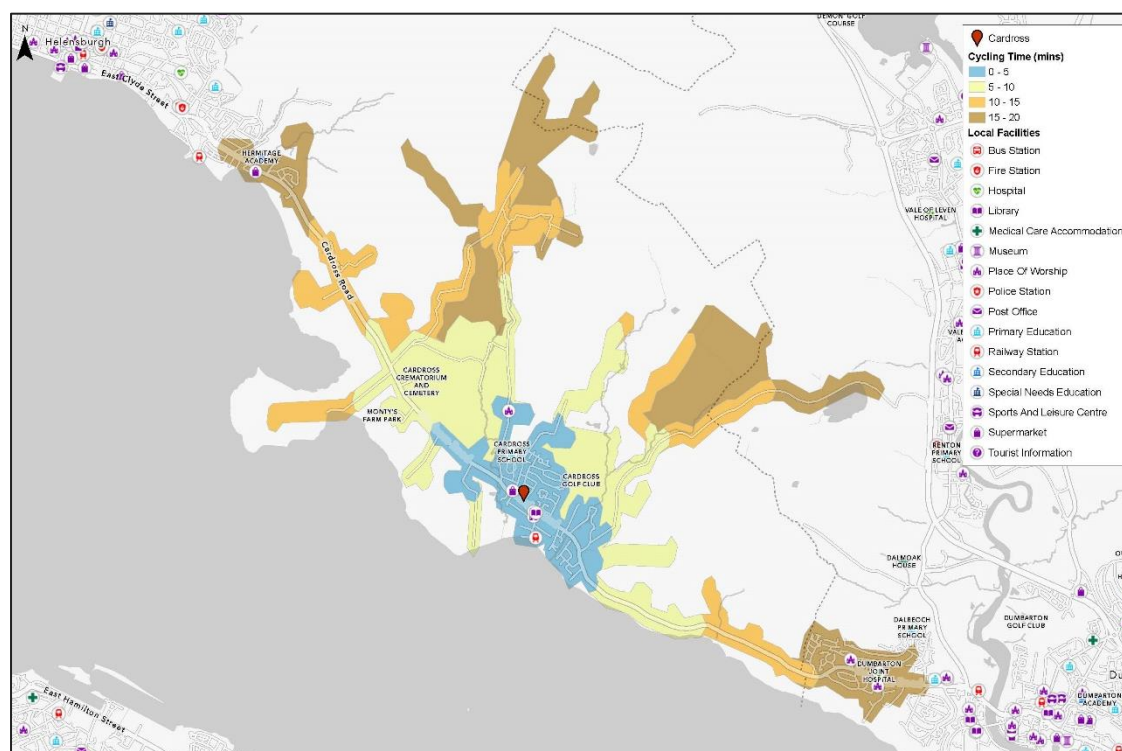


Figure 4.4: Cardross 20-minute Cycling Isochrone

4.3.5 **Figure 4.4** shows that the current urban extent of Cardross is within a 10-minute cycle of the centre. Any urban expansion on the outskirts of Cardross is likely to be within a 10 to 15-minute cycle of the centre of Cardross.

4.3.6 To the west of Cardross, the 20-minute isochrone encapsulates the eastern extent of Helensburgh, including Hermitage Academy and Morrisons Supermarket. To the east, the western edge of Dumbarton is accessible, including the Dumbarton Joint Hospital, c. 4.5km east of Cardross.

4.3.7 **Table 4.2** provides a summary of key amenities, including their distance from Colgrain and estimated cycling times.

Table 4.2: Facilities and Cycling distances

| Facility / Amenity | Distance (metres) | Approx. Cycling Time (mins) |
|----------------------------|-------------------|-----------------------------|
| Morrisons Supermarket | 1,500 | 4 |
| Hermitage Academy | 1,600 | 4 |
| Craigendoran Train Station | 2,300 | 6 |

4.3.8 **Table 4.2** demonstrates that key facilities such as Morrison's Supermarket and Hermitage Academy can be reached from Colgrain within a 10-minute cycle.

Cycling Infrastructure

4.3.9 Cycling in and around Helensburgh is becoming more accessible due to ongoing improvements in local infrastructure. Existing routes provide access north of the town, passing through Rhu and Faslane to Garelochhead. Nevertheless, key gaps in the network remain, most notably along the A814 corridor between Helensburgh and Dumbarton via Cardross, where cyclists must share the carriageway with high volumes of traffic.

4.3.10 This section has seen three reported collisions involving cyclists over the past ten years, including one fatality, underscoring the need for safer infrastructure. There is an aspiration to construct a dedicated route along this corridor to improve safety and connectivity.

- 4.3.11 The town supports active travel with dedicated cycle parking in prominent locations such as Colquhoun Square, near Helensburgh Central train station, and West Clyde Street. Additionally, the A818 corridor features a shared-use path that links to further shared-use paths adjacent to the A82, providing a safer and more integrated route for cyclists and pedestrians. Helensburgh to Garelochhead (Regional Route 42)
- 4.3.12 Regional Route 42 spans c. 15km and connects Helensburgh and Garelochhead. The route links the centre of Helensburgh to Rhu, Shandon, HMNB Clyde, and Garelochhead using a combination of quiet roads, on-road advisory cycleways, and off-road paths. It also features a segregated on-road cycle lane.
- 4.3.13 The route begins near the Commodore Inn and travels along the A814 West Clyde Street, with segregated on-road cycle lanes provided in both directions for c. 1.3km. Beyond this, the route leaves the carriageway and transitions to a shared foot/cycleway c. 3m in width. This path passes through Rhu and continues along the A814 Garelochhead Road to Garelochhead for c. 10km.

4.4 Bus

- 4.4.1 **Table 4.3** provides a summary of bus services in Helensburgh, with a map of local bus routes provided in **Appendix A**.

Table 4.3: Bus service summary for Helensburgh

| Service | Route | Operator | Service Frequency (Two-way) | | |
|---------|---|----------------------------------|--|--|---------------------------------------|
| | | | Mon - Fri | Sat | Sun |
| 206 | Haldane - Helensburgh via Alexandria, Bonhill, Dumbarton & Cardross | First Greater Glasgow | Every 40 minutes (06:56 – 19:13) | Every 40 minutes (07:48 – 19:20) | Every hour (10:22 – 18:59) |
| 302 | Helensburgh - Carrick Castle | Garelochhead Minibuses & Coaches | Three services per day (12:25 – 17:35) | Three services per day (12:25 – 17:35) | - |
| 306 | Helensburgh - Alexandria | McColl's Travel | Five services per day (08:55 – 17:45) | Three services per day (08:55 – 15:30) | One service per day (15:45) |
| 315 | Churchill Circular | Wilson's of Rhu | Every 30 minutes (07:50 – 22:20) | Every 30 minutes (07:50 – 22:20) | - |
| | | Garelochhead Minibuses & Coaches | - | - | Five services per day (09:25 - 21:20) |
| 316 | Helensburgh - Coulport | Wilson's of Rhu | Every 30 minutes to 90 minutes (08:00 – 22:00) | Every 30 minutes to 90 minutes (08:00 – 22:00) | - |
| | | Garelochhead Minibuses & Coaches | Every two hours (07:00 – 23:00) | Every two hours (07:00 – 23:00) | - |
| 316A | Helensburgh - Coulport | Garelochhead Minibuses & Coaches | - | - | Six services per day (10:00 – 22:00) |

Source: [First Bus Greater Glasgow](#), [Garelochhead Coaches](#), [McColls Travel](#), and [Wilson's of Rhu](#) (July 2025)

- 4.4.2 The 206, 315 and 316 services are the most frequent in Helensburgh, which all operate up to every 30 minutes. By contrast, other services such as the 302 and 306 operate relatively infrequently, reflective of Helensburgh's wider rural context.
- 4.4.3 The 206 service is a key service operating to the east of Helensburgh, connecting the town with Balloch via Dumbarton and Cardross. However, it's worth noting that this service terminates in Helensburgh town centre and therefore passengers are required to interchange with the 316 service, which is the only service available to access destinations further west of the town, including HMNB Clyde.
- 4.4.4 Two operators provide the 316 service, covering the same route but operating alternative timetables, departing Helensburgh Central Railway Station on the hour. Neither operator accepts the other's tickets; therefore, if a passenger purchased a return ticket in the morning, they would need to wait on that operator's 316 service in the evening to complete the return leg.
- 4.4.5 **Figure 4.5** demonstrates the frequency of services available from bus stops in Helensburgh.

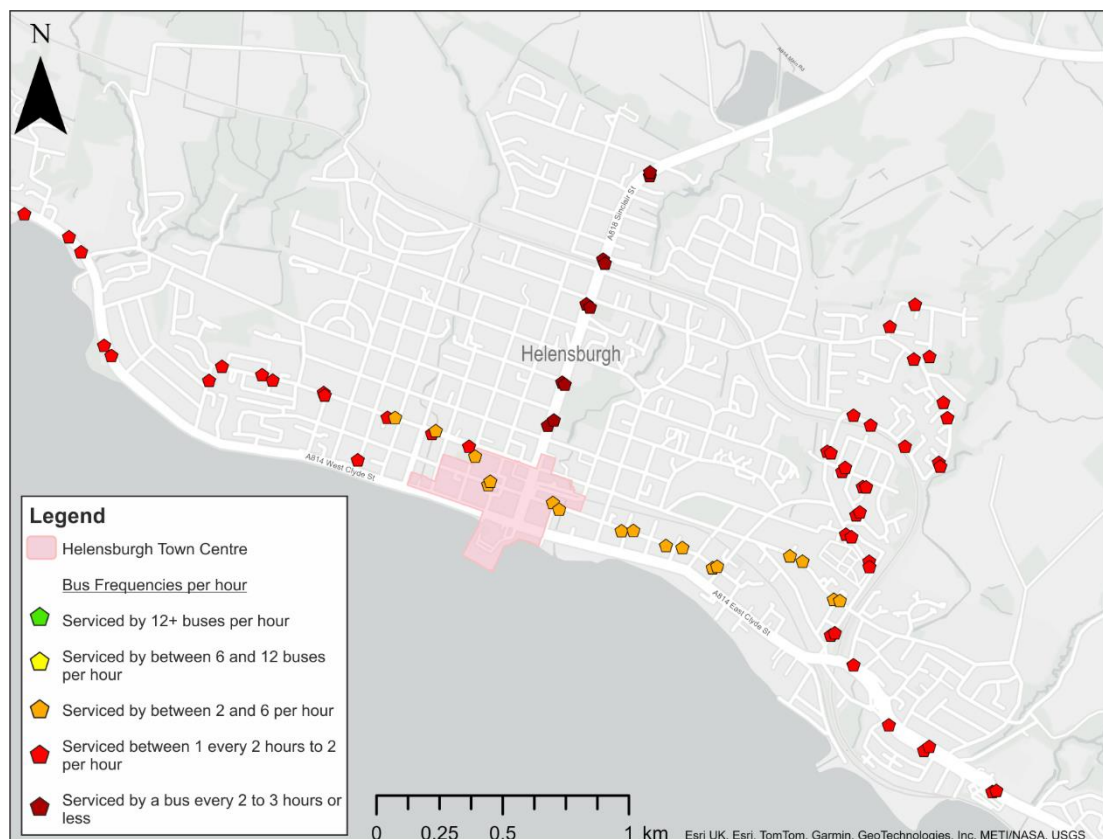


Figure 4.5: Bus Stop Locations and Service Frequency - Helensburgh

- 4.4.6 As shown in **Figure 4.5**, while town centre bus stops are served by frequent services of between two and six buses per hour, the remaining bus stops in Helensburgh, such as those along East Clyde Street / Cardross Road, are serviced by two buses or fewer per hour.
- 4.4.7 Furthermore, it highlights that large parts of Helensburgh, particularly residential areas towards the northwest of the town, are remote from bus stops. The nearest bus stops for these residents are on the A818 Sinclair Road, which offers a very limited service frequency.
- 4.4.8 Bus frequency and stop locations in Cardross are illustrated in **Figure 4.6** below.



Figure 4.6: Bus Stop Locations and Service Frequency - Cardross

- 4.4.9 **Figure 4.6** demonstrates that bus stops in Cardross are located along the A814, c. 600m from the existing northern residential extents of the town. The 206 service to Balloch via Dumbarton runs on this route, with a frequency of broadly two buses per hour between 07:17 and 19:31, travelling eastbound towards Dumbarton, and 08:01 and 18:57 westbound towards Helensburgh on weekdays.
- 4.4.10 Bus stop locations and service frequencies for Colgrain are shown in **Figure 4.7**



Figure 4.7: Bus Stop Locations and Service Frequency - Colgrain

- 4.4.11 **Figure 4.7** shows that there are two existing bus stops in Colgrain, which are located along the A814. The 206 service to Balloch via Dumbarton runs on this route, with the frequency being broadly two buses per hour between 07:11 and 19:16, travelling eastbound towards Dumbarton, and 07:49 and 18:40 westbound towards Helensburgh on weekdays.

4.5 Rail

- 4.5.1 Helensburgh is served by three railway stations:

- **Helensburgh Central**, which has its main pedestrian access on East Princes Street, and
- **Helensburgh Upper**, with its main pedestrian access via A818 Sinclair Street.
- **Craigendoran**, which is accessible via a lane off of Dennistoun Crescent.

- 4.5.2 In addition, there is a station in Cardross, c. 7km to the east of Helensburgh.

Helensburgh Central Rail Station

- 4.5.3 Helensburgh Central Railway Station is the terminus of the North Clyde line. The station offers various facilities, including a ticket office, a coffee shop, an accessible toilet, waiting rooms, benches, payphones, a help point, and a cash machine across three platforms. There are 36 cycle parking spaces on sheltered bicycle stands and 18 car parking spaces, including two accessible spaces. The station also offers step-free access to all areas except the East Princes Street entrance to the ticket hall.

- 4.5.4 **Table 4.4** below summarises the services available.

Table 4.4: Helensburgh Central Railway Station Service Summary

| Destination | Approx. Journey Time | Service Frequency | | |
|-------------------------|----------------------|-------------------|------------------|------------------|
| | | Weekday | Saturday | Sunday |
| Craigendoran | 3 minutes | | | |
| Cardross | 8 minutes | | | |
| Dumbarton Central | 15 minutes | Every 30 minutes | Every 30 minutes | Every 30 minutes |
| Charing Cross (Glasgow) | 40 minutes | (05:54 - 23:32) | (05:54 - 23:32) | (07:55 - 22:55) |
| Glasgow Queen Street | 42 minutes | | | |
| Edinburgh | 2 hours | | | |

Source: [National Rail](#) (July 2025)

- 4.5.5 As illustrated in **Table 4.4**, Helensburgh Central is served by frequent services which provide direct access to Edinburgh via Dumbarton and Glasgow.

Helensburgh Upper Rail Station

- 4.5.6 Helensburgh Upper Railway Station is on the West Highland Line and, therefore, is less frequently served than Helensburgh Central. The station features a single platform, which, although step-free, is accessed via a steep ramp from A818 Sinclair Street. It is equipped with a shelter, bench, and help point and provides six cycle parking spaces distributed across several bicycle stands.
- 4.5.7 Services to and from Helensburgh Upper station are summarised in **Table 4.5**.

Table 4.5: Helensburgh Upper Railway Station Service Summary

| Destination | Approx. Journey Time | Service Frequency | | |
|----------------------|----------------------|---|---|---|
| | | Weekday | Saturday | Sunday |
| Garelochhead | 11 minutes | Seven direct services per day (06:03 - 19:07) | Seven direct services per day (06:03 - 19:07) | Four direct services per day (09:50 - 19:05) |
| Glasgow Queen Street | 50 minutes | Eight direct services per day (07:42 - 23:23) | Seven direct services per day (07:42 - 22:50) | Five direct services per day (14:40 - 22:38) |
| Oban | 2 hours 20 minutes | Seven direct services per day (06:03 - 19:07) | Seven direct services per day (06:03 - 19:07) | Four direct services per day (09:50 - 19:05) |
| Fort William | 3 hours 5 minutes | Four direct services per day (06:33 - 19:07) | Four direct services per day (06:33 - 19:07) | Two direct services per day (13:06 and 19:05) |

Source: [National Rail](#) (July 2025)

- 4.5.8 As illustrated in **Table 4.5**, Helensburgh Upper is served by direct services towards Oban, Fort William and Glasgow Queen Street (via Dumbarton). In contrast to Helensburgh Central, services from Helensburgh Upper are relatively infrequent.

Craigendoran Rail Station

- 4.5.9 Craigendoran Railway Station lies on the North Clyde Line and is located east of Helensburgh, between Helensburgh Central and Cardross. The station features a single platform and, offers step-free access via Dennistoun Crescent. Facilities include a shelter,

bench, help point, and cycle storage for ten bicycles. There is, so passengers must purchase tickets in advance or from the train guard. The station is unstaffed and does not have a ticket office or machine. It also provides 22 car parking spaces managed by the local authority.

- 4.5.10 Services along the North Clyde Line are summarised in **Table 4.5**.

Cardross Rail Station

- 4.5.11 Cardross Railway Station is located on the North Clyde Line, serving the village of Cardross. It features two platforms, both of which have step-free access via ramps and are connected by a footbridge and a level crossing. The station is equipped with shelters, benches, help points, and a ticket office, which operates on weekday mornings but is closed on weekends. There are five cycle storage spaces and a car park with 40 spaces, including four accessible bays.
- 4.5.12 Services along the North Clyde Line are summarised in **Table 4.5**.
- 4.5.13 The next stages of the study will seek to hold discussions with Scotrail, Network Rail and Transport Scotland to explore opportunities for enhancing rail provision in the area to integrate with potential spatial options being considered in the HSDF.

4.6 Car Sharing

- 4.6.1 Currently, Helensburgh has no formal car-sharing services operating; however, the Council actively promotes lift sharing through their 'Better Journeys' campaign, which directs people to the Mobilityways website and app.

4.7 Highway Network Review

A82

- 4.7.1 The A82 is part of the Trunk Road Network (TRN) managed by Transport Scotland. It connects Glasgow to Inverness and has a total length of 269km. It is the nearest trunk road to Helensburgh, which can be reached via the A82 / A818 Arden Roundabout, A82 / A813 / B830 Barloan Toll Roundabout or the A82 / A814 (Glasgow Road) signalised junction.
- 4.7.2 The A82 is a dual carriageway with two lanes in each direction past Dumbarton, until reaching Stonymollan Roundabout with the A811 at Balloch. From this point onwards, it continues along the west of Loch Lomond as a single-carriageway.
- 4.7.3 The A82 width varies along its length, with the dual carriageway sections having a carriageway width of c. 7.5m, in each direction, c. 15.0m in total and its single carriageway sections having a width of c. 7.5m.
- 4.7.4 The A82 speed limit changes along its length. As it goes past Dumbarton, it has a speed limit of 40mph, increasing to the national speed limit (70mph) after Lomodgate Roundabout, then decreasing to 60mph after Stonymollan Roundabout, reflecting the change to a single carriageway.

Local Road Network

- 4.7.5 Helensburgh's local road network is constrained by several geographical features, including the Trossachs to the north and Gare Loch to the south.
- 4.7.6 The main local roads include the A818 (Sinclair Street / Luss Road), which runs from Helensburgh to Arden, and the A814 along the coast connecting Dumbarton to HMNB Clyde. The A814 is split into A814 (West Clyde Street / Rhu Road Lower) and A814 (East Clyde Street). The routes are considered below, and in the case where there are multiple routing options, these are considered.

A818 (Sinclair Street / Luss Road)

- 4.7.7 The A818 is a single carriageway, with a length of c. 8km and is c. 6.0 – 9.5m wide. It forms a signalised junction with the A814 to its south and Arden Roundabout with the A82 to its north. It connects Helensburgh to the A82; the speed limit varies along its length. Within Helensburgh Town Centre, there is a speed limit of 20mph, then 30mph to Blackhill Recycling Centre. The national speed limit then applies to Arden Roundabout.

A814 (West Clyde Street / Rhu Road Lower)

- 4.7.8 The A814, west of the A818, is single-carriageway with a width of c. 7.0m to 8.0m along its length, with sections of increased width for turning lanes and lane separation. Between the A818 and Sutherland Street, there is a 30mph speed limit, west of Sutherland Street, increasing to 40mph, reducing to 30mph on approach to Rhu, then increasing to 50mph once past Rhu and increasing to 60mph on the approach to HMNB Clyde.

The A814 continues to Faslane as a single-carriageway with footways on either side of the carriageway at different sections.

A814 (East Clyde Street / Cardross Road)

- 4.7.9 The A814, east of the A818, is a single carriageway with a width of between c. 11.0m within Helensburgh Town Centre (including the on-street parking provision), to c. 6.0m outside of settlements. The speed limit is 30mph from the junction with the A818 until c. 75m west of Red Burn Wynd, at which point it increases to 60mph. It reduces to 30mph on the approach to Cardross, increases to 40mph, then 60mph, before decreasing to 30mph on the approach

to Dumbarton. It is important to note that responsibility for the A814 lies with West Dunbartonshire Council approximately 2.5km east of Cardross.

West Montrose Street / Rhu Road Higher

- 4.7.10 West Montrose Street / Rhu Road Higher is c. 2km long, c. 6.0m wide, single-carriageway with a speed limit of 30mph. It has a signalised T-junction with the A818 to the east and a priority T-junction with the A814 to the west. According to route mapping from Google Maps, for those travelling from north of the junction with the A818 and with the destination to the west of Helensburgh, using West Montrose / Rhu Road Higher is quicker than using the A818, and vice versa. For example, travelling from Helensburgh Upper Station to HNMB Clyde takes c. 13 minutes via West Montrose Street, whereas taking the A814 would take c. 16 minutes.
- 4.7.11 West Montrose Street is a residential street with many residential side streets on both sides of the carriageway. Becoming Rhu Road Higher, west of Woodland Street, it maintains its general character with the western half lined by residential dwellings and side streets. Lomond School and Helensburgh Cricket & Rugby Football Club bound the eastern half of Rhu Road Higher.

4.8 Highway Safety Review

- 4.8.1 Personal Injury Collision (PIC) data has been obtained from the Department for Transport (DfT) Road safety data for the latest available five-year period between 2019 and 2023. A map showing the location and severity of the collisions is shown in **Figure 4.8**.

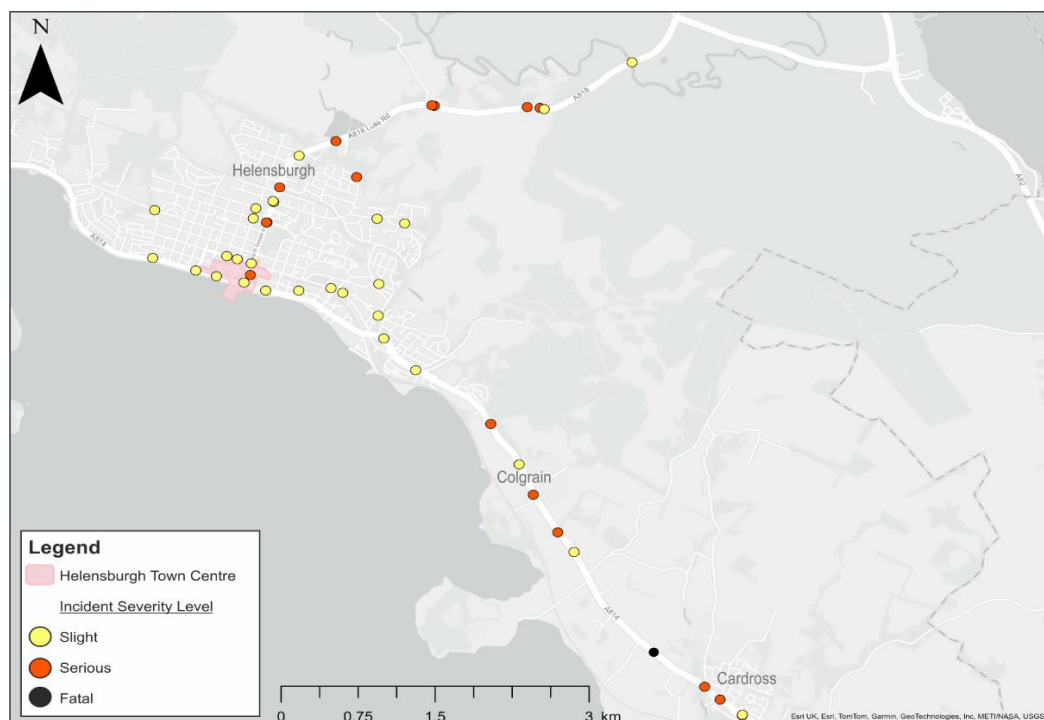


Figure 4.8: PIC Data Incident Locations (2019-2023)

- 4.8.2 During the most recently available five-year period, 46 collisions occurred within the large study area. These were generally isolated incidents and (with only one exception) recorded as either serious or slight in nature.
- 4.8.3 A summary of the recorded incidents is provided in **Table 4.6**.

Table 4.6: PIC Data (2019 – 2023) Summary

| Location | Total PICs | Severity Level | | | Pedestrian | Pedal Cycle |
|--|------------|----------------|-----------|----------|------------|-------------|
| | | Slight | Serious | Fatal | | |
| A818 Luss Road | 6 | 1 | 5 | 0 | 0 | 0 |
| A814 Cardross Road | 8 | 4 | 3 | 1 | 3 | 2 |
| A814 Main Road | 5 | 2 | 3 | 0 | 1 | 0 |
| Abercromby Crescent | 1 | 0 | 1 | 0 | 0 | 0 |
| Victoria Road / A818 / Milling Street crossroads | 2 | 0 | 2 | 0 | 1 | 1 |
| MacLachlan Road | 1 | 0 | 1 | 0 | 2 | 0 |
| East Princes Street | 1 | 0 | 1 | 0 | 1 | 0 |
| A814 East Clyde Street | 1 | 1 | 0 | 0 | 1 | 0 |
| A814 West Clyde Street | 3 | 3 | 0 | 0 | 3 | 0 |
| A818 Sinclair Street | 4 | 5 | 0 | 0 | 3 | 0 |
| A818 (north of Daligan) | 1 | 1 | 0 | 0 | 0 | 0 |
| Old Luss Road | 1 | 1 | 0 | 0 | 1 | 1 |
| Athole Street | 1 | 1 | 0 | 0 | 0 | 1 |
| South King Street | 1 | 1 | 0 | 0 | 1 | 0 |
| King Street East | 1 | 1 | 0 | 0 | 0 | 0 |
| Prince Street East | 1 | 1 | 0 | 0 | 0 | 0 |
| West King Street | 2 | 2 | 0 | 0 | 0 | 0 |
| Colquhoun Street | 1 | 1 | 0 | 0 | 1 | 0 |
| Queen Street | 1 | 1 | 0 | 0 | 0 | 0 |
| West Abercromby Street | 1 | 1 | 0 | 0 | 0 | 0 |
| Rhu Rd Higher | 1 | 1 | 0 | 0 | 0 | 0 |
| Winston Road | 1 | 1 | 0 | 0 | 0 | 0 |
| Golfhill Drive | 1 | 1 | 0 | 0 | 0 | 0 |
| Total | 46 | 30 | 16 | 1 | 18 | 5 |

4.8.4 Approximately 41% of serious and fatal collisions involved active travel modes, with pedestrians making up the largest share at c.29%. The only fatal collision recorded involved a cyclist. These incidents were not concentrated in a single location. Three collisions occurred along a stretch of approximately 3.2 km on the A814 Cardross Road, while four collisions took place along an approximately 1 km section of the A818 Sinclair Street.

4.8.5 A review of all the incidents within the study area does not indicate an obvious trend.

4.9 Journey Time Analysis

4.9.1 INRIX analysis has been carried out to review journey times by car through the Helensburgh and Lomond area. To identify corridors for review, key routes in and out of Helensburgh were assessed, resulting in the selection of the following four priority routes:

- Route A: Helensburgh – Faslane via A814
- Route B: Helensburgh – Glasgow via Arden Roundabout
- Route C: Helensburgh – Glasgow via Cardross
- Route D: Helensburgh – Faslane via A817 Haul Road

- 4.9.2 Hourly journey time data was extracted from INRIX between 1st July 2024 and 30th June 2025, covering both directions on each route. Data from Tuesdays, Wednesdays, and Thursdays were used for analysis to provide typical weekday travel times across a 14-hour period (06:00-19:00). Due to the length of the routes, they have been segmented into sections to review the journey times. These segments have been determined by the INRIX software, which is an automatic process that cannot be manually configured. The journey time routes are shown in **Appendix B**.
- 4.9.3 The data extracted from INRIX has been used to inform a congestion hot-spot analysis during the AM and PM peaks. This compared recorded vehicle speeds with reference speeds, the latter defined by INRIX as the free-flow speed for each road segment. It is important to note that this method does not directly measure congestion, as INRIX data does not include traffic volume. Instead, it approximates congestion levels based on speed data collected from a sample of vehicles equipped with relevant onboard technology (e.g., specific satellite navigation units). The INRIX data used to inform the congestion hot-spot analysis is included in **Appendix C** and **Appendix D**.
- 4.9.4 The AM peak (08:00-09:00) is shown in **Figure 4.9**, whilst the PM peak is shown in **Figure 4.10**.

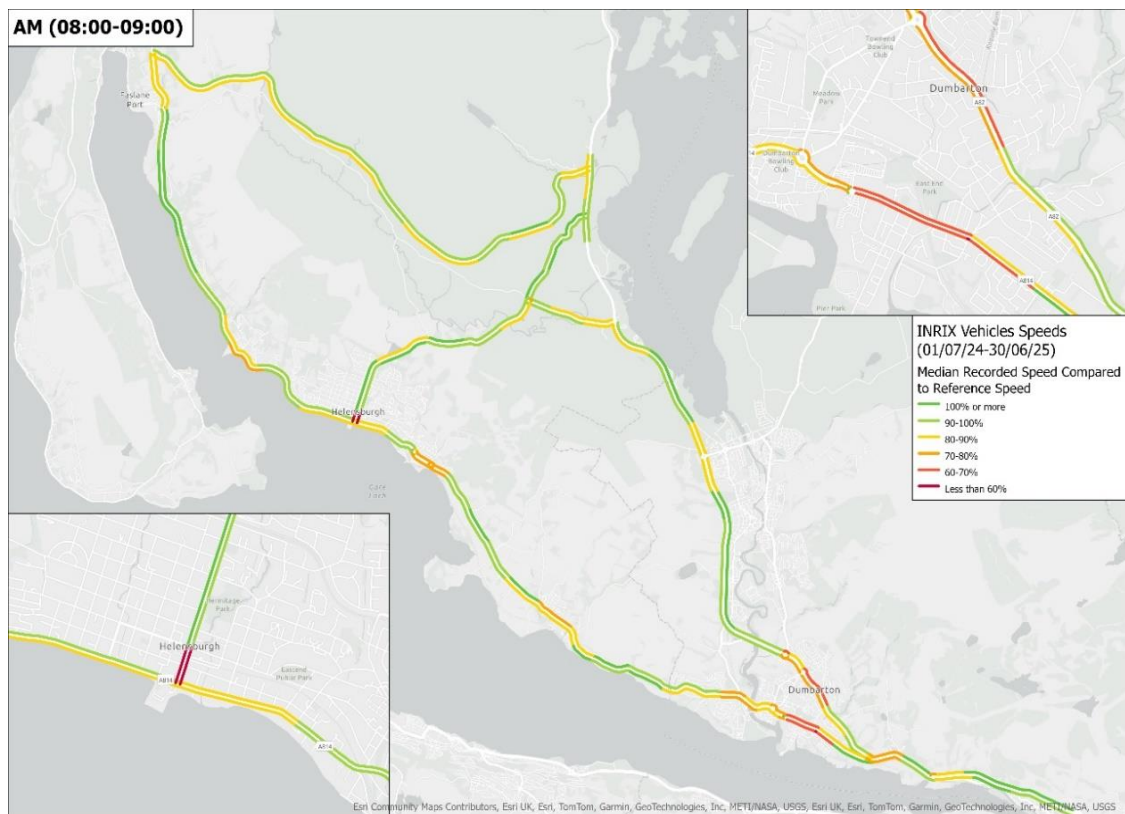


Figure 4.9: INRIX Vehicle Speeds – AM Peak

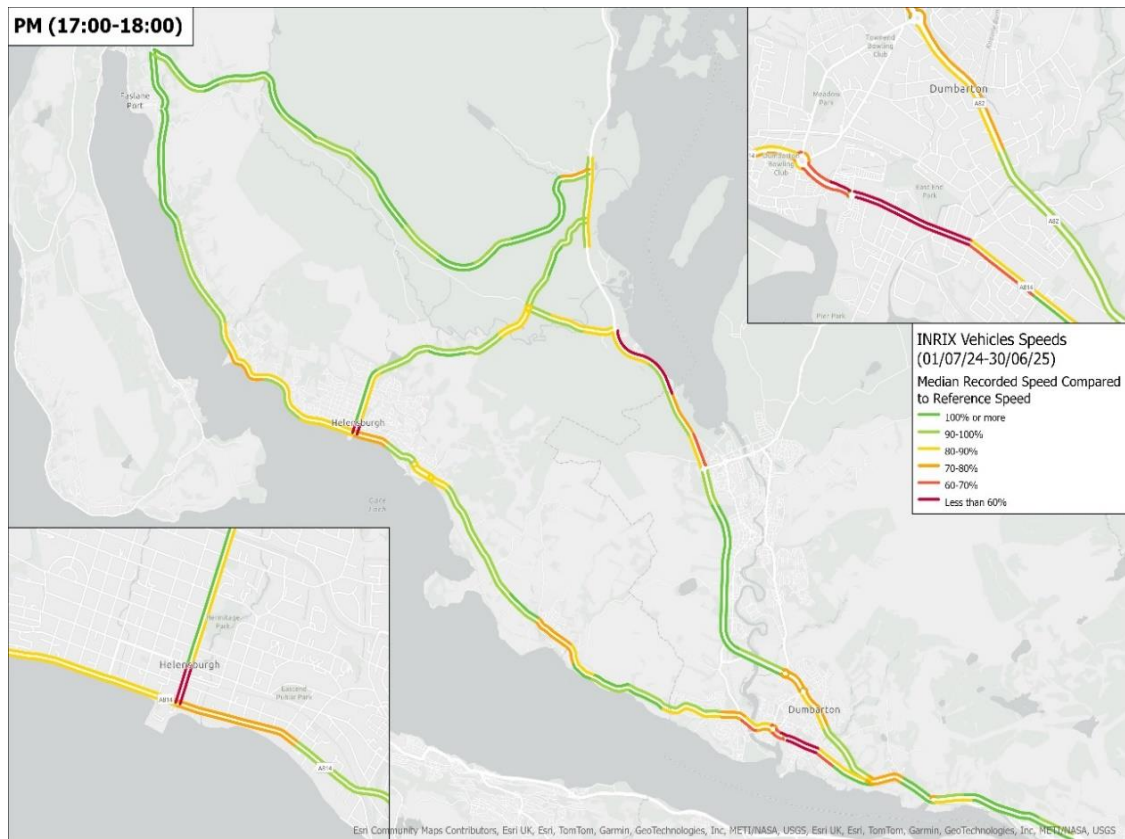


Figure 4.10: INRIX Vehicle Speeds – PM Peak

- 4.9.5 As demonstrated in **Figure 4.9** and **Figure 4.10**, congestion regularly occurs within the centre of Helensburgh, with the **A818 / A814 signalised junction being a key focal point**. Both northbound and southbound approaches at this junction reported median recorded speed less than 60% when compared to the reference speed in both the AM and PM peak periods. The section of the A814 East Clyde Street adjacent to this junction is also shown to have slightly lower median speeds during the PM peak period of between 70-80%.
- 4.9.6 Other key potential congestion hotspots include:
- **A814 Cardross Road / Morrisons Supermarket Roundabout:** where the median recorded speeds are around 70-80% of the reference speed during the AM peak period.
 - **A814 (Glasgow Road):** through Dunbarton Town Centre, extending past the St James Retail Park, which has median speeds of less than 60% of the reference speed during the PM peak period.
 - **A82:** southbound from the Arden Roundabout, which reports a median speed less than 60% of the reference speed during the PM peak period. In addition, the A82 around the Lomondgate and Barloan Toll Roundabouts reports a median speed between 60 and 70% of the reference speed during the AM peak period.

5 Transport Demand

5.1 Overview

- 5.1.1 This section presents a high-level analysis of existing transport demands. The analysis includes a study of modal shift based on the most recent census year (2022) compared to previous census data to ascertain the prevailing mode choices of the population living in the area and how these have changed.
- 5.1.2 Following the high-level review of the census data, each mode has then been considered in more detail.

5.2 Travel to Work – Census Data

- 5.2.1 **Table 5.1** presents the Census Data for Helensburgh (Settlement) for the Census years 2001, 2011 and 2022.

Table 5.1: Helensburgh (Settlement) Census Data

| Mode | 2001 | 2011 | 2022 |
|-----------------------------|---------------|---------------|---------------|
| Homeworking | 5.8% | 11.6% | 31.8% |
| Driving a car or van | 39.2% | 55.6% | 45.4% |
| Passenger in a car or van | 13.9% | 5.0% | 3.6% |
| Taxi or private hire | 0.5% | 0.3% | 0.2% |
| Motorcycle | 0.5% | 0.3% | 0.3% |
| On foot | 20.1% | 9.7% | 8.1% |
| Bicycle | 1.7% | 1.7% | 1.7% |
| Bus, minibus or coach | 7.6% | 3.8% | 1.9% |
| Train | 9.5% | 10.3% | 5.1% |
| Underground, subway or tram | 0.2% | 0.1% | 0.1% |
| Other | 0.9% | 1.6% | 1.7% |
| Total | 100.0% | 100.0% | 100.0% |

Source: [Search | Scotland's Census](#) (August 2025)

- 5.2.2 **Table 5.1** confirms that homeworking has increased between the Census years. However, the increase in 2022 will partly be due to the resulting homeworking practices arising during COVID-19, which may have reduced somewhat since.
- 5.2.3 Active modes of transport and public transport usage decreased from 2001 to 2022, with COVID-19 likely impacting the latter. Train mode share increased between 2001 and 2011 but declined significantly in 2022; this decline is likely related to the COVID-19 pandemic. The data in **Figure 5.1** and **Figure 5.3** for train patronage do, however, show some recovery of the train mode share between 2022 and 2024.
- 5.2.4 Car driver mode share increased from 2001 to 2011, while decreasing in 2022, partly due to increased homeworking. Car passenger mode share fell between each Census year, with the largest decrease between 2001 and 2011.
- 5.2.5 As the 2022 Origin-Destination data has been recently published, this will be considered in the site appraisal process.

5.3 Rail

- 5.3.1 As set out previously, Helensburgh has three railway stations, Helensburgh Central/Upper and Craigendoran whilst there is a further rail station in Cardross.

Station Usage

- 5.3.2 **Figure 5.1** displays stations entries and exits data from the Office for Road and Rail (ORR), which has been examined to understand the stations' usage, the data has been normalised to allow for comparison of usage, 2020-21 has been omitted due to COVID-19.

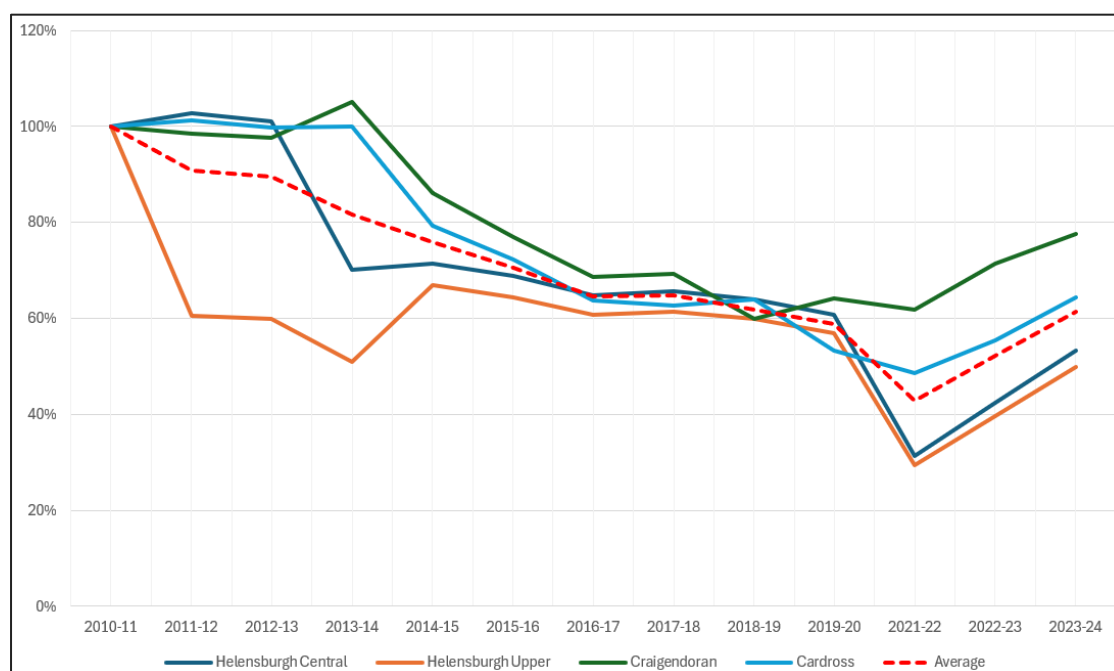


Figure 5.1: Railway Station Usage (Normalised)¹³

- 5.3.3 **Figure 5.1** displays that all four stations have seen their relative number of passengers decrease from 2010-11 to 2019-20, with a further decrease from 2019-20 to 2021-22 due to the lasting effects of COVID-19. All stations have experienced an increase in usage from 2021 to 2023, but are yet to recover to their respective pre-COVID peaks.

- 5.3.4 Below is a summary of the usage at each station, represented in **Figure 5.1**:

- Helensburgh Central:** Between 2010-11 and 2012-13, the station usage was flat, with a 30% decrease in 2013-14. This decline continued until 2019-20, decreasing from a peak of 1,210,6324 to 716,864, a 42% decrease. Levels are yet to recover to their pre-COVID passenger numbers (8% lower). Therefore, there is the capacity for an increase in the number of passengers by at least 583,098, to reach its peak again.
Helensburgh Upper: Between 2011-12 and 2019-20, usage was relatively consistent, apart from 2013-14, which saw a notable decrease but recovered to in 2014-15. Post-COVID, usage has not recovered to pre-COVID levels yet, with 1,666 fewer than 2019-20; however, it is important to note that this would only be slightly affected by COVID. There is a greater capacity for passengers, as the maximum number of passengers on record was between 2010-11, with 23,466 entries and exits.
- Craigendoran:** This station saw the least amount of decrease in passengers from 2010-11 to 2017-18, when compared to the other stations and was the least impacted by COVID-19, seeing its passengers drop by 2% from 2019-20 to 2021-22, having

¹³ Source: [Home | ORR Data Portal](#) [Table 1410] (August 2025)

grown past its last pre-COVID year of 2019-20. It is the closest station to reaching its peak, 208,894, currently at 54,812, less than its peak.

- **Cardross:** Between 2010-11 and 2013-14, station usage was flat, with a 20% decrease in 2014-15. This trend continued until 2017-18, decreasing from 227,656 to 142,808, a 37% decrease. While this station was impacted by COVID-19, it has recovered to its 2016-17 passenger numbers.

Service Reliability – Cancellations

- 5.3.5 The four stations' cancellation data from the ORR have been examined to understand the reliability of stations' services, as displayed in **Figure 5.2**.

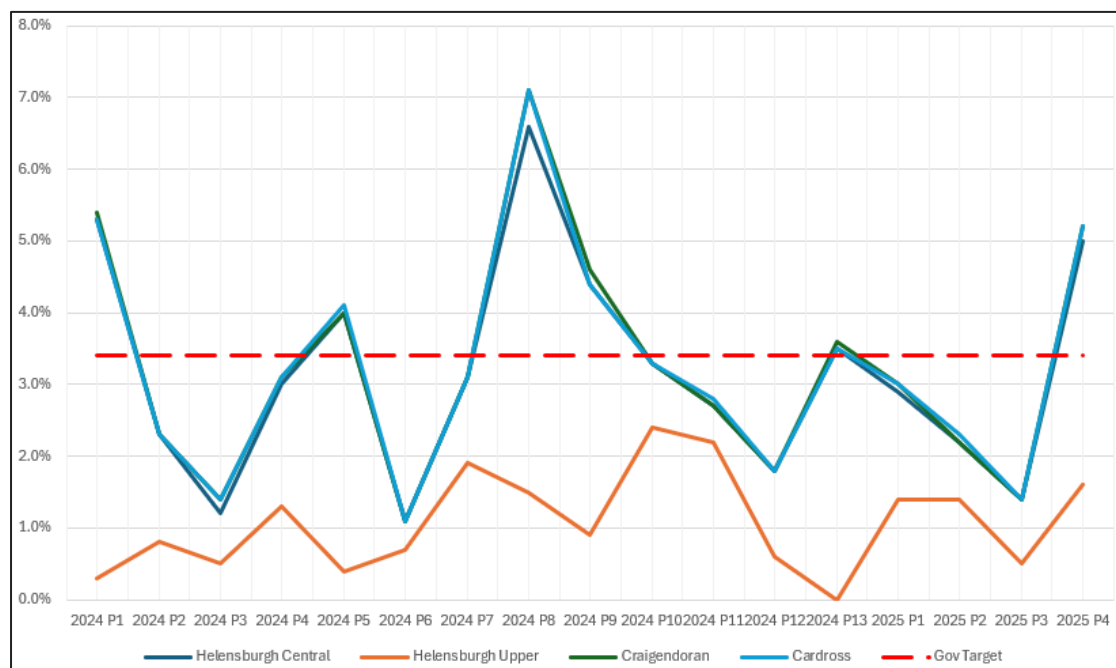


Figure 5.2: Service Reliability – Cancellations¹⁴

- 5.3.6 The government target for cancellations per month is 3.4% of all trains arriving and departing stations. **Figure 5.2** displays data for the 2024/25 year and confirms that whilst there are months when the operational threshold of 3.4% is not met, the average over the year is below the 3.4% monitoring threshold. As would be expected Helensburgh Central, Craigendoran and Cardross, have near identical cancellations in each period, as they are on the same line and have the same services stopping at them. Helensburgh Upper has less frequent services than the other stations, and therefore, it is not surprising that there are fewer cancellations. As such, the government performance target has been met fully in the 2024/25 period.
- 5.3.7 Helensburgh Centrals' 2024 and 2025 average percentage of cancelled services is below the national average and target, while the number of services arriving within three minutes of the stated arrival time is above the national average, see b. Based on this, Helensburgh Central Station is operating well with reliable trains and should not be a barrier to its use.
- 5.3.8 **Table 5.2** confirms that all the stations have a lower percentage of cancelled services than the national average and target, providing a consistent schedule of services.

¹⁴ Source: [Home | ORR Data Portal](#) [Table 3130] (August 2025)

Table 5.2: Train Stations Cancellation Percentages

| Station | Cancellations (%) |
|---------------------------|-------------------|
| Helensburgh Central | 3.2% |
| Helensburgh Upper | 1.1% |
| Craigendoran | 3.3% |
| Cardross | 3.2% |
| National Average (Target) | 4.1% (3.4%) |

Service Reliability – Time to 3

- 5.3.9 The four stations Time to 3 data, the percentage of services that arrive within three minutes of their scheduled time, from the ORR has been examined to understand the reliability of stations' services, as displayed in **Figure 5.3**.
- 5.3.10 It should be noted that there is no Time to 3 data for Helensburgh Upper for the periods 2024 P1-11.

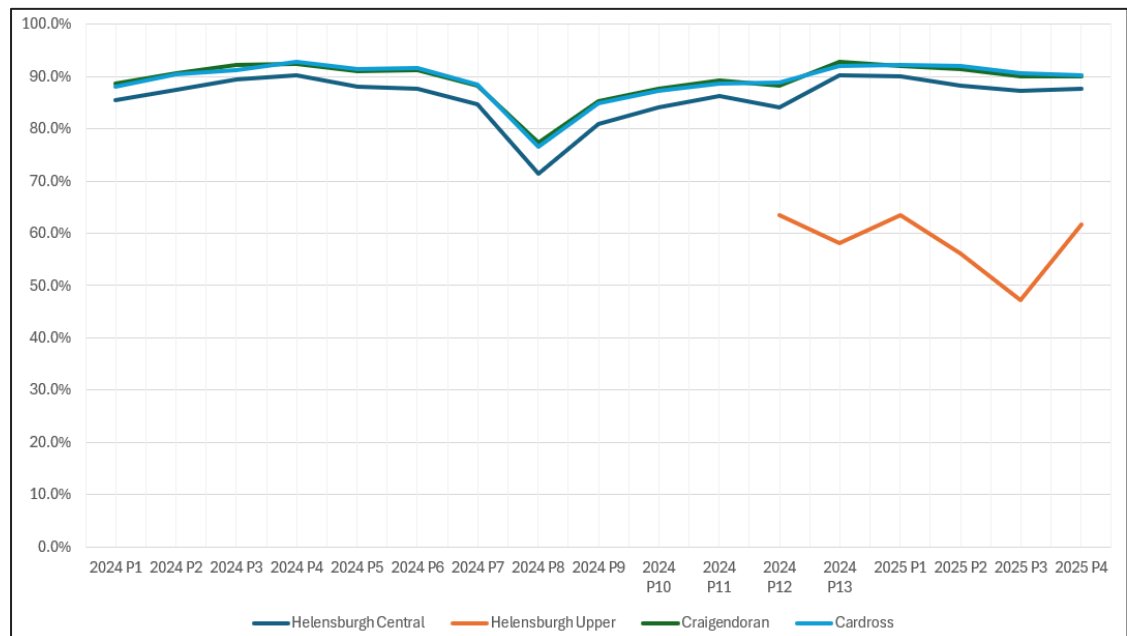


Figure 5.3: Service Reliability – Time to 3¹⁵

- 5.3.11 **Figure 5.3** displays that Helensburgh Central, Craigendoran and Cardross have similar Time to 3 rates, which is expected due to the same services stopping at these stations, although Helensburgh Central does have a slightly worse Time to 3 than the other two stations. Helensburgh Upper performs notably poorer than the other three stations; this could be due to its infrequent services, meaning a single service arriving after three minutes would skew the data due to the low sample size.
- 5.3.12 **Table 5.3** shows that all stations, apart from Helensburgh Upper, services arrive within three minutes at a greater rate than the national average, providing passengers with confidence that their service will be on time. Whilst Helensburgh Upper does have a very low level of cancelled services, these are often more than three minutes late and at a greater rate than the national average, which could be a barrier to increasing the station's patronage.

¹⁵ Source: [Home | ORR Data Portal](#) [Table 3130] (August 2025)

Table 5.3: Train Stations Time to 3 Percentages

| Station | Time to 3 (%) |
|---------------------|---------------|
| Helensburgh Central | 86.1% |
| Helensburgh Upper | 58.4% |
| Craigendoran | 89.3% |
| Cardross | 89.3% |
| National Average | 84.3% |

5.4 Highway Network

Local Road Network Traffic Flows

5.4.1 A review of the demands on the existing local road network has been conducted, which was informed by data from existing Department for Transport (DfT) count points. These record and estimate the number and classifications of vehicles that travel through the count points¹⁶. This data is provided as Average Annual Daily Traffic (AADT). The links considered are:

- A818 – Sinclair Street (Site Number: 81116)
- A818 – North of Helensburgh (Site Number: 81103)
- A814 – Rhu Road Lower (Site Number: 78598)
- A814 – East Clyde Street (Site Number: 78599)
- A814 – East of Helensburgh (Colgrain) (Site Number: 40923)
- A814 – West of Helensburgh (Shandon) (Site Number: 10922)

5.4.2 The location of these DfT count points is presented in **Figure 5.4**.

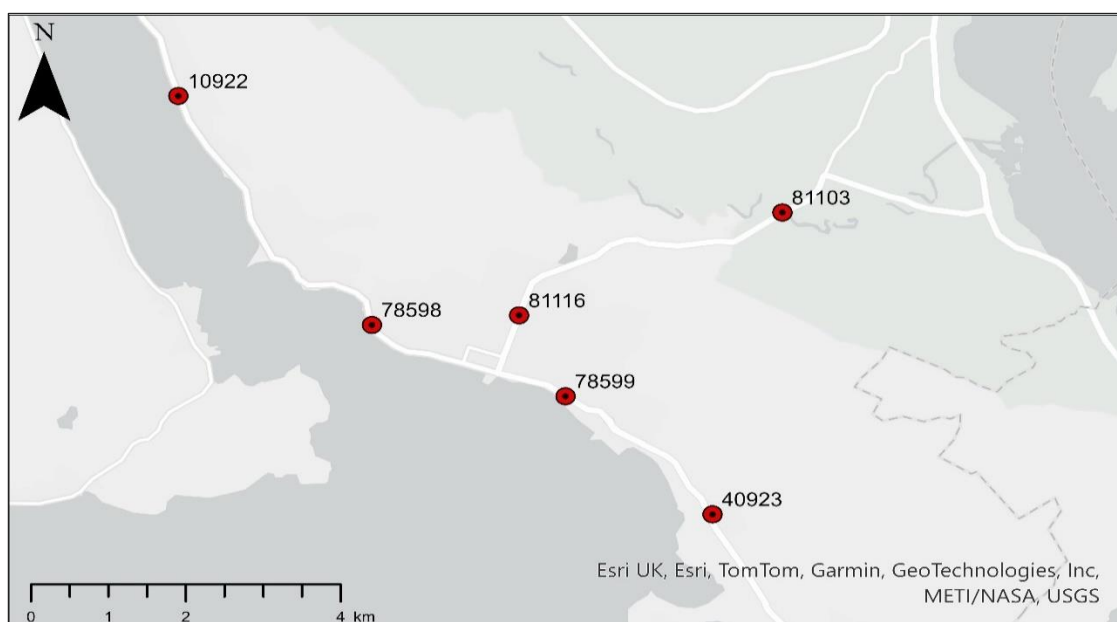


Figure 5.4 - DfT count points¹⁷

5.4.3 Each roads AADT from 2017 to 2024 has been normalised with 2017 set as the base year, this is presented in **Figure 5.5**.

¹⁶ Limitation of DfT count points are that many of the count sites are estimates

¹⁷ DfT Count Points - <https://roadtraffic.dft.gov.uk/#6/55.254/-6.053/basemap-regions-countpoints> (August 2025)

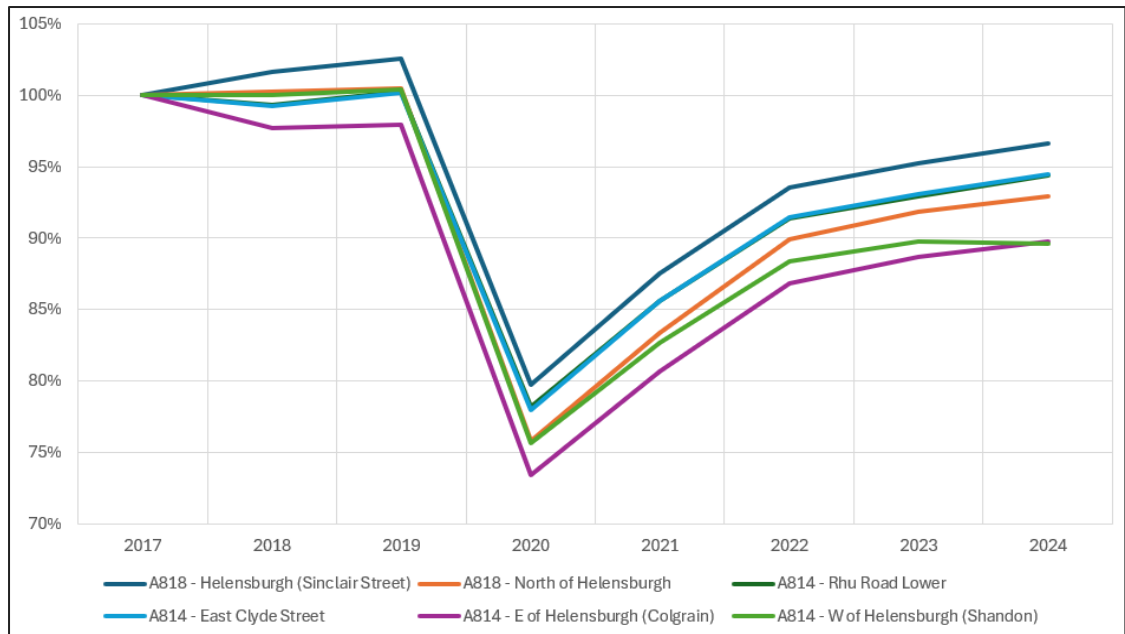


Figure 5.5 – A814 and A818 AADT 2017-24 (Normalised)¹⁸

5.4.4 **Figure 5.5** displays that each section of the A814 and A818 has seen a similar pattern between 2017 and 2024; all are yet to recover to their pre-COVID traffic flows. Each road sees roughly the same proportion of traffic between 2017 and 2024 compared to one another; this has not been impacted by COVID.

5.4.5 The average proportion of vehicles along each of the sections of the A814 and A818 is shown in **Figure 5.6**.

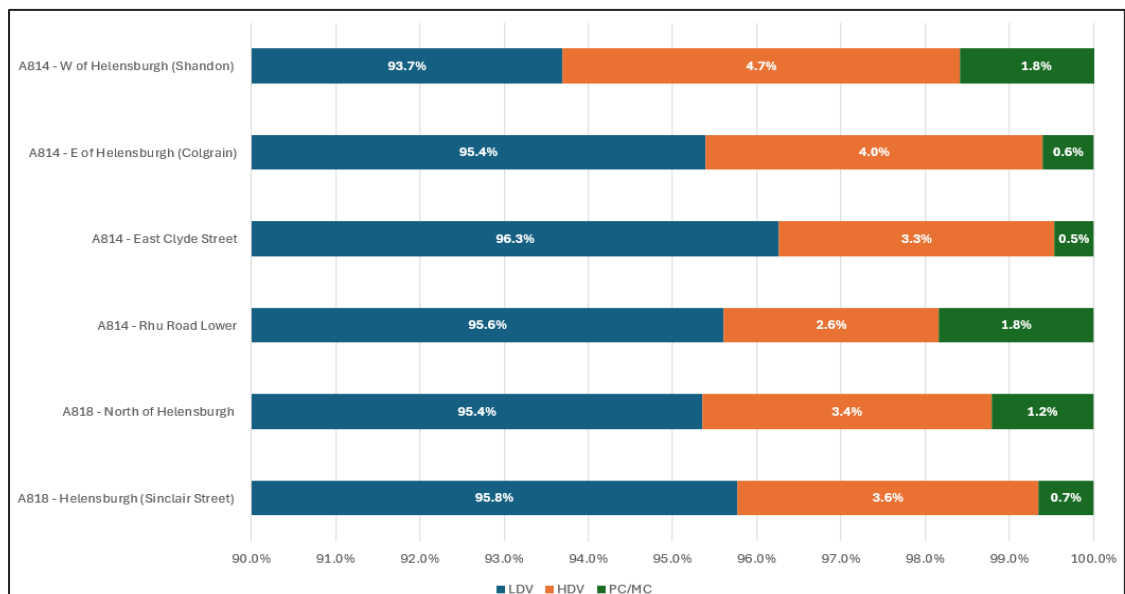


Figure 5.6: A814 and A818 AADT 2017-24 Average Vehicle Composition

5.4.6 **Figure 5.6** displays the vehicle mix along each section of the A814 and A818 is similar to the other sections, with a minimum of 93.7% being LDVs (A814 W of Helensburgh), the proportion of HDV ranges from 2.6% to 4.7%, while Pedal Cyclists and Motorcycles range from 0.5% to 1.8%.

¹⁸ Source: [Home | ORR Data Portal](#) [Table 3130] (August 2025)

A82 Traffic Flows

- 5.4.7 **Table 5.4** presents the number and type of vehicles recorded or estimated on the A82 north of Arden Roundabout from 2017 to 2024.

Table 5.4: A82 North of Arden Roundabout AADT Traffic Flows by Year

| Year | LDV | HDV | PC/MC | Total |
|------|--------|-----|-------|--------|
| 2017 | 12,532 | 744 | 484 | 13,760 |
| 2018 | 12,566 | 744 | 506 | 13,816 |
| 2019 | 12,653 | 733 | 520 | 13,906 |
| 2020 | 8,696 | 574 | 345 | 9,615 |
| 2021 | 11,432 | 772 | 431 | 12,635 |
| 2022 | 11,732 | 714 | 423 | 12,869 |
| 2023 | 12,185 | 723 | 411 | 13,319 |
| 2024 | 12,602 | 744 | 429 | 13,775 |

Source: [Road traffic statistics - Manual count point: 81104](#) (July 2025)

- 5.4.8 **Table 5.4** displays that the number of vehicles has recovered to pre-COVID levels, with 0.9% fewer vehicles in 2024 than in 2019.
- 5.4.9 **Table 5.5** presents the number and type of vehicles recorded or estimated on the A82 south of Arden Roundabout from 2017 to 2024.

Table 5.5: A82 North of Arden Roundabout AADT Traffic Flows by Year

| Year | LDV | HDV | PC/MC | Total |
|------|--------|-----|-------|--------|
| 2017 | 17,417 | 830 | 372 | 18,619 |
| 2018 | 17,477 | 835 | 389 | 18,701 |
| 2019 | 14,595 | 826 | 399 | 15,820 |
| 2020 | 12,125 | 662 | 263 | 13,050 |
| 2021 | 14,024 | 765 | 297 | 15,086 |
| 2022 | 16,040 | 786 | 326 | 17,152 |
| 2023 | 16,327 | 782 | 310 | 17,419 |
| 2024 | 16,503 | 787 | 316 | 17,606 |

Source: [Road traffic statistics - Manual count point: 81105](#) (July 2025)

- 5.4.10 **Table 5.5** displays that the number of vehicles has recovered and exceeded the pre-COVID levels, with 11.3% more vehicles in 2024 than in 2019.

Highway Network Summary

- 5.4.11 **Table 5.6** compares the roads above' busiest years' from 2017 to 2024 to identify whether there is capacity for future traffic growth.

Table 5.6: Comparison of Busiest Year and Current Year – AADT Traffic Flows

| Road | Busiest Year | 2024 | Difference |
|-----------------------|---------------------|-------------|-------------------|
| A818 (Sinclair St) | 11,492 (2019) | 9,246 | 2,246 |
| A818 N of Helensburgh | 9,353 (2019) | 8,649 | 704 |
| A82 N of Arden Rbt | 13,906 (2019) | 13,775 | 131 |
| A82 S of Arden Rbt | 18,701 (2018) | 17,606 | 1,095 |
| A814 – Rhu Road Lower | 9,788 (2019) | 9,213 | 575 |
| A814 East Clyde St | 7,699 (2019) | 7,262 | 437 |
| A814 E of Helensburgh | 8,632 (2017) | 7,748 | 884 |
| A814 W of Helensburgh | 7,368 (2019) | 6,574 | 794 |

- 5.4.12 None of the roads examined has exceeded the number of vehicles recorded in their respective busiest years in 2024; as such, it is considered that the network has some capacity to accommodate an increase in traffic flows on local and regional routes without any increases in infrastructure provision.

6 Summary and Next Steps

6.1 Summary of Key Constraints and Opportunities

6.1.1 Provided within **Table 6.1** below is a summary of the key constraints and opportunities highlighted within this note.

Table 6.1: Summary of Key Constraints and Opportunities

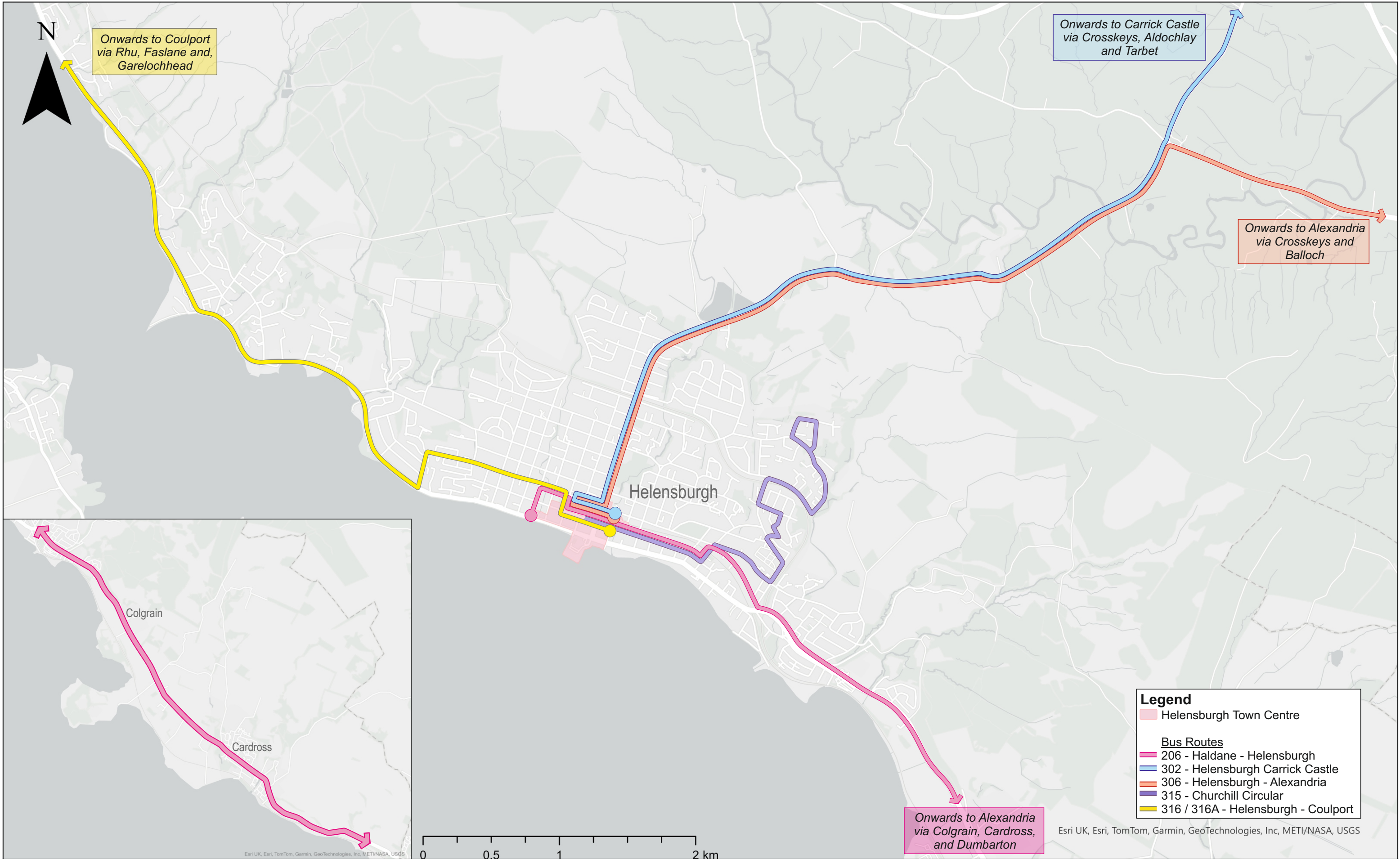
| Theme | Key Constraints | Key Opportunities |
|--------------------------------|---|---|
| <i>Active Travel</i> | | |
| Cycle Infrastructure | There is no existing cycling infrastructure between Helensburgh and Dumbarton on the A814 corridor, connecting Colgrain and Cardross. | The Council has long-term plans to develop cycle infrastructure along the A814 corridor, albeit it remains subject to further design / feasibility review. |
| Local Amenities | Most of Helensburgh's amenities, including shops, sports and leisure centre, and post office, are in the town centre. | Except for Rhu Primary School, all of Helensburgh's primary schools are located towards the east of the town. Hermitage Academy is located at the eastern edge of the town, adjacent to Morisson's, which is Helensburgh's only large supermarket. |
| <i>Bus</i> | | |
| Bus Routing | Many of the routes terminate in Helensburgh town centre without providing continuous connectivity to HMNB Clyde. | The existing 316 / 316A services could potentially be expanded to service the east of Helensburgh, but this will require discussions with operators at an early stage to understand challenges and opportunities from an operator perspective. |
| Bus Stops | Lack of bus stops in areas away from the main roads (A818 / A814) with limited bus services provided in the northeast of Helensburgh. | The potential expansion of the East of Helensburgh may provide the opportunity for new / extending existing bus services to be commercially viable, but this will require discussions with operators at an early stage to understand challenges and opportunities from an operator perspective. |
| Bus Capacity | Aside from the A814, the existing bus routes provide limited-service frequency, including on the A818. Declining bus patronage in the Helensburgh area suggests there may be limited potential for new bus services / diverted bus services due to commercial viability constraints. | The 206 service along the A814 corridor provides a reasonable level of service frequency (half hourly) for journeys between Helensburgh and Dumbarton via Cardross. |
| <i>Rail</i> | | |
| Station Interchange Facilities | Most stations along the Helensburgh Central line only have limited park and ride capacity / journey interchange facilities. | Relocation of a station to the east of Morrison's supermarket to enable the provision of park and ride facilities could be a potential option; however, this would be subject to discussions with TS / Scotrail / Network Rail to establish feasibility and would have financial implications. |

| Theme | Key Constraints | Key Opportunities |
|----------------------|---|---|
| | | It may therefore be more sensible to provide mobility hubs within the site and at the station to encourage sustainable modal access to the station. |
| Connectivity | <p>Access to HMNB Clyde cannot easily be reached by rail.</p> <p>Limited access to a rail station from the East of Helensburgh where there is very limited parking presently.</p> | <p>HITRANS have long term aspirations to deliver a new station at Faslane, along the West Highland Way Line. However, this remains subject to an ongoing Business Case process and there is no firm funding commitment to deliver this.</p> <p>There may be potential to establish a rail halt as part of the proposals; however, this would be subject to further discussions with Network Rail / Scotrail, which should be expedited if this option is pursued further.</p> |
| Network Capacity | <p>All four stations considered have seen a decrease in their relative number of passengers from 2010-11 to 2019-20, with a further decrease from 2019-20 to 2021-22 due to the lasting effects of COVID-19.</p> | <p>Helensburgh Central line provides frequent half-hourly services towards Glasgow.</p> <p>All stations have experienced an increase in usage from 2021 to 2023, but are yet to recover to their respective pre-COVID peaks.</p> <p>There is the capacity for an increase in the number of passengers at each of the four stations considered before they reach their peak again.</p> |
| Traffic | | |
| Congestion Hotspots | <p>Key congestion hotspots are located in Helensburgh (A818 Sinclair Street), A82 Southbound (from Arden Roundabout), Dumbarton (Glasgow Road / Church Street Roundabout).</p> | <p>Potential future plans for the creation of a link road on the eastern edge of Helensburgh may alleviate pressure on the A818 / A814 junction.</p> |
| Road Safety | <p>A high proportion of serious and fatal collisions over the most recent 5-year period involved active travel modes.</p> | <p>The Council has long-term plans to develop active travel infrastructure along the A814 corridor, albeit it remains subject to further design / feasibility review, which may improve the risks of active travel and traffic conflicts.</p> |
| HMNB Clyde expansion | <p>Whilst traffic flows are yet to recover to pre-COVID levels, there is potential for future traffic impacts as a result of the expansion of the workforce at HMNB Clyde. which places additional pressure on the network.</p> | <p>The potential for future plans to include an orbital link road on the eastern edge of Helensburgh may alleviate pressure through the centre of Helensburgh and direct traffic up to the A817 Military Haul Road.</p> |

6.3 Next Steps

- 6.3.1 The findings from this TN will inform the development of the spatial options and could lead to the early identification of a preferred option from a transport and highways perspective. Initial discussions with some stakeholders, including Transport Scotland and Argyll and Bute Council, suggest that a proposed link road on the eastern edge of Helensburgh could, at this early stage, be potentially considered preferable. However, this will need to be considered alongside other baseline and emerging findings from all disciplines across the sites identified.
- 6.3.2 As part of the next stage of the transport appraisal process, supported by further engagement with key stakeholders and multidisciplinary review, assessment of the feasibility and deliverability of all options, including proposals which include the link road, will be carried out before confirming the preferred option for which a transport appraisal will then be prepared for the preferred spatial option.
- 6.3.3 The transport appraisal stage will be supported and informed by stakeholder engagement, including with Council officers, West Dunbartonshire Council Officers, Transport Scotland's roads and rail team, Network Rail, and Scotrail.

Appendix A Local Bus Route Map



HELENSBURGH SDF
LOCAL BUS ROUTE MAP

| | | | | |
|-------------|------------|--------------|------|------|
| | | | | |
| | | | | |
| | | | | |
| Mark | Revision | Drawn | Date | Chkd |
| Date: | 03/09/2025 | Appendix - A | | |
| Drawn By: | FS | | | |
| Checked By: | JT | | | |

Appendix B Journey Time Route Maps



Legend

INRIX Route B

A818 Section 1

A818 Section 2

A82 Section 1

A82 Section 2

A82 Section 3

A82 Section 4

I:\Glas-v\ps-001\projects\S332612817 Helensburgh SDF\S3326\TransportBaseline\Reporting\Figures\Corer\250903 Helensburgh_INRIX_JT Routes - Route B.cdr



Appendix C INRIX Congestion hot-spot data AM Peak Hour (08:00-09:00)

| OBJECTID | OID_1 | XDSegID | PreviousXD | NextXDSegI | FRC | RoadNumber | RoadName | Country | State | County | PostalCode | Miles | Lanes | RoadList | StartLat | StartLong | EndLat | EndLong | Bearing | XDGroup | CleanSegID | Shape_Length | Time | Median_Ratio | FullRouteID | Median_Ratio_Group |
|----------|----------|-----------|------------|------------|-----|------------|--------------------|----------------|----------|---------------------|------------|----------------------|--------|------------------------|--------------------|--------------------|--------------------|--------------------|---------|------------------|------------------|--------------|----------|--------------|--------------|--------------------|
| 8 | 25113515 | 210653190 | 709019614 | 709030454 | 2 | 82 | Stirling Road | United Kingdom | Scotland | West Dunbartonshire | G82 3 | 0.5288853709328142 | 2.0715 | Stirling Road A82 | 55.940436647565495 | -4.527693976749218 | 55.946161480921575 | -4.546562068387728 | W | 191748 | SEG ID 210653190 | 0.01065018 | 08:00:00 | 0.866666667 | B5 - WB | 80-90% |
| 32 | 25130145 | 211018299 | 709030467 | 708933272 | 2 | 82 | Stirling Road | United Kingdom | Scotland | West Dunbartonshire | G82 3 | 0.5264953432400493 | 2.0 | Stirling Road A82 | 55.94619643366917 | -4.546437940918024 | 55.94050993219471 | -4.53785153827619 | E | 208378 | SEG ID 211018299 | 0.010614162 | 08:00:00 | 0.947368421 | B5 - EB | 90-100% |
| 56 | 25611670 | 351928312 | 450616337 | 709117285 | 3 | 82 | | United Kingdom | Scotland | Argyll And Bute | G84 7 | 0.004469319330304647 | 2.0655 | | 55.99719 | -4.71033 | 55.99717 | -4.71022 | C | 689903 | SEG ID 351928312 | 0.000110861 | 08:00:00 | 0.918918919 | C1 - EB | 90-100% |
| 87 | 25669541 | 432240647 | 709019406 | 432240653 | 2 | 82 | Great Western Road | United Kingdom | Scotland | West Dunbartonshire | G60 5 | 0.5007513373668034 | 2.0655 | Great Western Road A82 | 55.925091414494126 | -4.448023975928822 | 55.92797979143348 | -4.460002709497867 | W | 184976 | SEG ID 432240647 | 0.012269631 | 08:00:00 | 0.932584227 | B6 - WB | 90-100% |
| 88 | 25669541 | 432240647 | 709019406 | 432240653 | 2 | 82 | Great Western Road | United Kingdom | Scotland | West Dunbartonshire | G60 5 | 0.5007513373668034 | 2.0655 | Great Western Road A82 | 55.925091414494126 | -4.448023975928822 | 55.92797979143348 | -4.460002709497867 | W | 184976 | SEG ID 432240647 | 0.012269631 | 08:00:00 | 0.932584227 | C5 - WB | 90-100% |
| 135 | 25669547 | 432240653 | 432240647 | 709019495 | 2 | 82 | Great Western Road | United Kingdom | Scotland | West Dunbartonshire | G60 5 | 0.5007580315253153 | 2.131 | Great Western Road A82 | 55.9277979143348 | -4.460002709497867 | 55.92976 | -4.4723 | W | 184976 | SEG ID 432240653 | 0.012505363 | 08:00:00 | 0.966292135 | B6 - WB | 90-100% |
| 136 | 25669547 | 432240653 | 432240647 | 709019495 | 2 | 82 | Great Western Road | United Kingdom | Scotland | West Dunbartonshire | G60 5 | 0.5007580315253153 | 2.131 | Great Western Road A82 | 55.9277979143348 | -4.460002709497867 | 55.92976 | -4.4723 | W | 184976 | SEG ID 432240653 | 0.012505363 | 08:00:00 | 0.966292135 | C5 - WB | 90-100% |
| 176 | 25679875 | 432257301 | 708928585 | 432275558 | 3 | 814 | A814 | United Kingdom | Scotland | Argyll And Bute | G84 0 | 0.854500327023094 | 2.0 | | 56.0684 | -8.18434 | 56.07992 | -8.18184 | N | 758108 | SEG ID 432257301 | 0.013802341 | 08:00:00 | 0.894366197 | D2 - WB | 80-90% |
| 207 | 25680322 | 432258116 | | 709022274 | 2 | 82 | Great Western Road | United Kingdom | Scotland | West Dunbartonshire | G60 5 | 0.43345184131993403 | 2.0 | Great Western Road A82 | 55.93199 | -4.50308 | 55.9326 | -4.49198 | E | 208379 | SEG ID 432258116 | 0.01119171 | 08:00:00 | 0.8875 | B6 - EB | 80-90% |
| 208 | 25680322 | 432258116 | | 709022274 | 2 | 82 | Great Western Road | United Kingdom | Scotland | West Dunbartonshire | G60 5 | 0.43345184131993403 | 2.0 | Great Western Road A82 | 55.93199 | -4.50308 | 55.9326 | -4.49198 | E | 208379 | SEG ID 432258116 | 0.01119171 | 08:00:00 | 0.8875 | C5 - EB | 80-90% |
| 255 | 25680323 | 432258117 | 709022274 | 709022305 | 2 | 82 | Great Western Road | United Kingdom | Scotland | West Dunbartonshire | G60 5 | 0.5487327265383386 | 2.033 | Great Western Road A82 | -4.47557254400312 | 55.928356085722626 | -4.461957077082281 | E | 208379 | SEG ID 432258117 | 0.013810406 | 08:00:00 | 1 | B6 - EB | 100% or more | |
| 256 | 25680323 | 432258117 | 709022274 | 709022305 | 2 | 82 | Great Western Road | United Kingdom | Scotland | West Dunbartonshire | G60 5 | 0.5487327265383386 | 2.033 | Great Western Road A82 | -4.47557254400312 | 55.928356085722626 | -4.461957077082281 | E | 208379 | SEG ID 432258117 | 0.013810406 | 08:00:00 | 1 | C5 - EB | 100% or more | |
| 296 | 25734736 | 444147295 | 709044029 | 444147296 | 3 | 814 | A814 | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.9320567677080848 | 1.0 | A814 | 56.06826 | -8.18143 | 56.05490972981071 | -8.18136380820615 | S | 812969 | SEG ID 444147295 | 0.013784458 | 08:00:00 | 0.913784458 | C1 - SB | 100% or more |
| 320 | 25734737 | 444147296 | 444147295 | 444147297 | 3 | 814 | A814 | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.723326013708781 | 1.0 | A814 | 56.05490972981071 | -8.18136380820615 | 56.04546 | -8.80717 | S | 812969 | SEG ID 444147296 | 0.012160692 | 08:00:00 | 1 | A3 - SB | 100% or more |
| 344 | 25734738 | 444147297 | 444147296 | 444147298 | 3 | 814 | A814 | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.93809093099997357 | 1.0 | A814 | 56.04546 | -8.80717 | 56.03291 | -4.79822 | S | 812969 | SEG ID 444147297 | 0.01554882 | 08:00:00 | 0.91554882 | A2 - SB | 100% or more |
| 368 | 25734739 | 444147298 | 444147297 | 444147299 | 3 | 814 | A814 | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.737349504486642 | 1.0 | A814 | 56.03291 | -4.79822 | 56.02441 | -4.78697 | S | 812969 | SEG ID 444147298 | 0.014263847 | 08:00:00 | 0.971428571 | A2 - SB | 90-100% |
| 392 | 25734740 | 444147299 | 444147298 | 444147300 | 3 | 814 | Gareloch Road | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.9873614393709984 | 1.0 | Gareloch Road A814 | 56.02441 | -4.78697 | 56.024409998975083 | -4.77324 | S | 812969 | SEG ID 444147299 | 0.018838914 | 08:00:00 | 0.886792453 | A1 - SB | 80-90% |
| 416 | 25734741 | 444147300 | 444147299 | 444147301 | 3 | 814 | Rhu Road Lower | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.9191249460821863 | 1.0 | Rhu Road Lower A814 | 56.013600000005675 | -4.77323998421867 | 56.006460478963426 | -4.756617533553742 | S | 812969 | SEG ID 444147300 | 0.019728082 | 08:00:00 | 0.919642857 | A1 - SB | 90-100% |
| 440 | 25734742 | 444147301 | 444147300 | 444147302 | 3 | 814 | West Clyde Street | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.919135768529853 | 1.0 | West Clyde Street A814 | 56.006460478963426 | -4.756617533553742 | 56.00288 | -4.73392 | S | 812969 | SEG ID 444147301 | 0.02035228 | 08:00:00 | 0.956521739 | A1 - SB | 90-100% |
| 464 | 25734743 | 444147304 | 709117198 | 444147305 | 3 | 814 | Rhu Road Lower | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.9209534049195325 | 1.0 | Rhu Road Lower A814 | 56.00575 | -4.75471 | 56.01371 | -4.771 | N | 812976 | SEG ID 444147304 | 0.019524776 | 08:00:00 | 0.980769231 | A1 - NB | 90-100% |
| 488 | 25734744 | 444147305 | 444147304 | 709117189 | 3 | 814 | A814 | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.658986594154468 | 1.0 | A814 | 56.01371 | -4.771 | 56.01891 | -4.78327 | N | 812976 | SEG ID 444147305 | 0.014144986 | 08:00:00 | 0.781818218 | A1 - NB | 70-80% |
| 512 | 25734745 | 444147306 | 709117189 | 709117091 | 3 | 814 | A814 | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.975690639179031 | 1.0 | A814 | 56.028870003586846 | -4.792450005828612 | 56.04106 | -4.80469 | N | 812976 | SEG ID 444147306 | 0.017501893 | 08:00:00 | 0.931506849 | A2 - NB | 90-100% |
| 543 | 25734752 | 444147317 | 709018594 | 444147318 | 4 | 818 | Sinclair Street | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.816797336170638 | 1.0 | Sinclair Street A818 | 56.01582999959633 | -4.725570001211031 | 56.00496 | -4.73284 | W | 231894 | SEG ID 444147317 | 0.013573278 | 08:00:00 | 0.923076923 | D1 - SB | 90-100% |
| 544 | 25734752 | 444147317 | 709018594 | 444147318 | 4 | 818 | Sinclair Street | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.816797336170638 | 1.0 | Sinclair Street A818 | 56.01582999959633 | -4.725570001211031 | 56.00496 | -4.73284 | W | 231894 | SEG ID 444147317 | 0.013573278 | 08:00:00 | 0.923076923 | C1 - WB | 90-100% |
| 591 | 25734753 | 444147318 | 444147317 | 444147319 | 4 | 818 | Sinclair Street | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.07471721211964999 | 1.0 | Sinclair Street A818 | 56.00496 | -4.73284 | 56.00392 | -4.73337 | W | 231894 | SEG ID 444147318 | 0.001164099 | 08:00:00 | 0.512820513 | D1 - SB | Less than 60% |
| 592 | 25734753 | 444147318 | 444147317 | 444147319 | 4 | 818 | Sinclair Street | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.07471721211964999 | 1.0 | Sinclair Street A818 | 56.00496 | -4.73284 | 56.00392 | -4.73337 | W | 231894 | SEG ID 444147318 | 0.001164099 | 08:00:00 | 0.512820513 | B1 - WB | Less than 60% |
| 639 | 25734754 | 444147319 | 444147318 | | 4 | 818 | Sinclair Street | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.0749355863432864 | 1.0 | Sinclair Street A818 | 56.00392 | -4.73337 | 56.00288 | -4.73392 | W | 231894 | SEG ID 444147319 | 0.001171359 | 08:00:00 | 0.487179487 | D1 - SB | Less than 60% |
| 640 | 25734754 | 444147319 | 444147318 | | 4 | 818 | Sinclair Street | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.0749355863432864 | 1.0 | Sinclair Street A818 | 56.00392 | -4.73337 | 56.00288 | -4.73392 | W | 231894 | SEG ID 444147319 | 0.001171359 | 08:00:00 | 0.487179487 | B1 - WB | Less than 60% |
| 687 | 25734755 | 444147320 | | 444147321 | 4 | 818 | Sinclair Street | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.0749355863432864 | 1.0 | Sinclair Street A818 | 56.00288 | -4.73392 | 56.00392 | -4.73337 | E | 812988 | SEG ID 444147320 | 0.001171265 | 08:00:00 | 0.457142857 | D1 - NB | Less than 60% |
| 688 | 25734755 | 444147320 | | 444147321 | 4 | 818 | Sinclair Street | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.0749355863432864 | 1.0 | Sinclair Street A818 | 56.00288 | -4.73392 | 56.00392 | -4.73337 | E | 812988 | SEG ID 444147320 | 0.001171265 | 08:00:00 | 0.457142857 | B1 - EB | Less than 60% |
| 735 | 25734756 | 444147321 | 444147320 | 444147322 | 4 | 818 | Sinclair Street | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.07471721211964875 | 1.0 | Sinclair Street A818 | 56.00392 | -4.73337 | 56.00496 | -4.73284 | E | 812988 | SEG ID 444147321 | 0.001164198 | 08:00:00 | 0.529411765 | D1 - NB | Less than 60% |
| 736 | 25734756 | 444147321 | 444147320 | 444147322 | 4 | 818 | Sinclair Street | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.07471721211964875 | 1.0 | Sinclair Street A818 | 56.00392 | -4.73337 | 56.00496 | -4.73284 | E | 812988 | SEG ID 444147321 | 0.001164198 | 08:00:00 | 0.529411765 | B1 - EB | Less than 60% |
| 783 | 25734757 | 444147322 | 444147321 | 709018544 | 4 | 818 | Sinclair Street | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.816797336170638 | 1.0 | Sinclair Street A818 | 56.00496 | -4.73284 | 56.01583 | -4.72557 | W | 812988 | SEG ID 444147322 | 0.013574052 | 08:00:00 | 0.913574052 | D1 - NB | 100% or more |
| 784 | 25734757 | 444147322 | 444147321 | 709018544 | 4 | 818 | Sinclair Street | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.816797336170638 | 1.0 | Sinclair Street A818 | 56.00496 | -4.73284 | 56.01583 | -4.72557 | W | 812988 | SEG ID 444147322 | 0.013574052 | 08:00:00 | 0.913574052 | B1 - EB | 100% or more |
| 824 | 25735594 | 444148619 | 709104889 | 708882981 | 4 | 818 | A818 | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.89987658143139923 | 1.0 | A818 | 56.02630934967234 | -4.645671888882565 | 56.03027 | -4.64781 | W | 813227 | SEG ID 444148619 | 0.022511467 | 08:00:00 | 0.913567073 | D2 - WB | 90-100% |
| 847 | 25735595 | 444148620 | 444148635 | 444148621 | 3 | 814 | Cardross Road | United Kingdom | Scotland | West Dunbartonshire | G82 4 | 0.2812905392484279 | 1.233 | Cardross Road A814 | 55.94754 | -4.57972 | 55.94777 | -4.58692 | W | 813828 | SEG ID 444148620 | 0.007242816 | 08:00:00 | 0.775 | C3 - WB | 70-80% |
| 878 | 25735596 | 444148621 | 444148620 | 709117379 | 3 | 814 | Cardross Road | United Kingdom | Scotland | West Dunbartonshire | G82 5 | 0.31823771594209377 | 1.1165 | Cardross Road A814 | 55.94777 | -4.58692 | 55.94810667828684 | -4.595023692741541 | W | 813828 | SEG ID 444148621 | 0.008158885 | 08:00:00 | 0.813953488 | C3 - WB | 80-90% |
| 896 | 25735597 | 444148622 | 444152095 | 444148623 | 3 | 814 | Glasgow Road | United Kingdom | Scotland | West Dunbartonshire | G82 4 | 0.05899847696307812 | 1.49 | Glasgow Road A814 | 55.94764 | -4.57973 | 55.94719 | -4.57844 | E | 813830 | SEG ID 444148622 | 0.001371804 | 08:00:00 | 0.743589744 | C4 - EB | 70-80% |
| 920 | 25735598 | 444148623 | 444148622 | 444148624 | | | | | | | | | | | | | | | | | | | | | | |

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|------|----------|-----------|-----------|-----------|---|-----|------------------------|----------------|----------|---------------------|-------|----------------------|--------|-------------------------|--------------------|---------------------|--------------------|---------------------|---|---------|------------------|-------------|-------------|-------------|-------------|--------------|---------|
| 2861 | 26181429 | 709018484 | 709018446 | 709018515 | 4 | 832 | B832 | United Kingdom | Scotland | Argyll And Bute | G83 8 | 0.5378458421816442 | 1.0 | B832 | 56.037089262245466 | -4.661466862831051 | 56.04400404922136 | -4.65574355727369 | N | 1259643 | SEG ID 709018484 | | 0.009275292 | 08:00:00 | 0.984126984 | D2 - NB | 90-100% |
| 2883 | 26181438 | 709018500 | 709018466 | | 4 | 832 | B832 | United Kingdom | Scotland | Argyll And Bute | G83 8 | 0.542832056959609 | 1.0 | B832 | 56.04887 | -4.64674 | 56.04400404922136 | -4.6557435572736905 | S | 1259632 | SEG ID 709018500 | 0.011325141 | 08:00:00 | 0.905660377 | D2 - SB | 90-100% | |
| 2909 | 26181448 | 709018515 | 709018484 | | 4 | 832 | B832 | United Kingdom | Scotland | Argyll And Bute | G83 8 | 0.542832056959609 | 1.0 | B832 | 56.04400404922136 | -4.65574355727369 | 56.04887 | -4.64674 | N | 1259643 | SEG ID 709018515 | 0.011325175 | 08:00:00 | 1 | D2 - NB | 100% or more | |
| 2943 | 26181466 | 709018544 | 444147322 | 709018612 | 4 | 818 | Luss Road | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.816097063179965 | 1.0 | Luss Road A818 | 56.01583 | -4.72557 | 56.02105480830556 | -4.7068976742649635 | E | 812988 | SEG ID 709018544 | 0.019406624 | 08:00:00 | 0.873015873 | D1 - NB | 80-90% | |
| 2944 | 26181466 | 709018544 | 444147322 | 709018612 | 4 | 818 | Luss Road | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.816097063179965 | 1.0 | Luss Road A818 | 56.01583 | -4.72557 | 56.02105480830556 | -4.7068976742649635 | E | 812988 | SEG ID 709018544 | 0.019406624 | 08:00:00 | 0.873015873 | D1 - EB | 80-90% | |
| 2991 | 26181491 | 709018594 | 709018659 | 444147317 | 4 | 818 | Luss Road | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.816097003827585 | 1.0 | Luss Road A818 | 56.021054808270335 | -4.706897675673757 | 56.01583 | -4.72557 | W | 231894 | SEG ID 709018594 | 0.019406464 | 08:00:00 | 1 | D1 - SB | 100% or more | |
| 2992 | 26181491 | 709018594 | 709018659 | 444147317 | 4 | 818 | Luss Road | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.816097003827585 | 1.0 | Luss Road A818 | 56.021054808270335 | -4.706897675673757 | 56.01583 | -4.72557 | W | 231894 | SEG ID 709018594 | 0.019406464 | 08:00:00 | 1 | B1 - WB | 100% or more | |
| 3039 | 26181499 | 709018612 | 709018544 | 709018629 | 4 | 818 | Luss Road | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.5944519551760209 | 1.0 | Luss Road A818 | 56.02105480830556 | -4.7068976742649635 | 56.02105480830556 | -4.691750893487214 | E | 812988 | SEG ID 709018612 | 0.015207288 | 08:00:00 | 1 | D1 - NB | 100% or more | |
| 3040 | 26181499 | 709018612 | 709018544 | 709018629 | 4 | 818 | Luss Road | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.5944519551760209 | 1.0 | Luss Road A818 | 56.02105480830556 | -4.7068976742649635 | 56.02105480830556 | -4.691750893487214 | E | 812988 | SEG ID 709018612 | 0.015207288 | 08:00:00 | 1 | B1 - EB | 100% or more | |
| 3087 | 26181512 | 709018639 | 709018612 | 709018670 | 4 | 818 | Luss Road | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.594451955202808 | 1.0 | Luss Road A818 | 56.02096513700568 | -4.691750893487214 | 56.0244498185566 | -4.678485034622627 | E | 812988 | SEG ID 709018639 | 0.013969471 | 08:00:00 | 0.944444444 | D2 - EB | 90-100% | |
| 3088 | 26181512 | 709018639 | 709018612 | 709018670 | 4 | 818 | Luss Road | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.594451895202808 | 1.0 | Luss Road A818 | 56.02096513700568 | -4.691750893487214 | 56.0244498185566 | -4.678485034622627 | E | 812988 | SEG ID 709018639 | 0.013969471 | 08:00:00 | 0.944444444 | D2 - NB | 90-100% | |
| 3135 | 26181518 | 709018659 | 709018688 | 709018594 | 4 | 818 | Luss Road | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.5944519731105351 | 1.0 | Luss Road A818 | 56.02096513684598 | -4.691750894868163 | 56.021054808270335 | -4.706897675673757 | W | 231894 | SEG ID 709018659 | 0.015207299 | 08:00:00 | 0.971014493 | D1 - SB | 90-100% | |
| 3136 | 26181518 | 709018659 | 709018688 | 709018594 | 4 | 818 | Luss Road | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.5944519731105351 | 1.0 | Luss Road A818 | 56.02096513684598 | -4.691750894868163 | 56.021054808270335 | -4.706897675673757 | W | 231894 | SEG ID 709018659 | 0.015207299 | 08:00:00 | 0.971014493 | D1 - WB | 90-100% | |
| 3183 | 26181524 | 709018670 | 709018639 | 708882996 | 4 | 818 | A818 | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.594451912068224 | 1.0 | A818 | 56.02444998185566 | -4.678485034622627 | 56.03023 | -4.66801 | E | 812988 | SEG ID 709018670 | 0.012379448 | 08:00:00 | 0.901408451 | D2 - EB | 90-100% | |
| 3184 | 26181524 | 709018670 | 709018639 | 708882996 | 4 | 818 | A818 | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.594451912068224 | 1.0 | A818 | 56.02444998185566 | -4.678485034622627 | 56.03023 | -4.66801 | E | 812988 | SEG ID 709018670 | 0.012379448 | 08:00:00 | 0.901408451 | D2 - NB | 90-100% | |
| 3221 | 26181531 | 709018688 | 709018718 | 709018659 | 4 | 818 | Luss Road | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.5944519022601719 | 1.0 | Luss Road A818 | 56.02444998131152 | -4.678485035642899 | 56.02444998131152 | -4.6801 | E | 231894 | SEG ID 709018688 | 0.013969629 | 08:00:00 | 0.915492938 | D2 - SB | 90-100% | |
| 3232 | 26181531 | 709018688 | 709018718 | 709018659 | 4 | 818 | Luss Road | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.5944519022601719 | 1.0 | Luss Road A818 | 56.02444998131152 | -4.678485035642899 | 56.02444998131152 | -4.6801 | E | 231894 | SEG ID 709018688 | 0.013969629 | 08:00:00 | 0.915492938 | D2 - WB | 90-100% | |
| 3279 | 26181546 | 709018718 | 708882981 | 709018688 | 4 | 818 | A818 | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.594451966904396 | 1.0 | A818 | 56.03023 | -4.66801 | 56.02444998131152 | -4.678485035642899 | W | 231894 | SEG ID 709018718 | 0.012379448 | 08:00:00 | 0.898550725 | D2 - SB | 80-90% | |
| 3280 | 26181546 | 709018718 | 708882981 | 709018688 | 4 | 818 | A818 | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.594451966904396 | 1.0 | A818 | 56.03023 | -4.66801 | 56.02444998131152 | -4.678485035642899 | W | 231894 | SEG ID 709018718 | 0.012379448 | 08:00:00 | 0.898550725 | D2 - WB | 80-90% | |
| 3327 | 26181903 | 709019495 | 432240653 | 709019510 | 2 | 82 | Great Western Road | United Kingdom | Scotland | West Dunbartonshire | G60 5 | 0.6639221744625325 | 2.0655 | Great Western Road A82 | 55.92976 | -4.4723 | 55.93259 | -4.48858 | W | 184976 | SEG ID 709019495 | 0.016561086 | 08:00:00 | 1 | B6 - WB | 100% or more | |
| 3328 | 26181903 | 709019495 | 432240653 | 709019510 | 2 | 82 | Great Western Road | United Kingdom | Scotland | West Dunbartonshire | G60 5 | 0.6639221744625325 | 2.0655 | Great Western Road A82 | 55.92976 | -4.4723 | 55.93259 | -4.48858 | W | 184976 | SEG ID 709019495 | 0.016561086 | 08:00:00 | 1 | C5 - WB | 100% or more | |
| 3375 | 26181911 | 709019510 | 709019495 | | 2 | 82 | Great Western Road | United Kingdom | Scotland | West Dunbartonshire | G60 5 | 0.560882191455877 | 2.0 | Great Western Road A82 | 55.93259 | -4.48858 | 55.93178 | -4.50297 | W | 184976 | SEG ID 709019510 | 0.014411889 | 08:00:00 | 0.853658537 | B6 - WB | 80-90% | |
| 3376 | 26181911 | 709019510 | 709019495 | | 2 | 82 | Great Western Road | United Kingdom | Scotland | West Dunbartonshire | G60 5 | 0.560882191455877 | 2.0 | Great Western Road A82 | 55.93259 | -4.48858 | 55.93178 | -4.50297 | W | 184976 | SEG ID 709019510 | 0.014411889 | 08:00:00 | 0.853658537 | C5 - WB | 80-90% | |
| 3423 | 26181927 | 709019546 | | | 2 | | Dunglass Roundabout | United Kingdom | Scotland | West Dunbartonshire | G60 5 | 0.01744460404367244 | 2.0 | Dunglass Roundabout | 55.93173 | -4.50302 | 55.93166 | -4.50344 | C | 933076 | SEG ID 709019546 | 0.000489821 | 08:00:00 | 0.9 | B6 - WB | 90-100% | |
| 3424 | 26181927 | 709019546 | | | 2 | | Dunglass Roundabout | United Kingdom | Scotland | West Dunbartonshire | G60 5 | 0.01744460404367244 | 2.0 | Dunglass Roundabout | 55.93173 | -4.50302 | 55.93166 | -4.50344 | C | 933076 | SEG ID 709019546 | 0.000489821 | 08:00:00 | 0.9 | B6 - WB | 90-100% | |
| 3471 | 26181937 | 709019565 | 709020420 | 709019583 | 2 | | Dunglass Roundabout | United Kingdom | Scotland | West Dunbartonshire | G60 5 | 0.005801592238770648 | 2.0 | Dunglass Roundabout | 55.93166 | -4.50344 | 55.93166 | -4.50344 | C | 933076 | SEG ID 709019565 | 0.888425-05 | 08:00:00 | 0.943396226 | B6 - WB | 90-100% | |
| 3472 | 26181937 | 709019565 | 709020420 | 709019583 | 2 | | Dunglass Roundabout | United Kingdom | Scotland | West Dunbartonshire | G60 5 | 0.005801592238770648 | 2.0 | Dunglass Roundabout | 55.93166 | -4.50344 | 55.93166 | -4.50344 | C | 933076 | SEG ID 709019565 | 0.888425-05 | 08:00:00 | 0.943396226 | C5 - WB | 90-100% | |
| 3519 | 26181948 | 709019583 | 709019565 | 709019598 | 2 | 82 | Dumbarton Road | United Kingdom | Scotland | West Dunbartonshire | G82 2 | 0.567713182194071 | 2.13 | Dumbarton Road A82 | 55.93169 | -4.50358 | 55.935722203043953 | -4.51629160674421 | W | 191748 | SEG ID 709019583 | 0.013342453 | 08:00:00 | 0.968253968 | B6 - WB | 90-100% | |
| 3520 | 26181948 | 709019583 | 709019565 | 709019598 | 2 | 82 | Dumbarton Road | United Kingdom | Scotland | West Dunbartonshire | G82 2 | 0.567713182194071 | 2.13 | Dumbarton Road A82 | 55.93169 | -4.50358 | 55.935722203043953 | -4.51629160674421 | W | 191748 | SEG ID 709019583 | 0.013342453 | 08:00:00 | 0.968253968 | C5 - WB | 90-100% | |
| 3567 | 26181962 | 709019598 | 709019583 | 709019614 | 2 | 82 | Dumbarton Road | United Kingdom | Scotland | West Dunbartonshire | G82 2 | 0.5252356198623234 | 2.065 | Dumbarton Road A82 | 55.935722203043953 | -4.51629160674421 | 55.93568513887845 | -4.529119715853506 | W | 191748 | SEG ID 709019598 | 0.013065433 | 08:00:00 | 0.741935484 | B6 - WB | 70-80% | |
| 3568 | 26181962 | 709019598 | 709019583 | 709019614 | 2 | 82 | Dumbarton Road | United Kingdom | Scotland | West Dunbartonshire | G82 2 | 0.5252356198623234 | 2.065 | Dumbarton Road A82 | 55.935722203043953 | -4.51629160674421 | 55.93568513887845 | -4.529119715853506 | W | 191748 | SEG ID 709019598 | 0.013065433 | 08:00:00 | 0.741935484 | C5 - WB | 70-80% | |
| 3608 | 26181974 | 709019614 | 709019598 | 210653190 | 2 | 82 | Stirling Road | United Kingdom | Scotland | West Dunbartonshire | G82 2 | 0.4825377971426097 | 2.0 | Stirling Road A82 | 55.935685913887845 | -4.529119715853506 | 55.940436697649218 | -4.51629160674421 | W | 191748 | SEG ID 709019614 | 0.010040475 | 08:00:00 | 0.903206265 | B5 - WB | 90-100% | |
| 3632 | 26182013 | 709019680 | | 709019699 | 2 | 82 | A82 | United Kingdom | Scotland | West Dunbartonshire | G82 3 | 0.3464896666255155 | 2.211 | A82 | 55.95327 | -4.55994 | 55.95659 | -4.56223 | C | 1260246 | SEG ID 709019680 | 0.007397505 | 08:00:00 | 0.754716981 | B5 - WB | 70-80% | |
| 3656 | 26182026 | 709019699 | 709019680 | | 2 | | Lomond Gate Roundabout | United Kingdom | Scotland | West Dunbartonshire | G82 2 | 0.028707809252091532 | 2.0 | Lomond Gate Roundabout | 55.95659 | -4.56223 | 55.95659 | -4.56223 | C | 1254268 | SEG ID 709019699 | 0.000640664 | 08:00:00 | 0.708333333 | B5 - WB | 70-80% | |
| 3680 | 26182035 | 709019717 | 709019699 | 709019733 | 2 | | Lomond Gate Roundabout | United Kingdom | Scotland | West Dunbartonshire | G82 2 | 0.020775718791144714 | 2.0 | Lomond Gate Roundabout | 55.95659 | -4.56223 | 55.95659 | -4.56223 | C | 1254268 | SEG ID 709019717 | 0.000346201 | 08:00:00 | 0.739130435 | B5 - WB | 70-80% | |
| 3704 | 26182040 | 709019733 | 709019717 | 709019749 | 2 | 82 | A82 | United Kingdom | Scotland | West Dunbartonshire | G82 4 | 0.5410869072438005 | 2.061 | A82 | 55.95675 | -4.5632 | 55.95975 | -4.57612 | N | 1260273 | SEG ID 709019733 | 0.013317898 | 08:00:00 | 0.952941176 | B5 - WB | 90-100% | |
| 3728 | 26182049 | 709019749 | 709019733 | 709019768 | 2 | 82 | A82 | United Kingdom | Scotland | West Dunbartonshire | G82 4 | 0.49946990725136453 | 2.0 | A82 | 55.95975 | -4.57612 | 55.96359308041087 | -4.586623785286841 | N | 1260273 | SEG ID 709019749 | 0.01381089 | 08:00:00 | 0.95 | B4 - WB | 90-100% | |
| 3752 | 26182056 | 709019768 | 709019749 | 709019783 | 2 | 82 | A82 | United Kingdom | Scotland | West Dunbartonshire | G82 4 | 0.4994699683151567 | 2.0 | A82 | 55.96359308041087 | -4.586623785286841 | 55.97073923590602 | -4.587644767145651 | N | 1260273 | SEG ID 709019768 | 0.007413438 | 08:00:00 | 0.98 | B4 - WB | 90-100% | |
| 3776 | 26182063 | 709019783 | 709019768 | 7090198 | | | | | | | | | | | | | | | | | | | | | | | |



Appendix D INRIX Congestion hot-spot data PM Peak Hour (17:00-18:00)

| OBJECTID | OID_1 | XDSegID | PreviousXD | NextXDSegI | FRC | RoadNumber | RoadName | Country | State | County | PostalCode | Miles | Lanes | RoadList | StartLat | StartLong | EndLat | EndLong | Bearing | XDGroup | CleanSegID | Shape_Length | Time | Median_Ratio | FullRouteID | Median_Ratio_Group |
|----------|----------|-----------|------------|------------|-----|------------|--------------------|----------------|----------|---------------------|------------|----------------------|--------|------------------------|--------------------|--------------------|--------------------|--------------------|---------|---------|------------------|--------------|----------|--------------|-------------|--------------------|
| 17 | 25113515 | 210653190 | 709019614 | 709030454 | 2 | 82 | Stirling Road | United Kingdom | Scotland | West Dunbartonshire | G82 3 | 0.5288853709328142 | 2.0715 | Stirling Road A82 | 55.94043664765495 | -4.5465676749218 | 55.946161480921575 | -4.546562068378728 | W | 191748 | SEG_ID_210653190 | 0.01065018 | 17:00:00 | 0.9 | B5 - WB | 90-100% |
| 41 | 25130145 | 211018299 | 709030467 | 708932372 | 2 | 82 | Stirling Road | United Kingdom | Scotland | West Dunbartonshire | G82 3 | 0.5264953432400493 | 2.0 | Stirling Road A82 | 55.94619643366917 | -4.546437940918024 | 55.94050993219471 | -4.537585153827619 | E | 208378 | SEG_ID_211018299 | 0.010614161 | 17:00:00 | 0.928571429 | B5 - EB | 90-100% |
| 65 | 25611670 | 351928312 | 450616337 | 55011785 | 3 | 814 | | United Kingdom | Scotland | Argyll And Bute | G84 7 | 0.004469319333004647 | 2.0 | | 55.99719 | -4.71033 | 55.99719 | -4.71022 | C | 689903 | SEG_ID_351928312 | 0.000110861 | 17:00:00 | 0.918918919 | C1 - EB | 90-100% |
| 105 | 25669541 | 432240647 | 709019406 | 432240653 | 2 | 82 | Great Western Road | United Kingdom | Scotland | West Dunbartonshire | G60 5 | 0.5007513373668034 | 2.0655 | Great Western Road A82 | 55.925091414494126 | -4.44802395928822 | 55.92779797143348 | -4.460002709497867 | W | 184976 | SEG_ID_432240647 | 0.012269631 | 17:00:00 | 1 | B6 - WB | 100% or more |
| 106 | 25669541 | 432240647 | 709019406 | 432240653 | 2 | 82 | Great Western Road | United Kingdom | Scotland | West Dunbartonshire | G60 5 | 0.5007513373668034 | 2.0655 | Great Western Road A82 | 55.925091414494126 | -4.44802395928822 | 55.92779797143348 | -4.460002709497867 | W | 184976 | SEG_ID_432240647 | 0.012269631 | 17:00:00 | 1 | C5 - WB | 100% or more |
| 153 | 25669547 | 432240653 | 432240647 | 709019495 | 2 | 82 | Great Western Road | United Kingdom | Scotland | West Dunbartonshire | G60 5 | 0.5007580315251351 | 2.131 | Great Western Road A82 | 55.92779797143348 | -4.460002709497867 | 55.92976 | -4.4723 | W | 184976 | SEG_ID_432240653 | 0.01505363 | 17:00:00 | 1 | B6 - WB | 100% or more |
| 154 | 25669547 | 432240653 | 432240647 | 709019495 | 2 | 82 | Great Western Road | United Kingdom | Scotland | West Dunbartonshire | G60 5 | 0.5007580315251351 | 2.131 | Great Western Road A82 | 55.92779797143348 | -4.460002709497867 | 55.92976 | -4.4723 | W | 184976 | SEG_ID_432240653 | 0.01505363 | 17:00:00 | 1 | C5 - WB | 100% or more |
| 185 | 25679875 | 432257301 | 708928585 | 43224558 | 3 | 814 | A814 | United Kingdom | Scotland | Argyll And Bute | G84 0 | 0.8545002327032034 | 1.0 | A814 | 56.0684 | -8.1343 | 56.07992 | -8.1854 | N | 781008 | SEG_ID_432257301 | 0.013802341 | 17:00:00 | 1 | D9 - SB | 100% or more |
| 225 | 25680322 | 432258116 | | 709022274 | 2 | 82 | Great Western Road | United Kingdom | Scotland | West Dunbartonshire | G60 5 | 0.43345184131993403 | 2.0 | Great Western Road A82 | 55.93199 | -4.53038 | 55.9326 | -4.49198 | N | 208379 | SEG_ID_432258116 | 0.01119171 | 17:00:00 | 0.9 | B6 - EB | 90-100% |
| 226 | 25680322 | 432258116 | | 709022274 | 2 | 82 | Great Western Road | United Kingdom | Scotland | West Dunbartonshire | G60 5 | 0.43345184131993403 | 2.0 | Great Western Road A82 | 55.93199 | -4.53038 | 55.9326 | -4.49198 | E | 208379 | SEG_ID_432258116 | 0.01119171 | 17:00:00 | 0.9 | C5 - EB | 90-100% |
| 273 | 25680323 | 432258117 | 709022274 | 709022305 | 2 | 82 | Great Western Road | United Kingdom | Scotland | West Dunbartonshire | G60 5 | 0.5487327265383386 | 2.033 | Great Western Road A82 | 55.93032407460068 | -4.475572544400312 | 55.928356085722626 | -4.461957077082281 | E | 208379 | SEG_ID_432258117 | 0.013810406 | 17:00:00 | 1 | B6 - EB | 100% or more |
| 274 | 25680323 | 432258117 | 709022274 | 709022305 | 2 | 82 | Great Western Road | United Kingdom | Scotland | West Dunbartonshire | G60 5 | 0.5487327265383386 | 2.033 | Great Western Road A82 | 55.93032407460068 | -4.475572544400312 | 55.928356085722626 | -4.461957077082281 | E | 208379 | SEG_ID_432258117 | 0.013810406 | 17:00:00 | 1 | C5 - EB | 100% or more |
| 305 | 25734736 | 444147295 | 709044029 | 444147296 | 3 | 814 | A814 | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.9320567677080848 | 1.0 | A814 | 56.06826 | -8.13143 | 56.05490972981071 | -8.16113380820615 | S | 812969 | SEG_ID_444147295 | 0.013784458 | 17:00:00 | 1 | A3 - SB | 100% or more |
| 329 | 25734737 | 444147296 | 444147295 | 444147297 | 3 | 814 | A814 | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.7233260137708781 | 1.0 | A814 | 56.05490972981071 | -8.131336380820615 | 56.04546 | -8.80717 | S | 812969 | SEG_ID_444147296 | 0.012160692 | 17:00:00 | 1 | A1 - SB | 100% or more |
| 353 | 25734738 | 444147297 | 444147296 | 444147298 | 3 | 814 | A814 | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.9380090841228227 | 1.0 | A814 | 56.0546 | -8.80717 | 56.03291 | -4.79822 | S | 812969 | SEG_ID_444147297 | 0.01554882 | 17:00:00 | 0.986111511 | A2 - SB | 90-100% |
| 377 | 25734739 | 444147298 | 444147297 | 444147299 | 3 | 814 | A814 | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.73749506486642 | 1.0 | A814 | 56.03290999927357 | -4.79821999096493 | 56.02441 | -4.78697 | S | 812969 | SEG_ID_444147298 | 0.014263847 | 17:00:00 | 0.928571429 | A2 - SB | 90-100% |
| 405 | 25734740 | 444147299 | 444147298 | 444147300 | 3 | 814 | Garloch Road | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.9873614393709584 | 1.0 | Garloch Road A814 | 56.024409998979515 | -4.786969999755083 | 56.0136 | -4.77324 | S | 812969 | SEG_ID_444147299 | 0.018389914 | 17:00:00 | 0.849056604 | A1 - SB | 80-90% |
| 425 | 25734741 | 444147300 | 444147299 | 444147301 | 3 | 814 | Rhu Road Lower | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.9191249460821863 | 1.0 | Rhu Road Lower A814 | 56.013600000055765 | -4.773239998421867 | 56.006460478963426 | -4.756617533555742 | S | 812969 | SEG_ID_444147300 | 0.019728082 | 17:00:00 | 0.857142857 | A1 - SB | 80-90% |
| 449 | 25734742 | 444147301 | 444147300 | 450616336 | 3 | 814 | West Clyde Street | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.9191357686529853 | 1.0 | West Clyde Street A814 | 56.006460478963426 | -4.75661753355742 | 56.00288 | -4.73392 | S | 812969 | SEG_ID_444147301 | 0.02305228 | 17:00:00 | 0.826089571 | A1 - SB | 80-90% |
| 473 | 25734743 | 444147304 | 709117198 | 444147305 | 3 | 814 | Rhu Road Lower | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.9209534049195325 | 1.0 | Rhu Road Lower A814 | 56.00575 | -4.75471 | 56.01371 | -4.771 | N | 812976 | SEG_ID_444147304 | 0.019524776 | 17:00:00 | 0.943396226 | A1 - NB | 90-100% |
| 497 | 25734744 | 444147305 | 444147304 | 709117189 | 3 | 814 | A814 | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.6589865941454468 | 1.0 | A814 | 56.01371 | -4.771 | 56.01891 | -4.78327 | N | 812976 | SEG_ID_444147305 | 0.014144986 | 17:00:00 | 0.781818182 | A1 - NB | 70-80% |
| 521 | 25734745 | 444147306 | 709117189 | 709117091 | 3 | 814 | A814 | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.9759606391797031 | 1.0 | A814 | 56.028870003586846 | -4.79245005828612 | 56.04106 | -8.80469 | N | 812976 | SEG_ID_444147306 | 0.017501893 | 17:00:00 | 0.9660311 | A2 - NB | 90-100% |
| 561 | 25734752 | 444147317 | 709018594 | 444147318 | 4 | 818 | Sinclair Street | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.8167973363760638 | 1.0 | Sinclair Street A818 | 56.01582999959633 | -4.725570002110331 | 56.00496 | -4.73284 | S | 231894 | SEG_ID_444147317 | 0.0153573278 | 17:00:00 | 0.846153846 | D1 - SB | 80-90% |
| 602 | 25734752 | 444147317 | 709018594 | 444147318 | 4 | 818 | Sinclair Street | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.8167973363760638 | 1.0 | Sinclair Street A818 | 56.01582999959633 | -4.725570002110331 | 56.00496 | -4.73284 | S | 231894 | SEG_ID_444147317 | 0.0153573278 | 17:00:00 | 0.846153846 | D1 - WB | 80-90% |
| 609 | 25734753 | 444147318 | 444147317 | 444147319 | 4 | 818 | Sinclair Street | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.01471721211964999 | 1.0 | Sinclair Street A818 | 56.00496 | -4.73284 | 56.00392 | -4.73337 | W | 231894 | SEG_ID_444147318 | 0.000164099 | 17:00:00 | 0.435897436 | D1 - SB | Less than 60% |
| 610 | 25734753 | 444147318 | 444147317 | 444147319 | 4 | 818 | Sinclair Street | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.01471721211964999 | 1.0 | Sinclair Street A818 | 56.00496 | -4.73284 | 56.00392 | -4.73337 | W | 231894 | SEG_ID_444147318 | 0.000164099 | 17:00:00 | 0.435897436 | D1 - WB | Less than 60% |
| 657 | 25734754 | 444147319 | 444147318 | 444147318 | 4 | 818 | Sinclair Street | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.07493555863432864 | 1.0 | Sinclair Street A818 | 56.00392 | -4.73337 | 56.00288 | -4.73392 | W | 231894 | SEG_ID_444147319 | 0.001171359 | 17:00:00 | 0.41025641 | D1 - SB | Less than 60% |
| 658 | 25734754 | 444147319 | 444147318 | 444147318 | 4 | 818 | Sinclair Street | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.07493555863432864 | 1.0 | Sinclair Street A818 | 56.00392 | -4.73337 | 56.00288 | -4.73392 | W | 231894 | SEG_ID_444147319 | 0.001171359 | 17:00:00 | 0.41025641 | D1 - WB | Less than 60% |
| 705 | 25734755 | 444147320 | | 444147321 | 4 | 818 | Sinclair Street | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.07493555863432864 | 1.0 | Sinclair Street A818 | 56.00288 | -4.73392 | 56.00392 | -4.73337 | E | 812988 | SEG_ID_444147320 | 0.001171265 | 17:00:00 | 0.451612903 | D1 - NB | Less than 60% |
| 706 | 25734755 | 444147320 | | 444147321 | 4 | 818 | Sinclair Street | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.07493555863432864 | 1.0 | Sinclair Street A818 | 56.00288 | -4.73392 | 56.00392 | -4.73337 | E | 812988 | SEG_ID_444147320 | 0.001171265 | 17:00:00 | 0.451612903 | D1 - EB | Less than 60% |
| 753 | 25734756 | 444147321 | 444147320 | 444147322 | 4 | 818 | Sinclair Street | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.07471721211964875 | 1.0 | Sinclair Street A818 | 56.00392 | -4.73337 | 56.00496 | -4.73284 | E | 812988 | SEG_ID_444147321 | 0.001164198 | 17:00:00 | 0.514285714 | D1 - NB | Less than 60% |
| 754 | 25734756 | 444147321 | 444147320 | 444147322 | 4 | 818 | Sinclair Street | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.07471721211964875 | 1.0 | Sinclair Street A818 | 56.00392 | -4.73337 | 56.00496 | -4.73284 | E | 812988 | SEG_ID_444147321 | 0.001164198 | 17:00:00 | 0.514285714 | D1 - EB | Less than 60% |
| 801 | 25734757 | 444147322 | 444147321 | 709018544 | 4 | 818 | Sinclair Street | United Kingdom | Scotland | Argyll And Bute | G84 8 | 0.8167973363760638 | 1.0 | Sinclair Street A818 | 56.00496 | -4.73284 | 56.01583 | -4.72557 | W | 812988 | SEG_ID_444147322 | 0.000164099 | 17:00:00 | 0.435897436 | D1 - NB | 100% or more |
| 802 | 25734757 | 444147322 | 444147321 | 709018544 | 4 | 818 | Sinclair Street | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.8167973363760638 | 1.0 | Sinclair Street A818 | 56.00496 | -4.73284 | 56.01583 | -4.72557 | W | 812988 | SEG_ID_444147322 | 0.000164099 | 17:00:00 | 0.435897436 | D1 - WB | 100% or more |
| 833 | 25735594 | 444148619 | 709104880 | 708882981 | 4 | 818 | A818 | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.8989765814139923 | 1.0 | A818 | 56.026330934967234 | -4.645671886882565 | 56.03027 | -4.66781 | W | 813827 | SEG_ID_444148619 | 0.022511467 | 17:00:00 | 0.9375 | B2 - WB | 90-100% |
| 857 | 25735595 | 444148620 | 444148635 | 444148621 | 3 | 814 | Cardross Road | United Kingdom | Scotland | West Dunbartonshire | G82 4 | 0.2812905392484279 | 1.233 | Cardross Road A814 | 55.94754 | -4.57972 | 55.94777 | -4.58902 | W | 813828 | SEG_ID_444148620 | 0.007242816 | 17:00:00 | 0.775 | C3 - WB | 70-80% |
| 881 | 25735596 | 444148621 | 444148620 | 709117379 | 3 | 814 | Cardross Road | United Kingdom | Scotland | West Dunbartonshire | G82 5 | 0.31823771594209377 | 1.1165 | Cardross Road A814 | 55.94777 | -4.58692 | 55.94810 | -4.596023692741541 | W | 813828 | SEG_ID_444148621 | 0.008158885 | 17:00:00 | 0.863636364 | C3 - WB | 80-90% |
| 905 | 25735597 | 444148622 | 444152095 | 444148623 | 3 | 814 | Glasgow Road | United Kingdom | Scotland | West Dunbartonshire | G82 4 | 0.05899847696307812 | 1.49 | Glasgow Road A814 | 55.94764 | -4.57973 | 55.94719 | -4.57844 | E | 813830 | SEG_ID_444148622 | 0.001371804 | 17:00:00 | 0.75675567 | C3 - EB | 70-80% |
| 929 | 25735598 | 444148623 | 444148622 | 4 | | | | | | | | | | | | | | | | | | | | | | |

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|------|----------|-----------|-----------|-----------|---|-----|------------------------|----------------|----------|---------------------|-------|----------------------|--------|------------------------|--------------------|---------------------|--------------------|--------------------|---|---------|------------------|-------------|----------|-------------|---------|--------------|--------|
| 2918 | 26181448 | 709018515 | 709018484 | | 4 | 832 | B832 | United Kingdom | Scotland | Argyll And Bute | G83 8 | 0.542832056959609 | 1.0 | B832 | 56.044000404922136 | -6.65574355727369 | 56.04887 | -6.64674 | N | 1259643 | SEG_ID_709018515 | 0.011325175 | 17:00:00 | 0.98 | D2 - NB | 90-100% | |
| 2961 | 26181466 | 709018544 | 444147322 | 709018612 | 4 | 818 | Luss Road | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.8169097063179965 | 1.0 | Luss Road A818 | 56.01583 | -4.72557 | 56.02105480830556 | -7.068976742649635 | E | 812988 | SEG_ID_709018544 | 0.019406624 | 17:00:00 | 0.901639344 | D1 - NB | 90-100% | |
| 2962 | 26181466 | 709018544 | 444147322 | 709018612 | 4 | 818 | Luss Road | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.8169097063179965 | 1.0 | Luss Road A818 | 56.01583 | -4.72557 | 56.02105480830556 | -7.068976742649635 | E | 812988 | SEG_ID_709018544 | 0.019406624 | 17:00:00 | 0.901639344 | B1 - EB | 90-100% | |
| 3009 | 26181491 | 709018594 | 709018659 | 444147317 | 4 | 818 | Luss Road | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.816909703827585 | 1.0 | Luss Road A818 | 56.021054808270335 | -4.706897675673757 | 56.01583 | -4.72557 | W | 231894 | SEG_ID_709018594 | 0.019406464 | 17:00:00 | 0.979166667 | D1 - SB | 90-100% | |
| 3010 | 26181491 | 709018594 | 709018659 | 444147317 | 4 | 818 | Luss Road | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.816909703827585 | 1.0 | Luss Road A818 | 56.021054808270335 | -4.706897675673757 | 56.01583 | -4.72557 | W | 231894 | SEG_ID_709018594 | 0.019406464 | 17:00:00 | 0.979166667 | B1 - SB | 90-100% | |
| 3057 | 26181499 | 709018612 | 709018544 | 709018639 | 4 | 818 | Luss Road | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.5944519557160209 | 1.0 | Luss Road A818 | 56.02105480830556 | -4.7068976742649635 | 56.02096513700568 | -4.691750893487214 | E | 812988 | SEG_ID_709018612 | 0.015207298 | 17:00:00 | 0.985714286 | D1 - NB | 90-100% | |
| 3058 | 26181499 | 709018612 | 709018544 | 709018639 | 4 | 818 | Luss Road | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.5944519557160209 | 1.0 | Luss Road A818 | 56.02105480830556 | -4.7068976742649635 | 56.02096513700568 | -4.691750893487214 | E | 812988 | SEG_ID_709018612 | 0.015207298 | 17:00:00 | 0.985714286 | B1 - EB | 90-100% | |
| 3105 | 26181512 | 709018639 | 709018612 | 709018670 | 4 | 818 | Luss Road | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.5944518952028808 | 1.0 | Luss Road A818 | 56.02096513700568 | -4.691750893487214 | 56.02444998185566 | -4.678485034622627 | E | 812988 | SEG_ID_709018639 | 0.013969471 | 17:00:00 | 0.916666667 | B2 - EB | 90-100% | |
| 3106 | 26181512 | 709018639 | 709018612 | 709018670 | 4 | 818 | Luss Road | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.5944518952028808 | 1.0 | Luss Road A818 | 56.02096513700568 | -4.691750893487214 | 56.02444998185566 | -4.678485034622627 | E | 812988 | SEG_ID_709018639 | 0.013969471 | 17:00:00 | 0.916666667 | D2 - NB | 90-100% | |
| 3153 | 26181518 | 709018659 | 709018688 | 709018594 | 4 | 818 | Luss Road | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.5944519731105351 | 1.0 | Luss Road A818 | 56.02096513684598 | -4.691750894868163 | 56.021054808270335 | -7.06897675673757 | W | 231894 | SEG_ID_709018659 | 0.015207299 | 17:00:00 | | D1 - SB | 100% or more | |
| 3154 | 26181518 | 709018659 | 709018688 | 709018594 | 4 | 818 | Luss Road | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.5944519731105351 | 1.0 | Luss Road A818 | 56.02096513684598 | -4.691750894868163 | 56.021054808270335 | -7.06897675673757 | W | 231894 | SEG_ID_709018659 | 0.015207299 | 17:00:00 | | B1 - WB | 100% or more | |
| 3201 | 26181524 | 709018670 | 709018639 | 708882996 | 4 | 818 | A818 | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.594451912068224 | 1.0 | A818 | 56.02444998185566 | -4.678485034622627 | 56.03023 | -4.66801 | E | 812988 | SEG_ID_709018670 | 0.012379448 | 17:00:00 | 0.873239437 | B2 - EB | 80-90% | |
| 3202 | 26181524 | 709018670 | 709018639 | 708882996 | 4 | 818 | A818 | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.594451912068224 | 1.0 | A818 | 56.02444998185566 | -4.678485034622627 | 56.03023 | -4.66801 | E | 812988 | SEG_ID_709018670 | 0.012379448 | 17:00:00 | 0.873239437 | D2 - NB | 80-90% | |
| 3249 | 26181531 | 709018688 | 709018718 | 709018659 | 4 | 818 | Luss Road | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.5944519022601719 | 1.0 | Luss Road A818 | 56.02444998131152 | -4.678485035642899 | 56.02096513684598 | -4.691750894868163 | W | 231894 | SEG_ID_709018688 | 0.013969629 | 17:00:00 | 0.935803225 | D2 - SB | 90-100% | |
| 3250 | 26181531 | 709018688 | 709018718 | 709018659 | 4 | 818 | Luss Road | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.5944519022601719 | 1.0 | Luss Road A818 | 56.02444998131152 | -4.678485035642899 | 56.02096513684598 | -4.691750894868163 | W | 231894 | SEG_ID_709018688 | 0.013969629 | 17:00:00 | 0.935803225 | B2 - WB | 90-100% | |
| 3257 | 26181546 | 709018718 | 708882981 | 709018688 | 4 | 818 | A818 | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.594451966904396 | 1.0 | A818 | 56.02444998131152 | -4.678485035642899 | 56.03023 | -4.66801 | W | 231894 | SEG_ID_709018718 | 0.012379448 | 17:00:00 | 0.89979588 | D2 - SB | 80-90% | |
| 3298 | 26181546 | 709018718 | 708882981 | 709018688 | 4 | 818 | A818 | United Kingdom | Scotland | Argyll And Bute | G84 9 | 0.594451966904396 | 1.0 | A818 | 56.02444998131152 | -4.678485035642899 | 56.03023 | -4.66801 | W | 231894 | SEG_ID_709018718 | 0.012379448 | 17:00:00 | 0.89979588 | B2 - WB | 80-90% | |
| 3345 | 26181903 | 709019495 | 432240653 | 709019510 | 2 | 82 | Great Western Road | United Kingdom | Scotland | West Dunbartonshire | G60 5 | 0.6639221744625325 | 2.0655 | Great Western Road A82 | 55.92976 | -4.48858 | 55.93259 | -4.48858 | W | 184976 | SEG_ID_709019495 | 0.016561086 | 17:00:00 | | B6 - WB | 100% or more | |
| 3346 | 26181903 | 709019495 | 432240653 | 709019510 | 2 | 82 | Great Western Road | United Kingdom | Scotland | West Dunbartonshire | G60 5 | 0.6639221744625325 | 2.0655 | Great Western Road A82 | 55.92976 | -4.48858 | 55.93259 | -4.48858 | W | 184976 | SEG_ID_709019495 | 0.016561086 | 17:00:00 | | C1 - VB | 100% or more | |
| 3393 | 26181911 | 709019510 | 709019495 | | 2 | 82 | Great Western Road | United Kingdom | Scotland | West Dunbartonshire | G60 5 | 0.560882191455877 | 2.0 | Great Western Road A82 | 55.93259 | -4.48858 | 55.93178 | -4.50297 | W | 184976 | SEG_ID_709019510 | 0.014411889 | 17:00:00 | 0.87804878 | B6 - WB | 80-90% | |
| 3394 | 26181911 | 709019510 | 709019495 | | 2 | 82 | Great Western Road | United Kingdom | Scotland | West Dunbartonshire | G60 5 | 0.560882191455877 | 2.0 | Great Western Road A82 | 55.93259 | -4.48858 | 55.93178 | -4.50297 | W | 184976 | SEG_ID_709019510 | 0.014411889 | 17:00:00 | 0.87804878 | C5 - WB | 80-90% | |
| 3441 | 26181927 | 709019546 | | | 2 | | Dunglass Roundabout | United Kingdom | Scotland | West Dunbartonshire | G60 5 | 0.017446460404367244 | 2.0 | Dunglass Roundabout | 55.93173 | -4.50302 | 55.93166 | -4.50344 | C | 933076 | SEG_ID_709019546 | 0.000489821 | 17:00:00 | 0.980196078 | B6 - WB | 90-100% | |
| 3442 | 26181927 | 709019546 | | | 2 | | Dunglass Roundabout | United Kingdom | Scotland | West Dunbartonshire | G60 5 | 0.017446460404367244 | 2.0 | Dunglass Roundabout | 55.93173 | -4.50302 | 55.93166 | -4.50344 | C | 933076 | SEG_ID_709019546 | 0.000489821 | 17:00:00 | 0.980196078 | C5 - WB | 90-100% | |
| 3489 | 26181937 | 709019565 | 709082410 | 709019583 | 2 | | Dunglass Roundabout | United Kingdom | Scotland | West Dunbartonshire | G60 5 | 0.005801592238770648 | 2.0 | Dunglass Roundabout | 55.93166 | -4.50344 | 55.93169 | -4.50358 | C | 933076 | SEG_ID_709019565 | 8.8842E-05 | 17:00:00 | | B6 - WB | 100% or more | |
| 3490 | 26181937 | 709019565 | 709082410 | 709019583 | 2 | | Dunglass Roundabout | United Kingdom | Scotland | West Dunbartonshire | G60 5 | 0.005801592238770648 | 2.0 | Dunglass Roundabout | 55.93166 | -4.50344 | 55.93169 | -4.50358 | C | 933076 | SEG_ID_709019565 | 8.8842E-05 | 17:00:00 | | C5 - WB | 100% or more | |
| 3537 | 26181948 | 709019583 | 709019565 | 709019598 | 2 | 82 | Dumbarton Road | United Kingdom | Scotland | West Dunbartonshire | G82 2 | 0.5677711382194071 | 2.13 | Dumbarton Road A82 | 55.93169 | -4.50358 | 55.93272203043953 | -5.15629160674421 | W | 191748 | SEG_ID_709019583 | 0.013343453 | 17:00:00 | | B6 - WB | 100% or more | |
| 3538 | 26181948 | 709019583 | 709019565 | 709019598 | 2 | 82 | Dumbarton Road | United Kingdom | Scotland | West Dunbartonshire | G82 2 | 0.5677711382194071 | 2.13 | Dumbarton Road A82 | 55.93169 | -4.50358 | 55.93272203043953 | -5.15629160674421 | W | 191748 | SEG_ID_709019583 | 0.013343453 | 17:00:00 | | C5 - WB | 100% or more | |
| 3585 | 26181962 | 709019598 | 709019583 | 709019614 | 2 | 82 | Dumbarton Road | United Kingdom | Scotland | West Dunbartonshire | G82 2 | 0.5252356198623234 | 2.065 | Dumbarton Road A82 | 55.93272203043953 | -5.15629160674421 | 55.935685913887845 | -4.529119715853506 | W | 191748 | SEG_ID_709019598 | 0.013065431 | 17:00:00 | 0.746031746 | B6 - WB | 70-80% | |
| 3586 | 26181962 | 709019598 | 709019583 | 709019614 | 2 | 82 | Dumbarton Road | United Kingdom | Scotland | West Dunbartonshire | G82 2 | 0.5252356198623234 | 2.065 | Dumbarton Road A82 | 55.93272203043953 | -5.15629160674421 | 55.935685913887845 | -4.529119715853506 | W | 191748 | SEG_ID_709019598 | 0.013065431 | 17:00:00 | 0.746031746 | C5 - WB | 70-80% | |
| 3617 | 26181974 | 709019614 | 709019598 | 210653190 | 2 | 82 | Stirling Road | United Kingdom | Scotland | West Dunbartonshire | G82 2 | 0.48235177971426097 | 2.0 | Stirling Road A82 | 55.935685913887845 | -4.529119715853506 | 55.940436647765495 | -4.537693976749218 | W | 191748 | SEG_ID_709019614 | 0.010044783 | 17:00:00 | 0.967213115 | B5 - WB | 90-100% | |
| 3641 | 26182013 | 709019680 | | 709019699 | 2 | 82 | A82 | United Kingdom | Scotland | West Dunbartonshire | G82 3 | 0.3464896606255155 | 2.211 | A82 | 55.95327 | -4.55594 | 55.95659 | -4.56223 | W | 1260246 | SEG_ID_709019680 | 0.007397505 | 17:00:00 | 0.784131725 | B5 - WB | 70-80% | |
| 3665 | 26182026 | 709019699 | 709019680 | 709019717 | 2 | | Lomond Gate Roundabout | United Kingdom | Scotland | West Dunbartonshire | G82 3 | 0.028207809252091532 | 3.0 | Lomond Gate Roundabout | 55.95659 | -4.55623 | 55.95659 | -4.5629 | C | 1254268 | SEG_ID_709019699 | 0.000640664 | 17:00:00 | | 0.75 | B5 - WB | 70-80% |
| 3689 | 26182035 | 709019717 | 709019699 | 709019733 | 2 | | Lomond Gate Roundabout | United Kingdom | Scotland | West Dunbartonshire | G82 3 | 0.02077518791144714 | 3.0 | Lomond Gate Roundabout | 55.95652 | -4.5629 | 55.95675 | -4.5632 | C | 1254268 | SEG_ID_709019717 | 0.000346201 | 17:00:00 | 0.782086986 | B5 - WB | 70-80% | |
| 3713 | 26182040 | 709019733 | 709019717 | 709019749 | 2 | 82 | A82 | United Kingdom | Scotland | West Dunbartonshire | G82 4 | 0.5410869972438005 | 2.061 | A82 | 55.95675 | -4.5632 | 55.95975 | -4.57612 | N | 1260273 | SEG_ID_709019733 | 0.013317898 | 17:00:00 | | C5 - WB | 100% or more | |
| 3727 | 26182049 | 709019749 | 709019733 | 709019768 | 2 | 82 | A82 | United Kingdom | Scotland | West Dunbartonshire | G82 4 | 0.49946990725136453 | 2.0 | A82 | 55.95975 | -4.57612 | 55.96395308041087 | -4.58662785286841 | N | 1260273 | SEG_ID_709019749 | 0.013318089 | 17:00:00 | | B4 - WB | 100% or more | |
| 3761 | 26182056 | 709019768 | 709019749 | 709019783 | 2 | 82 | A82 | United Kingdom | Scotland | West Dunbartonshire | G82 4 | 0.49946998698315167 | 2.0 | A82 | 55.96395308041087 | -4.58662785286841 | 55.9703293590602 | -4.587644767145651 | N | 1260273 | SEG_ID_709019768 | 0.007413438 | 17:00:00 | | B4 - WB | 100% or more | |
| 3785 | 26182063 | 709019783 | 709019768 | 709019801 | 2 | 82 | A82 | United Kingdom | Scotland | West Dunbartonshire | G83 0 | 0.4749485387309305 | 2.0 | A82 | 55.97073923590602 | -4.587644767145651 | 55.97761312556897 | -4.587710819732649 | N | 1260273 | SEG_ID_709019783 | 0.006878146 | 17:00:00 | | B4 - WB | 100% or more | |
| 3809 | 26182072 | 709019801 | 709019783 | 709019819 | 2 | 82 | A82 | United Kingdom | Scotland | West Dunbartonshire | G83 0 | 0.523991276395899 | 2.0 | A82 | 55.97761312556897 | -4.587710819732649 | 55.985150466845546 | -4.587504186500807 | N | 1260273 | SEG_ID_70901801 | 0.007631988 | 17:00:00 | | B4 - WB | 100% or more | |
| 3833 | 26182074 | 709019804 | 709019819 | 709019820 | 2 | 82 | | | | | | | | | | | | | | | | | | | | | |