

	A	B	C	D	E	F	G	H
1	ID.format	ID.completed	ID.case	ID.name	ID.interviewer	ID.date	ID.start	ID.endDate
2	The published format which was employed	Complete response received	Usable as a case identifier	Name, login or ID of respondent	Name or ID of interviewer	Date of interview	Time interview started	Completion date of interview
3	PC / Laptop	completed	25c43752-baf0-426b-8350-da213ea78f5b			02/04/2024	17:25:15	02/04/2024
4	PC / Laptop	completed	1496cc1c-356d-4187-a870-848b2b184874			02/04/2024	18:01:03	02/04/2024
5	PC / Laptop	completed	98222130-b57e-476d-b34a-761930a917ea			02/04/2024	20:22:21	02/04/2024
6	PC / Laptop	completed	d7aff1ad-3e42-434c-abdf-e2d0e5c3fcca			02/04/2024	20:13:50	02/04/2024
7	PC / Laptop	completed	702795aa-7fdd-4429-b536-68bf8988e074			02/04/2024	22:26:32	02/04/2024
8	Phone	completed	433f0879-2f45-4aac-b74d-2a1fa89dda52			03/04/2024	08:03:15	03/04/2024
9	Tablet	completed	3ff8daec-a8d4-432b-bf91-57aa4a65bd5e			03/04/2024	08:08:56	03/04/2024
10	Phone	completed	49866278-f5bf-4fb1-84ab-616c82023f8f			03/04/2024	09:03:54	03/04/2024
11	Phone	completed	1f3a7f7b-d438-42dd-af40-d92ddb13156d			03/04/2024	09:16:14	03/04/2024
12	PC / Laptop	completed	40c0fd9e-3f55-4138-9f98-16a7613f742d			03/04/2024	09:21:58	03/04/2024
13	PC / Laptop	completed	0f5496af-658a-4d56-9a69-7a426fdb4fc			03/04/2024	09:20:31	03/04/2024
14	Phone	completed	b9a9b201-b13c-4f3a-9bb6-805f1b9c9624			03/04/2024	10:00:44	03/04/2024
15	PC / Laptop	completed	6a5dd332-679c-4102-87d7-12ee99609f43			03/04/2024	10:44:14	03/04/2024
16	PC / Laptop	completed	1e853b01-1831-48ef-a5ae-eb8c0b7897b2			03/04/2024	10:46:53	03/04/2024
17	PC / Laptop	completed	1bb28a3f-e457-405c-b060-2cd81c4b843d			03/04/2024	10:57:27	03/04/2024
18	PC / Laptop	completed	741df0c4-4f90-40af-b4ff-4ff735a9d7b2			03/04/2024	11:03:36	03/04/2024
19	PC / Laptop	completed	6e56499a-2996-407d-a714-a5bacc331cdf			03/04/2024	11:11:53	03/04/2024

	A	B	C	D	E	F	G	H
20	Phone	completed	5cc2686d-5185-4452-b399-ff55f7e0108e			03/04/2024	11:24:06	03/04/2024
21	Tablet	completed	f195ab56-53ad-4c18-bbce-a5ea154a6522			03/04/2024	11:44:45	03/04/2024
22	PC / Laptop	completed	07da6b3c-160b-4756-90cc-43160625a5f0			03/04/2024	11:51:13	03/04/2024
23	Phone	completed	48b51f9e-3adc-4dd3-b884-43c758cf1f86			03/04/2024	11:52:33	03/04/2024
24	Tablet	completed	2aec86bc-cabe-4ef5-aaa1-1f6e91026863			03/04/2024	11:37:59	03/04/2024
25	Tablet	completed	3dc51d2d-98e2-4bfd-acb4-13e429d324da			03/04/2024	12:27:12	03/04/2024
26	Phone	completed	6711b842-5710-4c0f-ac86-d93a8ad94e99			03/04/2024	12:58:45	03/04/2024
27	PC / Laptop	completed	4547b79e-7f50-4600-9bf9-db1f0a8d701e			03/04/2024	12:58:50	03/04/2024
28	Phone	completed	36c7bd06-a29b-42d5-aaa4-505e9683ef32			03/04/2024	13:05:16	03/04/2024
29	PC / Laptop	completed	76fff3db-f945-4e25-b5b5-bad535104113			03/04/2024	13:17:46	03/04/2024
30	Phone	completed	7fc9fb5b-fb0f-49c5-adcd-2f449657a421			03/04/2024	13:16:28	03/04/2024
31	Phone	completed	5bac138f-4de5-41be-8205-5db2376aeb7e			03/04/2024	13:22:51	03/04/2024
32	PC / Laptop	completed	99d6bff0-95ab-4588-b3ab-f1de333e4672			03/04/2024	13:15:52	03/04/2024
33	Phone	completed	ec4f557c-0fea-49b3-acff-35eed0f3371e			03/04/2024	13:16:14	03/04/2024
34	PC / Laptop	completed	06d1e174-a98a-4840-aaaa-2b136cb7c24d			03/04/2024	13:30:53	03/04/2024
35	Phone	completed	40a4e6a5-2d2d-44b3-9818-c0c0d27d1d13			03/04/2024	13:46:03	03/04/2024
36	PC / Laptop	completed	84ce67d1-667f-40ea-a13c-5a985534e470			03/04/2024	13:50:06	03/04/2024
37	PC / Laptop	completed	b5d8d6b3-1c29-4c7f-ad04-ba81dbbb5f01			03/04/2024	13:58:50	03/04/2024
38	PC / Laptop	completed	0608af9b-c4c9-4074-a486-bf12bfca536a			03/04/2024	14:04:26	03/04/2024
39	Phone	completed	36e87fee-f1ac-473b-9539-b71b9fbcee2a			03/04/2024	13:56:06	03/04/2024
40	PC / Laptop	completed	506e594e-13e5-437f-bd2b-f1b36db28201			03/04/2024	14:05:05	03/04/2024
41	PC / Laptop	completed	b70aa579-477e-4b30-9222-91608edba3dc			03/04/2024	14:13:42	03/04/2024
42	Phone	completed	4822c5a5-158b-4747-a0e2-27a5a3eea6c8			03/04/2024	14:14:59	03/04/2024
43	Phone	completed	53d9ddc1-62cb-4026-a231-54585911b222			03/04/2024	14:22:47	03/04/2024
44	PC / Laptop	completed	c309517e-4392-418f-bbab-76a266857a14			03/04/2024	14:13:26	03/04/2024

	A	B	C	D	E	F	G	H
45	PC / Laptop	completed	15cd7648-507a-4c9a-b789-c3be9e687539			03/04/2024	14:27:20	03/04/2024
46	Phone	completed	dc247b92-afb9-4ee9-941b-ec1a0d6ff029			03/04/2024	14:48:50	03/04/2024
47	Phone	completed	0ce47907-d71b-4db3-8fa8-b3bb7b4788c0			03/04/2024	15:02:37	03/04/2024
48	PC / Laptop	completed	53185937-aef8-42d1-ac16-ee3d0c160280			03/04/2024	14:28:42	03/04/2024
49	PC / Laptop	completed	31dd31bb-706a-4cb8-abda-065f827ea4be			03/04/2024	15:15:53	03/04/2024
50	PC / Laptop	completed	6e08629f-1111-431d-8fb8-1238aeb66b10			03/04/2024	15:42:17	03/04/2024
51	PC / Laptop	completed	554f6ff8-78ea-4556-8071-6986afaaae89			03/04/2024	15:34:46	03/04/2024
52	PC / Laptop	completed	570cc4be-aa79-4557-87ef-08826dc2e2a8			03/04/2024	16:02:24	03/04/2024
53	PC / Laptop	completed	2eb5ad5d-24ca-4c69-832d-99f8950da3ac			03/04/2024	16:25:49	03/04/2024
54	PC / Laptop	completed	a630e3fb-d93e-4854-a454-42649ee0b4bd			03/04/2024	16:26:03	03/04/2024
55	Phone	completed	f4e9143b-a1e8-4b1b-84f3-6bda3095d8da			03/04/2024	16:26:21	03/04/2024
56	PC / Laptop	completed	ba7b78e9-d5ab-42f6-a6e2-6aef7f454c24			03/04/2024	16:30:49	03/04/2024
57	Phone	completed	3a13d083-a953-4ac6-9517-b9c4fa727241			03/04/2024	16:10:21	03/04/2024
58	Phone	completed	389dbc3f-39f5-4238-afbb-db1e4c29df0c			03/04/2024	16:35:55	03/04/2024
59	Phone	completed	668719c2-b45a-4578-8807-726941ea657e			03/04/2024	16:36:43	03/04/2024
60	Phone	completed	c0b48fc4-cf2a-470a-bd3e-d00d4d33a159			03/04/2024	16:39:33	03/04/2024
61	Phone	completed	b5629d61-b580-41f8-a5e5-b4f44d9a0063			03/04/2024	17:07:46	03/04/2024
62	PC / Laptop	completed	f4fa21cc-8689-45d9-a8c2-44dd2938612a			03/04/2024	17:28:24	03/04/2024

	A	B	C	D	E	F	G	H
63	Phone	completed	60ef7d85-15b7-4194-af6c-f82823771842			03/04/2024	17:29:55	03/04/2024
64	Phone	completed	c2e7f0ea-fdd8-491e-8d7c-15a161fa2a67			03/04/2024	17:49:22	03/04/2024
65	PC / Laptop	completed	1dc548ea-01fd-4ae5-a260-e5662c7efb92			03/04/2024	18:00:25	03/04/2024
66	Phone	completed	ee6a9739-83a7-46d8-88aa-7bc8276b44c1			03/04/2024	18:29:37	03/04/2024
67	Tablet	completed	f5ff95d8-1303-4455-afa2-12465591331f			03/04/2024	18:35:53	03/04/2024
68	PC / Laptop	completed	296145d6-204f-4d23-bb13-9ff8445fa4e3			03/04/2024	18:34:00	03/04/2024
69	Phone	completed	d3e5457f-f335-4cf3-a95e-d6ca22bbb90e			03/04/2024	18:43:02	03/04/2024
70	PC / Laptop	completed	63ffbf53-263f-4556-86e2-b4257575eaa6			03/04/2024	18:34:26	03/04/2024
71	Phone	completed	b230cbcc-46be-480f-b081-0f7252a6b162			03/04/2024	18:43:23	03/04/2024
72	Phone	completed	6b8b7783-6f73-4a7f-ae79-36061d2b9109			03/04/2024	18:53:19	03/04/2024
73	Phone	completed	588b8cb4-4c7f-4cce-9beb-9feaf83af4dc			03/04/2024	18:56:02	03/04/2024
74	Phone	completed	cc8aea78-1620-4d3c-b493-0fa2c612ee14			03/04/2024	19:04:22	03/04/2024
75	Phone	completed	166ecb60-1a97-49b2-acfc-a07f082eab5a			03/04/2024	19:37:55	03/04/2024
76	PC / Laptop	completed	53933f7f-f65f-4546-968c-f708fdecc60b			03/04/2024	19:47:56	03/04/2024
77	Phone	completed	9baf3087-6b7f-4a59-8a4c-d1b66de0cc1f			03/04/2024	19:53:50	03/04/2024
78	PC / Laptop	completed	9d1e78b3-bef9-4a7f-a711-4a591fbc6019			03/04/2024	16:34:29	03/04/2024
79	PC / Laptop	completed	3763626c-c742-4492-b27e-0e8cbdc43945			03/04/2024	20:10:14	03/04/2024
80	Phone	completed	ec9d5b28-9112-4c3c-85bd-c85d7dece4c4			03/04/2024	20:16:34	03/04/2024
81	Phone	completed	ed428597-a964-4214-ba94-de704dd6fba5			03/04/2024	20:18:52	03/04/2024
82	PC / Laptop	completed	d251c542-dd13-4487-acbb-09c017d09879			03/04/2024	20:27:01	03/04/2024
83	Phone	completed	1930256b-c610-457b-87cf-90a86bda2505			03/04/2024	20:28:16	03/04/2024
84	PC / Laptop	completed	fddcbd63-5a4f-4d82-a875-3679afe425cf			03/04/2024	20:22:24	03/04/2024
85	Phone	completed	74fed94a-e799-42a4-b80d-4e0be6a8175c			03/04/2024	20:34:44	03/04/2024
86	Phone	completed	7afef432-0f30-4cd8-ab1e-5dfd6676aa5a			03/04/2024	20:32:40	03/04/2024
87	PC / Laptop	completed	fcda5db2-4da8-4b8f-bc4c-b053fbb51585			03/04/2024	20:28:24	03/04/2024
88	Phone	completed	80a61e3d-d350-47f0-bde8-c1210af1fc3b			03/04/2024	20:49:59	03/04/2024

	A	B	C	D	E	F	G	H
89	Phone	completed	798dde27-0e96-439b-8c94-aafb745814bb			03/04/2024	20:47:21	03/04/2024
90	PC / Laptop	completed	0ae1e704-d396-401b-964e-5c4268617312			03/04/2024	20:46:21	03/04/2024
91	Phone	completed	ec8b4a90-567c-4a41-93ef-bdf48472e492			03/04/2024	21:02:31	03/04/2024
92	Phone	completed	4eb85808-f2bd-4f43-bc5a-b5b5f5aaa7ea			03/04/2024	21:05:20	03/04/2024
93	Phone	completed	0336e809-88b8-45d8-be36-20b1858f5d44			03/04/2024	21:07:16	03/04/2024
94	Phone	completed	a2beb2d5-bafd-4046-bf29-9a6d54065837			03/04/2024	20:58:09	03/04/2024
95	PC / Laptop	completed	566a56b1-0a51-4c60-b510-db7f207f0e9d			03/04/2024	21:19:47	03/04/2024
96	PC / Laptop	completed	da6155a0-9321-43b6-b15f-d863c588566b			03/04/2024	21:46:24	03/04/2024
97	PC / Laptop	completed	c8db153e-8b9f-476d-b530-9bdc48b2baa9			03/04/2024	21:42:48	03/04/2024
98	Phone	completed	42121ffd-9232-4fe8-affc-3b47c3b5adde			03/04/2024	22:04:03	03/04/2024
99	PC / Laptop	completed	f9d81640-0057-4417-a7eb-2018a207bdb9			03/04/2024	21:44:39	03/04/2024
100	Phone	completed	c8b38b9a-1eaa-4dc4-8114-c953a24fe128			03/04/2024	22:28:43	03/04/2024
101	PC / Laptop	completed	24bdbbd8-6abe-4508-b1e6-3050626e1487			03/04/2024	22:34:16	03/04/2024
102	PC / Laptop	completed	05e0f8ac-59f5-4a60-b2e3-1ed284b9d3d1			03/04/2024	22:37:54	03/04/2024
103	Phone	completed	53e12dd2-7996-441d-bb3c-56e58e396d89			03/04/2024	22:41:17	03/04/2024
104	Phone	completed	22ff5ae4-f85d-4440-a441-a4dfe98be344			03/04/2024	22:45:55	03/04/2024
105	Phone	completed	d79c05f7-d07f-43da-824b-7679e6c5677d			03/04/2024	22:58:31	03/04/2024
106	PC / Laptop	completed	b86a727f-d462-41f9-8832-330256caa352			03/04/2024	23:09:28	03/04/2024
107	PC / Laptop	completed	2a8dff1e-0290-41a6-8371-59552e9ab483			03/04/2024	23:51:53	03/04/2024
108	PC / Laptop	completed	ac5f5f00-1528-4c20-97ae-04b185315077			04/04/2024	00:59:15	04/04/2024
109	PC / Laptop	completed	5b2f7a8f-9f94-4fef-9acb-a4d30cd08ca7			04/04/2024	01:59:47	04/04/2024
110	Phone	completed	46047714-7b34-40e6-8ed8-c6b3016ab606			04/04/2024	03:30:27	04/04/2024
111	Phone	completed	9d8c5556-ecbc-4d5f-9474-0e8fdc575896			04/04/2024	04:46:12	04/04/2024

	A	B	C	D	E	F	G	H
112	Phone	completed	1c54b0d9-3ad7-49b6-b1f5-1fb684b776f0			04/04/2024	05:55:40	04/04/2024
113	Phone	completed	3c7ba999-8946-4113-b283-fd61a49da302			04/04/2024	07:03:02	04/04/2024
114	Phone	completed	7f22e3a3-aa25-42dc-a275-109f5e10871e			04/04/2024	07:57:10	04/04/2024
115	Phone	completed	a89f86bb-7c26-45f7-af1b-f845bbebadbf			04/04/2024	08:50:14	04/04/2024
116	Phone	completed	02d2371a-bf9b-4114-914b-e58a5e1864a3			04/04/2024	08:58:05	04/04/2024
117	Phone	completed	9307f7c0-b228-49a6-9492-073da7d3f6ab			04/04/2024	09:08:08	04/04/2024
118	PC / Laptop	completed	1b124ab8-2ab2-457b-8cc8-8f2123109a99			04/04/2024	09:18:15	04/04/2024
119	PC / Laptop	completed	33c02984-ffdd-41b1-9d6a-0fe34c6b7167			04/04/2024	09:20:10	04/04/2024
120	Phone	completed	47489929-cea6-4389-a09b-b3ba9f8b3f99			04/04/2024	09:35:01	04/04/2024
121	Tablet	completed	c799d1e9-4bd9-41bf-8edf-363f00e0acb4			04/04/2024	09:26:44	04/04/2024
122	Phone	completed	53cbc057-fcd6-4e15-855d-79f9c901d5f3			04/04/2024	10:00:32	04/04/2024
123	Phone	completed	8e0b60b3-29b2-4e86-a1d7-89e23afe0a70			04/04/2024	10:14:01	04/04/2024
124	Phone	completed	3498ff36-5a56-483b-9382-4c0feb5d4921			04/04/2024	10:26:37	04/04/2024
125	PC / Laptop	completed	caa00428-331f-4797-b9bf-84754f703de8			04/04/2024	10:30:30	04/04/2024
126	PC / Laptop	completed	b6ea8d93-2559-4500-a5dd-a0774fa29145			04/04/2024	11:08:43	04/04/2024
127	Phone	completed	7af5ec57-750c-4b45-9c90-44e70f48db7a			04/04/2024	11:05:42	04/04/2024
128	Phone	completed	ab1d87b9-6256-4f72-acb9-32b0037f90d9			04/04/2024	11:07:57	04/04/2024
129	PC / Laptop	completed	bd64acb5-c09b-43b8-9d9e-a28a2be8a3ac			04/04/2024	11:19:11	04/04/2024
130	PC / Laptop	completed	af3e0d76-4da4-4825-b3de-57f3ea02a7d6			04/04/2024	11:27:02	04/04/2024
131	Phone	completed	2c7816ce-6b0f-48cc-9c83-55c2e90c3766			04/04/2024	11:45:50	04/04/2024
132	PC / Laptop	completed	bc067adf-9143-4490-8933-16c58b6f71b3			04/04/2024	11:44:01	04/04/2024
133	PC / Laptop	completed	480710c4-feec-4364-a54b-f7c3c6da50a0			04/04/2024	12:06:40	04/04/2024

	A	B	C	D	E	F	G	H
134	PC / Laptop	completed	6f0b3d16-22ed-41dd-9f37-9257ffb8ff7			04/04/2024	12:29:06	04/04/2024
135	Phone	completed	03d704f0-2867-4c4b-8918-2ec640e9a427			04/04/2024	12:37:07	04/04/2024
136	Phone	completed	2338ded3-c6f0-4f96-b1d8-7358fa68e575			04/04/2024	13:05:06	04/04/2024
137	Phone	completed	c0e9e1ca-379a-4efa-a394-61388059c7f2			04/04/2024	13:10:47	04/04/2024
138	PC / Laptop	completed	5c0b313a-a43d-4b77-ae49-e30d05726ebd			04/04/2024	13:13:20	04/04/2024
139	Phone	completed	30b90385-f822-4dd0-b55c-619018fe655e			04/04/2024	13:41:04	04/04/2024
140	Phone	completed	06823e55-353f-4ebb-b7a5-65f89519e162			04/04/2024	13:43:12	04/04/2024
141	Phone	completed	c2cf66e2-6c2a-4c54-9c69-bcafae8b3513			04/04/2024	13:58:49	04/04/2024
142	Phone	completed	be189c64-0951-4b0d-840f-bf148c9a8f66			04/04/2024	13:57:12	04/04/2024
143	Phone	completed	61db06f0-9101-41af-91ae-5ab2669757f5			04/04/2024	14:07:34	04/04/2024
144	PC / Laptop	completed	e986eb4f-14dd-4e93-a298-f09808e2e5e5			04/04/2024	14:07:28	04/04/2024
145	Phone	completed	f302b354-1da7-49fe-8e35-f1e8bd87d095			04/04/2024	14:29:26	04/04/2024
146	PC / Laptop	completed	c9e840c9-a474-44df-b5c3-e05205ac12a4			04/04/2024	14:24:39	04/04/2024
147	PC / Laptop	completed	4f1bfb32-dd62-4cdc-a5c2-48a3a3127167			04/04/2024	14:30:46	04/04/2024
148	Phone	completed	fb6e318b-57fc-4a44-ae2f-aae4db814839			04/04/2024	15:04:23	04/04/2024
149	Phone	completed	a5d84e0b-ff5a-4395-8d89-3753d7d9f782			04/04/2024	15:54:30	04/04/2024
150	Phone	completed	6c54871f-34f3-4e30-a427-6402a250af31			04/04/2024	16:07:19	04/04/2024
151	PC / Laptop	completed	0bd40f06-8269-4246-b22e-561aa2a2bb71			04/04/2024	16:06:01	04/04/2024
152	PC / Laptop	completed	032dc36a-ad70-4d9d-9202-189b3d4c12be			04/04/2024	16:17:26	04/04/2024
153	Phone	completed	f8374149-ded4-469c-b22c-0ac6f775579e			04/04/2024	16:21:22	04/04/2024
154	PC / Laptop	completed	765a92aa-d57c-49f9-850f-851a10ee03b8			04/04/2024	16:21:04	04/04/2024
155	PC / Laptop	completed	85b54cca-ecea-4fb2-b7a8-ab4892d052c8			04/04/2024	16:30:14	04/04/2024
156	Phone	completed	4d6a8049-a7bf-4dee-85a5-d3b7ee177ab3			04/04/2024	16:45:57	04/04/2024
157	Phone	completed	dcd2cd05-8750-4c3c-b9a5-5851d41f38eb			04/04/2024	16:45:50	04/04/2024
158	Phone	completed	ee904900-2744-4147-9c7d-ad48c5e9a325			04/04/2024	17:18:01	04/04/2024

	A	B	C	D	E	F	G	H
159	Phone	completed	d00f7758-e464-48bd-b35d-19ce22e22108			04/04/2024	17:33:04	04/04/2024
160	PC / Laptop	completed	c1b7cc15-81c3-4681-9017-45664fe562e4			04/04/2024	17:24:14	04/04/2024
161	Phone	completed	e8e1ef7d-0401-4695-84c6-2a033c7c9e1f			04/04/2024	17:55:53	04/04/2024
162	Phone	completed	debfc56f-5182-4867-8b73-c742438b2e35			04/04/2024	17:59:53	04/04/2024
163	PC / Laptop	completed	c5f61e10-67f9-4e3b-aa0d-73cd496b3b7b			04/04/2024	18:07:54	04/04/2024
164	Phone	completed	6bf56f7b-2227-465c-b4b4-3149c8d70e25			04/04/2024	18:23:04	04/04/2024
165	PC / Laptop	completed	74a38e1d-1c53-4eb9-b728-99563e243090			04/04/2024	18:23:43	04/04/2024
166	PC / Laptop	completed	1d177152-ad4e-4e70-81cb-bfc33ca40a71			04/04/2024	18:42:27	04/04/2024
167	PC / Laptop	completed	0ae3fc6c-facf-4302-9781-3d87aca05808			04/04/2024	19:03:00	04/04/2024
168	Phone	completed	2720d4d5-b789-469c-bd88-2427decc8e3f			04/04/2024	19:13:51	04/04/2024
169	Phone	completed	a6cf96f3-d4fd-4108-8a6b-b3067dd2cf20			04/04/2024	20:22:45	04/04/2024
170	PC / Laptop	completed	e230f1b9-2dbb-4f6d-9254-ef63756d6dc4			04/04/2024	20:45:04	04/04/2024
171	PC / Laptop	completed	b893fabd-ca5e-4b61-b67b-0f6946f75d47			04/04/2024	21:16:13	04/04/2024
172	Tablet	completed	41d309d0-fa7e-4343-bbe5-1288a4671e93			04/04/2024	21:15:25	04/04/2024
173	Phone	completed	8ac3a79b-cff0-43cb-95fe-2abc02075aab			04/04/2024	22:28:57	04/04/2024
174	Phone	completed	090ae30e-930e-4917-9aab-91439ac1cc48			04/04/2024	22:36:28	04/04/2024
175	Phone	completed	18194eaf-ce35-417e-9afa-b017c1c1ca2d			04/04/2024	22:42:44	04/04/2024
176	Phone	completed	cb525269-ed7f-4a26-b323-d5f865f0f1f8			04/04/2024	22:46:45	04/04/2024
177	Tablet	completed	8644b41c-1ef1-4a0c-b9ca-b028c5772456			05/04/2024	00:04:26	05/04/2024
178	Phone	completed	aea320c0-9f41-4a59-8275-701d38909ff8			05/04/2024	01:23:39	05/04/2024
179	Phone	completed	edf07531-6e5f-44fd-8ce5-c8120dbfa5b4			05/04/2024	04:27:43	05/04/2024
180	Phone	completed	a185f927-6280-4b6c-bea7-f9c83773eebe			05/04/2024	06:24:24	05/04/2024
181	Phone	completed	ebdf7155-ba79-4d4b-a04f-56f2dd71c477			05/04/2024	07:20:55	05/04/2024
182	Phone	completed	9df1f78f-283c-489d-b65a-67e9f25d536a			05/04/2024	07:57:57	05/04/2024
183	PC / Laptop	completed	f93f0650-d027-4f9a-94fd-a300fcb53e15			05/04/2024	08:07:39	05/04/2024
184	Phone	completed	aa32306c-05bc-4028-ab4e-db3cde45fdbb			05/04/2024	07:41:26	05/04/2024
185	Phone	completed	c9419b01-0775-44ef-86e6-2ffe8d8f2ee6			05/04/2024	08:04:53	05/04/2024

	A	B	C	D	E	F	G	H
186	PC / Laptop	completed	56354c26-4d37-4e1d-b5bd-85d293fd96f9			05/04/2024	08:15:18	05/04/2024
187	Phone	completed	8257fe23-cd32-4f40-98a5-9f20fde70018			05/04/2024	08:19:06	05/04/2024
188	Phone	completed	f25402dc-e6d9-43ae-b913-b68a14ee56ca			05/04/2024	08:18:35	05/04/2024
189	Phone	completed	5097c7d0-0a7e-4f0f-950a-3066d59ef04b			05/04/2024	08:33:16	05/04/2024
190	Phone	completed	7a9d0ca3-56eb-445c-ae3b-16a41290527f			05/04/2024	08:34:43	05/04/2024
191	Phone	completed	a4661619-dfef-45ef-9caa-21ed6a5e3d18			05/04/2024	08:42:39	05/04/2024
192	Phone	completed	37c8a7b1-6471-4f06-98c0-639da5b7c943			05/04/2024	08:46:05	05/04/2024
193	Phone	completed	150859b3-e12c-476c-aa27-8fb6dc81e7fe			05/04/2024	08:52:42	05/04/2024
194	PC / Laptop	completed	81dfa064-0ba9-4083-bdd8-02ca7bf25326			05/04/2024	08:59:02	05/04/2024
195	Phone	completed	e57bbd25-a240-44d8-9423-210f00d91581			05/04/2024	09:03:38	05/04/2024
196	Phone	completed	01447b1d-111a-41e5-8138-1a2a5a890c12			05/04/2024	09:20:13	05/04/2024
197	Phone	completed	3144c727-cfb7-438b-84de-ea1eb06ffe8f			05/04/2024	09:18:13	05/04/2024
198	Phone	completed	cbf35476-2671-4460-ab78-fa5dca6bf848			05/04/2024	09:22:25	05/04/2024
199	Phone	completed	8e168ffb-09fb-4bcf-8a55-20e5a236afea			05/04/2024	09:18:34	05/04/2024
200	Phone	completed	acb6d8e6-2c85-4ca0-8a58-2b8227328fda			05/04/2024	09:19:36	05/04/2024
201	PC / Laptop	completed	a48778d6-f6a9-48bc-8877-ffb5de3bbf13			05/04/2024	08:54:15	05/04/2024
202	Phone	completed	93f9871b-c624-4879-bffa-964f4c0f90ba			05/04/2024	09:24:37	05/04/2024
203	Phone	completed	7cf2dbc3-4eef-423a-8cbb-f18b1b269b54			05/04/2024	09:24:23	05/04/2024
204	Phone	completed	6cb53fec-4e93-4a01-a4ad-607805a560ab			05/04/2024	09:36:14	05/04/2024
205	Phone	completed	76aa00a4-25f9-40f1-a2ae-00665e6e349d			05/04/2024	09:30:35	05/04/2024
206	PC / Laptop	completed	8501bcea-ef11-400b-ae0d-276d165a46e9			05/04/2024	09:40:17	05/04/2024

	A	B	C	D	E	F	G	H
207	Phone	completed	8cea2a4a-3678-400a-934a-9f68d80652c2			05/04/2024	09:51:22	05/04/2024
208	Phone	completed	c585fc5b-98af-4af8-83f5-dac3e2b3c169			05/04/2024	09:54:33	05/04/2024
209	PC / Laptop	completed	813fe576-aabd-489c-8623-485c9b15b489			05/04/2024	09:56:01	05/04/2024
210	Phone	completed	054ddaa6-3731-44ac-b513-83542716171a			05/04/2024	09:57:46	05/04/2024
211	PC / Laptop	completed	276d7f34-be86-4021-8c1a-2f9a40f0811c			05/04/2024	09:52:13	05/04/2024
212	PC / Laptop	completed	8de504af-51c6-453b-9b97-c0cfc2428905			05/04/2024	09:51:49	05/04/2024
213	Phone	completed	06d96aa0-f232-48d7-8f78-280d914b29c5			05/04/2024	10:04:09	05/04/2024
214	Phone	completed	aaff56ca-24ab-4c64-94f5-022bd9c8ea3a			05/04/2024	09:51:58	05/04/2024
215	Phone	completed	5de6ec84-2edc-4dd3-9416-bea6987f9c1c			05/04/2024	10:02:19	05/04/2024
216	Phone	completed	083acbdb-2e04-49a6-bd13-0ac57936af42			05/04/2024	10:09:36	05/04/2024
217	PC / Laptop	completed	050c42fe-e3e9-4be5-96cf-ace88fbe1edb			05/04/2024	10:11:44	05/04/2024
218	Phone	completed	3317c3c3-1590-4ed0-b83f-a54cea44d33c			05/04/2024	10:11:31	05/04/2024
219	Phone	completed	f025c5d0-b999-4ca3-a2d7-a90b0524ab8f			05/04/2024	10:08:52	05/04/2024
220	Phone	completed	6fef0043-b149-400d-8078-7b7054616b99			05/04/2024	10:13:47	05/04/2024
221	Phone	completed	ef0616b8-8862-40cf-87b4-7b79a90a7d2e			05/04/2024	10:14:46	05/04/2024
222	Phone	completed	7bdbf7e7-b3e3-4ca9-814b-edcad9e03f82			05/04/2024	10:03:27	05/04/2024
223	Phone	completed	95d21ffc-8a45-4bc5-80ad-663e89d9b687			05/04/2024	10:29:50	05/04/2024
224	Phone	completed	5870d732-9344-4882-95f6-58929256d26d			05/04/2024	10:42:53	05/04/2024
225	Phone	completed	3c2ff51f-ebe2-4078-af9f-e8837209f237			05/04/2024	10:51:40	05/04/2024
226	PC / Laptop	completed	367eb701-a5eb-43d4-9802-a8c1c0d41abd			05/04/2024	10:53:38	05/04/2024
227	PC / Laptop	completed	d1e2a835-4452-4b11-94cf-23a883586547			05/04/2024	10:59:19	05/04/2024
228	Phone	completed	52532c47-c96a-48f4-9443-942964192eff			05/04/2024	10:55:36	05/04/2024
229	PC / Laptop	completed	de05e37b-a348-4f54-92a7-bf4b5c91fff6			05/04/2024	10:59:10	05/04/2024

	A	B	C	D	E	F	G	H
230	Phone	completed	dedc332c-2072-4a1c-a65c-fa891dfbd231			05/04/2024	11:02:59	05/04/2024
231	Phone	completed	a2060df8-29d1-4317-9dad-b185fdf42852			05/04/2024	11:07:32	05/04/2024
232	Phone	completed	4bbc7201-0272-4107-8c66-b5b5e9d339c4			05/04/2024	11:10:52	05/04/2024
233	Phone	completed	f9d6d4b5-38e3-40eb-bf9b-342ffad65ca5			05/04/2024	11:15:47	05/04/2024
234	PC / Laptop	completed	8444836e-498f-43a5-8629-4cd64e248e6f			05/04/2024	11:12:28	05/04/2024
235	Phone	completed	662272d7-5d7a-41ac-92cb-680242200845			05/04/2024	11:13:26	05/04/2024
236	PC / Laptop	completed	fb4dc976-a9de-478c-8ab4-0f6e016d8391			05/04/2024	11:26:30	05/04/2024
237	Phone	completed	2cadc59e-27db-4908-92ee-022b3ba54040			05/04/2024	11:33:29	05/04/2024
238	PC / Laptop	completed	bdbbc5ee-492c-42bd-929c-646176885c22			05/04/2024	11:21:05	05/04/2024
239	PC / Laptop	completed	05824d48-4899-4df3-a210-01faa52bb4c6			05/04/2024	11:31:44	05/04/2024
240	PC / Laptop	completed	2437c7cc-f7ac-4372-b46e-5a3b0bf0bda3			05/04/2024	11:40:00	05/04/2024
241	Phone	completed	7d4b368e-9821-4f4a-b2f7-d0cd10b4d032			05/04/2024	11:45:18	05/04/2024
242	PC / Laptop	completed	c0cc5d12-7e5e-43b1-862c-2748fc2e20ef			05/04/2024	11:47:42	05/04/2024
243	PC / Laptop	completed	13e1b0e6-6ef0-4271-9bb4-7b28fecc70cc			05/04/2024	11:47:23	05/04/2024
244	Phone	completed	ecb0459b-ce72-4e7e-b36a-b28edb7a6320			05/04/2024	11:43:08	05/04/2024
245	PC / Laptop	completed	451dd72a-4b14-44e0-abc7-42852d93e173			05/04/2024	11:42:04	05/04/2024
246	PC / Laptop	completed	f5ad4411-fa61-4b04-be56-773a1d36e198			05/04/2024	11:41:20	05/04/2024
247	PC / Laptop	completed	2ad0a24c-16f4-4d7f-b2dc-c7afb69dc57f			05/04/2024	11:47:30	05/04/2024
248	Phone	completed	637a5498-1458-42fd-9cac-dd4a59e2252c			05/04/2024	11:55:05	05/04/2024
249	PC / Laptop	completed	b15402b3-1656-4c73-87b7-cf64d6268564			05/04/2024	11:53:48	05/04/2024
250	Phone	completed	4e23c69f-6001-4d66-ac44-6bbec246e985			05/04/2024	12:00:22	05/04/2024
251	Phone	completed	5f6433ae-094c-4be8-aca5-64d752b1cae3			05/04/2024	12:06:15	05/04/2024
252	Phone	completed	3f5e0a62-5bc5-438b-8efb-eade74c32e96			05/04/2024	12:02:01	05/04/2024

	A	B	C	D	E	F	G	H
253	Phone	completed	0420f6c0-d084-4442-85aa-5574927daac9			05/04/2024	12:08:10	05/04/2024
254	PC / Laptop	completed	4ed11407-7db8-43fd-8206-a494a98e1707			05/04/2024	11:57:08	05/04/2024
255	PC / Laptop	completed	0eaf3319-7810-41a8-be90-02a92bd06885			05/04/2024	12:15:27	05/04/2024
256	Phone	completed	38cd0c2c-59ac-442c-a388-1cfd10b15c4			05/04/2024	12:20:57	05/04/2024
257	PC / Laptop	completed	34efd157-d07c-4fb6-9efb-8320d0c82747			05/04/2024	12:14:39	05/04/2024
258	Phone	completed	593c3109-dd05-4b1f-b017-e55a963622c9			05/04/2024	12:18:48	05/04/2024
259	PC / Laptop	completed	b54176dc-401d-41dd-a6d5-2b9dcb2c5350			05/04/2024	12:29:40	05/04/2024
260	PC / Laptop	completed	de4dd4df-7c7e-408b-9e66-52262e8637c6			05/04/2024	12:32:58	05/04/2024
261	PC / Laptop	completed	b9d178f6-b4df-49b6-982d-b5281e52ec52			05/04/2024	12:41:09	05/04/2024
262	Phone	completed	a4b41912-6b45-433c-815f-014bf31fad1f			05/04/2024	12:38:37	05/04/2024
263	Phone	completed	7990b547-cb09-4e81-8432-a8ae1eb3de90			05/04/2024	12:41:02	05/04/2024
264	PC / Laptop	completed	356ebd47-e430-4c51-ad42-9c40db857b37			05/04/2024	12:50:14	05/04/2024
265	Tablet	completed	2a0d86b5-0ef3-4004-aaae-5d5da40e0960			05/04/2024	12:47:03	05/04/2024
266	PC / Laptop	completed	948bec3a-0427-44ff-a6e6-0c04951370b8			05/04/2024	12:59:43	05/04/2024
267	PC / Laptop	completed	793720d7-76f0-4161-97c9-9d2ac59f7f33			05/04/2024	13:01:38	05/04/2024
268	PC / Laptop	completed	521ac956-c1f3-4dec-80c6-c24e06f4a4be			05/04/2024	13:08:41	05/04/2024
269	PC / Laptop	completed	692e3142-af9d-42d5-bd3d-33e9d498af34			05/04/2024	13:06:21	05/04/2024
270	Phone	completed	539c3987-6d7f-4ff3-b334-d79b9555ea64			05/04/2024	13:12:12	05/04/2024
271	PC / Laptop	completed	06a3034b-2d90-418f-9af3-f0098dcf86ff			05/04/2024	11:00:14	05/04/2024
272	Phone	completed	6fad2a99-d7e3-4e7f-8496-a8e85dbef227			05/04/2024	13:30:31	05/04/2024
273	PC / Laptop	completed	79a82db9-80f3-4207-b541-d1bce41c6049			05/04/2024	13:36:03	05/04/2024

	A	B	C	D	E	F	G	H
274	Phone	completed	18b5ecf0-a895-4084-b6fd-c319e28bdc91			05/04/2024	13:38:33	05/04/2024
275	Phone	completed	83330e68-a91b-4303-a554-340fd609a43e			05/04/2024	13:43:46	05/04/2024
276	Phone	completed	c5d21b81-b103-4d9c-98e9-cc0139ba41bf			05/04/2024	13:51:57	05/04/2024
277	Phone	completed	925b2ca8-7f74-4ef4-b280-032da803656d			05/04/2024	14:00:05	05/04/2024
278	Phone	completed	cd3bdf10-5522-4b1e-9e65-909246ff7bec			05/04/2024	13:46:50	05/04/2024
279	PC / Laptop	completed	38ef9253-2076-4931-91e6-b7c46a5007af			05/04/2024	14:10:59	05/04/2024
280	Phone	completed	55db2904-a893-41b8-84a9-7d173f61e7e4			05/04/2024	15:01:57	05/04/2024
281	PC / Laptop	completed	fcd0c0b7-ff10-43f2-be12-92c223acee6b			05/04/2024	14:35:34	05/04/2024
282	Phone	completed	5da04e8f-77fb-4639-9675-66204dbc9912			05/04/2024	15:07:09	05/04/2024
283	Phone	completed	b46bfcaa-4e90-46e1-be31-a25599db8784			05/04/2024	15:07:13	05/04/2024
284	Tablet	completed	1a8d9153-184b-429e-858d-0b8e77002fc9			05/04/2024	15:21:26	05/04/2024
285	PC / Laptop	completed	ecb1c632-959e-4153-8322-076a53e3a7b5			05/04/2024	15:21:09	05/04/2024
286	Phone	completed	7e7259bb-a78d-4d86-ad51-d199a36ab3d2			05/04/2024	15:40:35	05/04/2024
287	PC / Laptop	completed	46b2cd1f-9137-44d4-be75-53c79e87bff5			05/04/2024	15:39:42	05/04/2024
288	Tablet	completed	35b56148-9730-420e-a623-85bd087fb3ee			05/04/2024	16:24:43	05/04/2024

	A	B	C	D	E	F	G	H
289	Phone	completed	f6af9991-9700-4e7f-b182-c87a33aea74d			05/04/2024	16:27:06	05/04/2024
290	PC / Laptop	completed	4bf921bd-9409-410a-a4ca-9423abe96811			05/04/2024	16:29:53	05/04/2024
291	PC / Laptop	completed	d123b5ce-4404-47d9-a076-d2f279ce78f1			05/04/2024	16:33:20	05/04/2024
292	Phone	completed	0f586980-9066-47fe-827c-c1c00da55563			05/04/2024	16:37:00	05/04/2024
293	PC / Laptop	completed	f28ccedc-3f8f-4139-a85c-610c3bcd0d6			05/04/2024	14:35:35	05/04/2024
294	Phone	completed	0a51684d-9e98-4f8b-adf2-b09d0c22b5f1			05/04/2024	16:59:24	05/04/2024
295	PC / Laptop	completed	03902193-329e-449a-9054-d6941b42ff35			05/04/2024	16:54:25	05/04/2024
296	Phone	completed	18b69c76-8ae1-442c-a4c1-91f29fbb75ec			05/04/2024	17:06:16	05/04/2024
297	PC / Laptop	completed	2bc6a9b8-5224-4c48-a12f-d3adce0a1246			05/04/2024	17:12:08	05/04/2024
298	Phone	completed	60384517-c274-4a85-92cf-15463047d142			05/04/2024	16:58:10	05/04/2024
299	Phone	completed	3af06957-9a6b-4850-aa42-9cbcd496feda			05/04/2024	17:23:23	05/04/2024
300	Phone	completed	e4c7a15d-e1c6-41cc-b241-df9763ae4de5			05/04/2024	18:28:05	05/04/2024
301	Phone	completed	9035af30-ea41-4450-9c99-b3f8697c4db4			05/04/2024	18:37:41	05/04/2024
302	Phone	completed	1b875fdb-9ff5-45ab-b73c-9fcebada9c981			05/04/2024	18:44:28	05/04/2024
303	Phone	completed	c6fba182-75da-446a-a93a-148fef8d2ed7			05/04/2024	18:44:38	05/04/2024
304	Tablet	completed	54908809-c3a0-4118-9570-aa144e50c36b			05/04/2024	18:46:36	05/04/2024
305	PC / Laptop	completed	1e0277f9-f6ce-499e-8cc2-6197deaed865			05/04/2024	19:07:23	05/04/2024
306	PC / Laptop	completed	9a3b7eae-fad1-4284-9359-0b184ee2e5d0			05/04/2024	19:02:52	05/04/2024
307	PC / Laptop	completed	f71972a9-8a09-4451-ac64-e611ba0f60de			05/04/2024	19:30:54	05/04/2024
308	Phone	completed	256c9a4c-315a-49a8-b5ec-6c83bedacd7d			05/04/2024	19:31:28	05/04/2024
309	PC / Laptop	completed	43b1211f-4392-420f-8a05-d66aab05e7a0			05/04/2024	19:40:00	05/04/2024
310	Phone	completed	221ef30a-d513-4233-925a-e444cfc15611			05/04/2024	20:00:51	05/04/2024
311	Phone	completed	aafbd008-1861-4466-ae9e-5479a7908d12			05/04/2024	19:59:22	05/04/2024
312	PC / Laptop	completed	bfd2356d-d64f-416c-b3ae-01983d652e88			05/04/2024	20:15:57	05/04/2024
313	Phone	completed	ed39900e-e851-4711-8c7f-502a8ac51d1b			05/04/2024	20:34:35	05/04/2024
314	Phone	completed	7ac1baa7-ef16-4f69-81e5-6ab047fac7ea			05/04/2024	20:40:59	05/04/2024
315	Phone	completed	8e299c44-77ce-4e20-93b0-b1eb67734a69			05/04/2024	21:11:36	05/04/2024

	A	B	C	D	E	F	G	H
316	Phone	completed	3f648e51-93c6-4681-9665-682e14e07fea			05/04/2024	21:51:27	05/04/2024
317	PC / Laptop	completed	c892bd65-cf24-4e98-80d5-fb47c160cbf6			05/04/2024	21:32:07	05/04/2024
318	PC / Laptop	completed	f71b7f8a-1491-4d11-ab9a-ae77dcb103ed			05/04/2024	22:09:45	05/04/2024
319	Phone	completed	9b87d858-4a3e-42b2-b593-18ca0f8b9a27			05/04/2024	22:35:55	05/04/2024
320	PC / Laptop	completed	fc3879de-aac0-43f3-b1ec-b09dc3655345			05/04/2024	22:56:48	05/04/2024
321	Phone	completed	e60c08c3-91d2-4e16-88f9-a1597058ab4e			05/04/2024	23:16:25	05/04/2024
322	Phone	completed	7ff92f62-c111-4517-90bf-551a028f9ea2			05/04/2024	23:27:23	05/04/2024
323	Tablet	completed	88b40617-3908-4417-a4cf-15c5f0e8c9a7			05/04/2024	23:36:33	05/04/2024
324	Tablet	completed	71397c53-661f-430e-bed8-966cc5253fc7			05/04/2024	23:52:22	06/04/2024
325	Phone	completed	0734d2e5-ee64-4ee3-8355-21662482be6f			06/04/2024	00:01:25	06/04/2024
326	Phone	completed	a77b1204-0dd0-4d4b-bfb3-3d22056b2c1e			06/04/2024	00:13:07	06/04/2024
327	PC / Laptop	completed	0802e316-7a0c-4330-b729-5ac7959c9ea7			06/04/2024	00:22:38	06/04/2024
328	PC / Laptop	completed	016f75fc-ba21-472d-bd6e-23a6ed7c0128			06/04/2024	01:42:07	06/04/2024
329	PC / Laptop	completed	68bf7b37-837d-4e8e-a7eb-2e52e9c7b1bf			06/04/2024	03:15:07	06/04/2024
330	PC / Laptop	completed	d393730a-b96a-497c-bfa3-37de1650b809			06/04/2024	06:50:50	06/04/2024
331	Phone	completed	0814424b-a266-4344-b869-fdc5e738e539			06/04/2024	08:25:34	06/04/2024
332	Phone	completed	de39862a-ae61-44d7-8219-0f8ce805756a			06/04/2024	09:03:45	06/04/2024
333	Phone	completed	5661eae-1441-4c1b-b6c9-09a91344acb7			06/04/2024	09:28:13	06/04/2024

	A	B	C	D	E	F	G	H
334	Phone	completed	a593e5e4-c693-4e36-96cb-dba02c81d9c4			06/04/2024	09:42:20	06/04/2024
335	PC / Laptop	completed	18163ade-aac3-4557-8654-0d125dbc2dad			06/04/2024	10:15:22	06/04/2024
336	Phone	completed	e375d5c3-e535-459a-93e9-ba93b08875a2			06/04/2024	10:26:31	06/04/2024
337	Phone	completed	979ac3bb-f1a9-43d8-8051-71d9dab94827			06/04/2024	10:30:55	06/04/2024
338	PC / Laptop	completed	ca9e8091-9b85-4976-97a4-9ec3c350fda6			06/04/2024	10:50:38	06/04/2024
339	PC / Laptop	completed	6a2a9184-187e-4927-b3ca-a1bdc5a4ddf7			06/04/2024	11:18:17	06/04/2024
340	Phone	completed	feb002d2-c41a-42e5-af03-787fd825047e			06/04/2024	11:33:30	06/04/2024
341	PC / Laptop	completed	ffd649c4-fe88-4eb6-ba67-c2e75decf977			06/04/2024	12:30:22	06/04/2024
342	Phone	completed	0e19bce1-5555-47f1-9166-b2dd73b10bbd			06/04/2024	12:41:36	06/04/2024
343	PC / Laptop	completed	945938ba-2cca-4b3f-a8bc-ea3aeca560aa			06/04/2024	12:34:57	06/04/2024
344	PC / Laptop	completed	69e218f6-251a-4dd7-9417-7ce2bc1e5996			06/04/2024	12:34:16	06/04/2024
345	Phone	completed	3473296a-f0f6-4449-b0a7-9e040387cfb5			06/04/2024	12:29:30	06/04/2024
346	PC / Laptop	completed	adbe9d9d-1253-4e13-8ac6-aebe20a05e8a			06/04/2024	12:51:59	06/04/2024

	A	B	C	D	E	F	G	H
347	Phone	completed	a8c20ead-751c-4676-bdd9-48ae3956997c			06/04/2024	13:43:03	06/04/2024
348	Phone	completed	2b6e6b5f-02fb-44f9-817f-52ee03a0da40			06/04/2024	14:30:11	06/04/2024
349	PC / Laptop	completed	862fbd16-92ab-4d73-b0d0-6474a778c8ba			06/04/2024	15:07:53	06/04/2024
350	Phone	completed	56c6d2fe-9132-4669-9dda-39b9fd81a435			06/04/2024	15:28:35	06/04/2024
351	Phone	completed	8971a2bb-1f58-4853-b733-7a5f9a1631f1			06/04/2024	16:45:04	06/04/2024
352	Phone	completed	410b56d2-32d1-47a0-81cf-5834c368f409			06/04/2024	19:36:40	06/04/2024
353	Phone	completed	30c4e1e0-40f4-4368-8a70-0dd676c5d53e			06/04/2024	19:48:43	06/04/2024
354	Phone	completed	808fa0d2-9851-4cca-80db-38ce94464fa4			06/04/2024	19:38:58	06/04/2024
355	Phone	completed	d99af060-7322-4881-8fa4-e70f8f7eec16			06/04/2024	20:30:27	06/04/2024
356	Phone	completed	61bb07ab-8bd7-45f6-9b10-a036d3ec8a22			06/04/2024	22:05:47	06/04/2024
357	Phone	completed	870bd400-4884-4073-80b1-152e595de2d1			06/04/2024	21:46:40	06/04/2024
358	Phone	completed	fa555156-fd39-4db2-a89e-2613f683e120			06/04/2024	22:38:25	06/04/2024
359	Phone	completed	88aa4889-e477-4d1b-9ee5-b20551fd9f89			07/04/2024	08:57:32	07/04/2024
360	Phone	completed	d8d9375f-86f4-4330-bf50-a049a629a9b8			07/04/2024	09:50:13	07/04/2024
361	Phone	completed	67843f31-f569-4950-b0ae-647bd63d112d			07/04/2024	10:45:55	07/04/2024
362	Phone	completed	dbac6941-150e-4133-a63c-1a4da0a6be1c			07/04/2024	10:58:32	07/04/2024
363	PC / Laptop	completed	c95e6da5-3a21-4a6c-ba84-b9806277ccca			07/04/2024	11:09:49	07/04/2024
364	Phone	completed	8ae94057-4335-47b3-b334-07dd168e2a51			07/04/2024	11:38:09	07/04/2024
365	PC / Laptop	completed	d99ea714-4b67-406d-a843-413d30f3a77b			07/04/2024	12:53:40	07/04/2024
366	Phone	completed	097cf11e-90cb-4dbb-bc33-7d47a14f19b8			07/04/2024	13:19:54	07/04/2024

	A	B	C	D	E	F	G	H
367	Phone	completed	dd89b2f8-2d75-4d4c-9aca-0b26eb41734b			07/04/2024	13:14:55	07/04/2024
368	Phone	completed	f753ed09-3144-4e77-a87d-163195172560			07/04/2024	15:34:50	07/04/2024
369	PC / Laptop	completed	b6af80ca-fffc-471c-9cb8-cace1ecf7a14			07/04/2024	16:40:22	07/04/2024
370	PC / Laptop	completed	0dbbb3a3-61d7-4681-8239-8a59fc9a281b			07/04/2024	17:49:15	07/04/2024
371	PC / Laptop	completed	e79ed0db-61c0-4b09-b5f5-0fa599c53c78			07/04/2024	20:37:39	07/04/2024
372	Phone	completed	a3eed1a8-7712-416d-8bdf-0eccba59c14e			07/04/2024	20:51:36	07/04/2024
373	Phone	completed	7074b4e5-ccc4-4693-b737-78ebbf00fac			07/04/2024	21:12:30	07/04/2024
374	PC / Laptop	completed	abee0ace-6a04-46c5-826c-7f004880dbf2			08/04/2024	00:08:47	08/04/2024
375	PC / Laptop	completed	30331d89-b239-4d3f-aabf-e0d52dc5c737			08/04/2024	06:16:47	08/04/2024
376	Phone	completed	74f7553a-8aa6-45b2-bf62-1ce9ced4e245			08/04/2024	08:35:06	08/04/2024
377	Tablet	completed	ce0209bc-f5e3-4272-ae6c-6146ee615f92			08/04/2024	08:38:57	08/04/2024
378	Phone	completed	35b06ece-e672-4159-ab40-1e21edae8f65			08/04/2024	14:08:38	08/04/2024
379	PC / Laptop	completed	4c33f13e-55dc-421b-9036-c409c80675f4			08/04/2024	14:13:01	08/04/2024
380	PC / Laptop	completed	7b132052-869b-4eba-9701-2d8b25939ff4			08/04/2024	14:21:54	08/04/2024
381	PC / Laptop	completed	0064dc0e-8d3b-4e9c-8b10-483b2f48a6f0			08/04/2024	15:31:09	08/04/2024
382	Phone	completed	63a9fe7e-b5be-46b3-85de-3e365f713df3			08/04/2024	15:29:46	08/04/2024
383	Phone	completed	e29b5809-2d22-4e7e-a6b4-69a2189a2b6e			08/04/2024	16:20:30	08/04/2024

	A	B	C	D	E	F	G	H
384	PC / Laptop	completed	73ab9ca6-07bf-4657-a2c9-f37cf22f8083			08/04/2024	16:29:48	08/04/2024
385	PC / Laptop	completed	fddf7b06-4ae6-4c6e-9b9d-20c526b0201b			08/04/2024	11:58:25	08/04/2024
386	Phone	completed	72e887b5-6245-4f06-8612-0891ed408af9			08/04/2024	17:56:17	08/04/2024
387	PC / Laptop	completed	6383e205-04e6-4d02-aac2-674f121c6fc7			08/04/2024	18:16:17	08/04/2024
388	PC / Laptop	completed	877dbcd5-5d35-4a8f-a4a2-4e319f7ed43b			08/04/2024	20:42:16	08/04/2024
389	Phone	completed	16e96bd5-66b7-434f-b31d-0a8aff4ebb49			08/04/2024	22:22:45	08/04/2024
390	Phone	completed	49ae9f1a-b45d-4e47-9ea4-72d3ea881f74			08/04/2024	23:42:56	08/04/2024
391	Phone	completed	5552d6d7-306a-49d7-aceb-6dd2248c27d9			08/04/2024	23:41:03	08/04/2024
392	Phone	completed	240ff02c-a8be-4dbc-a872-5b79f13e5559			08/04/2024	23:40:49	08/04/2024
393	Phone	completed	387c3475-47ee-43f2-8bca-a40672cbe33f			08/04/2024	23:50:41	08/04/2024
394	Phone	completed	ad5223b5-0b2e-4326-bab6-02ffd87dedf4			09/04/2024	06:39:56	09/04/2024
395	PC / Laptop	completed	65774a9f-3291-4d72-a949-bfa9c07ce1f1			09/04/2024	06:47:51	09/04/2024
396	Phone	completed	dce7c005-d207-445a-a03b-f4f856631eae			09/04/2024	07:11:41	09/04/2024
397	Phone	completed	bcb580aa-5117-4883-8862-7dae164cdc23			09/04/2024	09:48:46	09/04/2024
398	PC / Laptop	completed	4b4e08b5-2370-44b0-99f2-b9a3093a52fb			09/04/2024	10:03:36	09/04/2024
399	Phone	completed	89f25fe3-e513-439d-9b48-49006e15b548			09/04/2024	12:20:08	09/04/2024
400	Tablet	completed	43afa77d-b966-4703-8b7b-8d01db07fd75			09/04/2024	12:38:46	09/04/2024
401	Phone	completed	060346a6-f2c7-48ae-ba4c-cd56a398691f			09/04/2024	13:19:27	09/04/2024
402	Tablet	completed	1a0e3951-f2e4-486a-b9e4-a705e9e15507			09/04/2024	14:22:50	09/04/2024
403	Phone	completed	0b1dd987-2810-4931-b4c3-6d9f0688e849			09/04/2024	14:41:03	09/04/2024
404	PC / Laptop	completed	557ce4db-bad8-4241-9e0d-654255a60c5a			09/04/2024	15:05:29	09/04/2024

	A	B	C	D	E	F	G	H
405	PC / Laptop	completed	4de64595-b17f-44bb-a70a-14e0e47c44ad			09/04/2024	18:15:13	09/04/2024
406	Phone	completed	3633f621-defd-4bb5-a500-e95c157df203			09/04/2024	22:07:58	09/04/2024
407	Phone	completed	e28d8b7e-08d8-455b-92f4-0031648a47f8			09/04/2024	22:53:33	09/04/2024
408	Phone	completed	a6599682-d7e3-403d-9af8-5b282d29552c			09/04/2024	22:48:42	09/04/2024
409	PC / Laptop	completed	05bb5c31-e263-44c8-b50b-76edbf17e74e			09/04/2024	23:21:44	09/04/2024
410	Phone	completed	efc14ae1-6e43-4147-ab8d-e734f818800e			10/04/2024	07:24:40	10/04/2024
411	Phone	completed	f85a472f-61ae-43f5-8a5c-16449c2c3fbc			10/04/2024	07:22:58	10/04/2024
412	PC / Laptop	completed	dab450c1-1b54-4b81-a714-024b753df624			10/04/2024	08:22:58	10/04/2024
413	PC / Laptop	completed	9d848941-0e45-442f-b15d-b13062b5419c			10/04/2024	10:12:23	10/04/2024
414	Tablet	completed	26948fac-50ae-4e7c-a56c-43c8b3e63962			10/04/2024	10:15:23	10/04/2024
415	Phone	completed	4afb0213-aff8-471a-b60c-fa39b19292b8			10/04/2024	11:11:33	10/04/2024
416	PC / Laptop	completed	7fd90ade-9cb9-4828-954c-b1106d5f680a			10/04/2024	11:40:34	10/04/2024
417	PC / Laptop	completed	fb256485-a5f8-4059-824a-b12657a12769			10/04/2024	12:46:54	10/04/2024

	A	B	C	D	E	F	G	H
418	PC / Laptop	completed	e9e0c168-3c57-4f6d-ae21-6205030a7359			10/04/2024	12:22:21	10/04/2024
419	Phone	completed	bba537a2-5b7c-43c5-babc-13eeeb64233e			10/04/2024	17:52:00	10/04/2024
420	PC / Laptop	completed	5ab24b37-3313-48a9-8328-e618253ebebc			10/04/2024	18:37:18	10/04/2024
421	Phone	completed	75aebece-e62d-4bcc-b029-fd29921207ee			10/04/2024	19:25:10	10/04/2024
422	Phone	completed	4e980d5e-2b9d-4e62-92ea-544bbcf69d9c			10/04/2024	19:27:02	10/04/2024
423	Phone	completed	de54aa14-a8f0-44c9-88b1-0e9c1a4b6080			10/04/2024	19:28:14	10/04/2024
424	PC / Laptop	completed	b95f9a94-e98f-4190-9ede-af0a7ca7ae80			10/04/2024	19:39:00	10/04/2024
425	Phone	completed	28a9ed94-d83e-44c7-bdba-738a4da5f542			10/04/2024	20:15:19	10/04/2024
426	Phone	completed	21bff923-2fd7-4cf2-b302-cbceba60bdf4			10/04/2024	20:09:03	10/04/2024
427	Phone	completed	6360ede0-70e8-47b7-b8d5-b00708482588			10/04/2024	21:17:50	10/04/2024
428	PC / Laptop	completed	926f69d2-3144-4dca-b440-f210ba0a2607			10/04/2024	20:03:11	10/04/2024

	A	B	C	D	E	F	G	H
429	Phone	completed	ec78ce30-1416-486e-a965-4a4d8738f25a			10/04/2024	22:12:17	10/04/2024
430	PC / Laptop	completed	9f8c0e18-d172-47be-9d4d-9ba86d46f21d			10/04/2024	22:16:54	10/04/2024
431	Phone	completed	32e64d92-9f85-415f-ba7b-9e01d5673f2f			10/04/2024	22:37:40	10/04/2024
432	PC / Laptop	completed	030a8c34-c500-4eb6-9b90-3ce53ff3f26c			10/04/2024	23:26:52	10/04/2024
433	PC / Laptop	completed	7c0ef91c-5efd-4c52-a76c-67df27f27b97			11/04/2024	01:13:43	11/04/2024
434	Phone	completed	6fd5abfe-b1d7-41be-a631-653cfd1af447			11/04/2024	07:33:09	11/04/2024
435	Phone	completed	12085755-8cf6-4a8e-a153-e1fafaf2afcb			11/04/2024	09:09:58	11/04/2024
436	Phone	completed	9ca9a5ad-0bd3-4c21-960a-a7cf2aa623d7			11/04/2024	09:18:44	11/04/2024
437	Phone	completed	3350a1ef-aafa-4bbf-90f6-13b53130cdc5			11/04/2024	09:25:17	11/04/2024
438	Phone	completed	a471c3c3-7bcc-4caa-b451-ced443f3de39			11/04/2024	11:20:27	11/04/2024
439	Tablet	completed	4481678d-55e3-4755-ac4d-4ec46ab06a42			11/04/2024	11:34:17	11/04/2024
440	PC / Laptop	completed	6afd0fa6-fd23-4104-8fd1-eb2885843ccb			11/04/2024	11:31:12	11/04/2024
441	PC / Laptop	completed	ab51e76c-a086-4abb-a1d4-fb2ac14a70ae			11/04/2024	11:30:12	11/04/2024
442	PC / Laptop	completed	16d2f5d2-a7d3-46db-edef-3c098eb9a424			11/04/2024	11:22:33	11/04/2024
443	Phone	completed	d2adf334-d683-4fa2-8cff-b7b7c55ef5d7			11/04/2024	12:19:25	11/04/2024
444	PC / Laptop	completed	02b983d9-215b-4bc4-9efc-1b1928871bab			11/04/2024	12:53:34	11/04/2024
445	PC / Laptop	completed	64910b56-ba14-4012-8fe5-e2c4a20b1b7d			11/04/2024	12:35:08	11/04/2024
446	PC / Laptop	completed	1d9a6f25-488f-43b5-94c1-1757fb3de0bb			11/04/2024	13:12:52	11/04/2024
447	Tablet	completed	7fbeabd2-f1e4-42af-b9c4-86ade5dd2a7a			11/04/2024	13:47:25	11/04/2024
448	PC / Laptop	completed	6bc3b7ae-6766-4aec-aedf-03525bd2c2d0			11/04/2024	15:03:52	11/04/2024
449	PC / Laptop	completed	d2fc7806-a277-4200-8a30-d67906cc3768			11/04/2024	17:18:40	11/04/2024

	A	B	C	D	E	F	G	H
450	Phone	completed	1c6edeb8-7ada-4690-84b1-1ede36b9fa9e			11/04/2024	18:35:52	11/04/2024
451	PC / Laptop	completed	7337d4de-7ee9-48a4-81c8-d728b8db1383			11/04/2024	18:57:45	11/04/2024
452	PC / Laptop	completed	67c5d8c2-621b-48f6-b0db-b0886ec463ae			11/04/2024	19:11:47	11/04/2024
453	Phone	completed	ee7f09ba-a513-4306-b2f9-e3f3b0bc0a59			11/04/2024	20:00:06	11/04/2024
454	Tablet	completed	416a6bb3-0c2a-4344-b7a4-ae223bf499eb			11/04/2024	20:47:51	11/04/2024
455	Phone	completed	dbd6c9a4-8e68-437b-9e75-104853148efb			11/04/2024	21:54:48	11/04/2024
456	Phone	completed	99689513-a049-48b9-9914-b30f22a01b39			11/04/2024	22:33:47	11/04/2024
457	Phone	completed	037185ac-43b0-4cf9-b28c-f395c624336c			11/04/2024	23:02:04	11/04/2024
458	Tablet	completed	500b90dc-d3a9-44f9-9310-57ff71adf5d8			11/04/2024	23:02:12	11/04/2024
459	Phone	completed	f3a3f0ca-6279-4e21-93a5-33ad19a55748			12/04/2024	00:08:31	12/04/2024
460	Phone	completed	bb552feb-892b-4e83-a718-421a12adb19			12/04/2024	05:26:04	12/04/2024
461	PC / Laptop	completed	a1524a29-4a53-4d35-b6a8-f281190ade13			12/04/2024	10:12:27	12/04/2024
462	PC / Laptop	completed	a5d71164-532d-40ff-876c-8e3dd7a120d2			12/04/2024	11:10:04	12/04/2024
463	Phone	completed	b92a2b8a-ee7d-4e04-8179-1444456606e1			12/04/2024	10:37:46	12/04/2024
464	PC / Laptop	completed	5aacd60d-615f-41c8-9bd1-d2f3692a1f60			12/04/2024	15:38:15	12/04/2024
465	PC / Laptop	completed	f61f6c02-f9ca-44c4-a187-8438712eb761			12/04/2024	15:37:10	12/04/2024
466	Phone	completed	b9d2554d-972e-46ef-953d-e8d62a6a4d56			12/04/2024	17:40:25	12/04/2024
467	PC / Laptop	completed	df6879d4-c015-4f59-8e8a-1d074b488311			12/04/2024	20:22:03	12/04/2024
468	PC / Laptop	completed	e7fa117e-d659-4a7e-bd6d-ddb9b313310c			12/04/2024	21:28:59	12/04/2024
469	Phone	completed	c4ac07d0-cd05-495b-8dea-48a896182e22			12/04/2024	21:53:30	12/04/2024
470	Phone	completed	37ac63c6-2f46-48a9-819b-a03d191bf726			13/04/2024	02:56:53	13/04/2024
471	Phone	completed	5a41ed8c-2f66-4960-aeaa-1df6f214799a			13/04/2024	09:06:05	13/04/2024

	A	B	C	D	E	F	G	H
472	PC / Laptop	completed	8abacbf8-8b9b-4467-a39c-bf53be8ce903			13/04/2024	10:24:28	13/04/2024
473	Phone	completed	f632ba6d-d0f8-4661-b189-490fd7a3aacc			13/04/2024	11:05:49	13/04/2024
474	Phone	completed	31296009-4acd-4564-ba29-d0d4b179cd7d			13/04/2024	13:23:56	13/04/2024
475	PC / Laptop	completed	2ef6f74e-474c-4b79-a01d-6fe35df32288			13/04/2024	14:22:26	13/04/2024
476	Phone	completed	46bed33d-d6a4-4abf-bdb3-f6b367b92f18			13/04/2024	15:11:39	13/04/2024
477	Phone	completed	e1c23293-43de-457f-bf5e-3b951eb513b9			13/04/2024	15:02:50	13/04/2024
478	PC / Laptop	completed	ee07a99d-a2d2-4708-97af-105b65650178			13/04/2024	16:12:46	13/04/2024
479	PC / Laptop	completed	00f6041b-287c-4797-9888-26ca66b47211			13/04/2024	16:15:09	13/04/2024
480	Phone	completed	9d981990-b7ed-4e0c-a36a-9f02f991a91b			13/04/2024	16:39:38	13/04/2024
481	Phone	completed	8a221382-5a70-4a6b-86e2-f262c0bbb09f			13/04/2024	17:31:34	13/04/2024
482	Phone	completed	e93eeb48-b121-45eb-a5b6-d3ac9e05d8a0			13/04/2024	18:56:38	13/04/2024
483	Phone	completed	c525a5e4-63ac-47e5-beea-ba1797b45dc2			13/04/2024	21:08:38	13/04/2024
484	Phone	completed	4da44128-e7f5-4abc-b3d8-10da18977931			13/04/2024	21:22:54	13/04/2024
485	Phone	completed	b842cce1-57d2-4930-8338-47e4d3850c55			13/04/2024	22:37:16	13/04/2024
486	Phone	completed	d6b54359-7411-4a8a-b899-03c6e18623be			14/04/2024	06:42:35	14/04/2024
487	Phone	completed	6029e0b5-06b7-4350-a762-07592f83917c			14/04/2024	07:29:39	14/04/2024
488	Phone	completed	b817fddc-ce3d-4040-a3d2-4e5456ea3e41			14/04/2024	08:07:21	14/04/2024

	A	B	C	D	E	F	G	H
489	Phone	completed	2d2d3c2e-e595-420b-a7f8-d43f102e6e59			14/04/2024	09:43:06	14/04/2024
490	PC / Laptop	completed	9631fccf-450d-4be2-91c0-e665229ed1eb			14/04/2024	09:41:36	14/04/2024
491	Phone	completed	d1135041-cb16-4089-aa2d-ffb1ee3cbf0f			14/04/2024	10:38:10	14/04/2024
492	PC / Laptop	completed	d7d29f33-eeff-4df8-8b87-2c33819d6b8c			14/04/2024	11:52:47	14/04/2024
493	PC / Laptop	completed	a8ab4edf-ee2e-4eca-934e-986b1447c15e			14/04/2024	12:53:56	14/04/2024
494	PC / Laptop	completed	8934d148-f51d-48a1-a59f-107cbe61e2ea			14/04/2024	13:50:27	14/04/2024
495	PC / Laptop	completed	91082e9a-d04c-4cd1-b387-5d3f550437f0			14/04/2024	17:42:50	14/04/2024
496	Phone	completed	54e9de2b-4f16-4163-a701-d06e7233e546			14/04/2024	18:02:41	14/04/2024
497	Phone	completed	7e1520cd-493a-4a48-9f9c-13910c8b0f4a			14/04/2024	18:28:19	14/04/2024
498	Phone	completed	b5f03a0c-30b1-400c-8bef-ed35558fb58f			14/04/2024	19:08:34	14/04/2024
499	PC / Laptop	completed	16508b6e-811d-4f07-a498-cd1fde670a51			14/04/2024	18:59:57	14/04/2024
500	PC / Laptop	completed	a9c8bded-3ae9-4bbc-af52-84aabdc0799f			14/04/2024	20:06:11	14/04/2024
501	Phone	completed	e22e9d4f-decd-43e8-9d6d-92534189471f			14/04/2024	23:32:35	14/04/2024
502	Phone	completed	470bb59b-7093-4488-b480-809511e7b41d			15/04/2024	08:02:24	15/04/2024
503	Phone	completed	0da8aa9d-9622-4dc8-94c4-f7eda85e3125			15/04/2024	08:18:14	15/04/2024
504	Phone	completed	bf486bdd-20c1-48a5-9962-489c48304335			15/04/2024	11:34:52	15/04/2024
505	Tablet	completed	456f36bc-b16d-40f3-a9e4-3db54482c5da			15/04/2024	12:58:24	15/04/2024
506	PC / Laptop	completed	7b5ec89d-2573-4081-8bc0-e5728863d900			15/04/2024	13:02:54	15/04/2024
507	Phone	completed	1946a254-efcd-4185-bee7-68ed77232a1b			15/04/2024	13:40:55	15/04/2024
508	PC / Laptop	completed	26d58789-fddc-4fcc-a8e6-a53eedab991f			15/04/2024	13:45:04	15/04/2024
509	PC / Laptop	completed	fa6dfe36-9bb3-4ac8-9226-0f29e060a951			15/04/2024	14:01:42	15/04/2024
510	Phone	completed	ce08077f-f38c-41db-8627-b9c9667689f9			15/04/2024	15:36:48	15/04/2024
511	Phone	completed	5987fe33-2903-4875-a36d-13db11a48694			15/04/2024	15:40:00	15/04/2024
512	PC / Laptop	completed	c4527513-4b73-4011-b043-960a18289c79			15/04/2024	15:46:40	15/04/2024

	A	B	C	D	E	F	G	H
513	PC / Laptop	completed	de38651f-572c-4166-bb3e-41448c3715ae			15/04/2024	15:45:18	15/04/2024
514	Phone	completed	b6572bef-fad1-4a25-a394-e98a3625c3c9			15/04/2024	15:28:43	15/04/2024
515	PC / Laptop	completed	7d2e1d72-5977-4682-9cf0-ea16a04ba126			15/04/2024	16:11:25	15/04/2024
516	Phone	completed	96c2b253-00a2-4c0d-8610-334526f2dc0f			15/04/2024	16:16:23	15/04/2024
517	Tablet	completed	4d1973bc-1ed4-4ef5-8b1c-0831afce7cf2			15/04/2024	16:33:09	15/04/2024
518	Phone	completed	97af3863-0c30-483a-956f-997faa334442			15/04/2024	16:37:21	15/04/2024
519	Phone	completed	350cfc52-8b4f-45e7-ac62-628603018488			15/04/2024	16:43:06	15/04/2024
520	Phone	completed	204c0013-e9ac-4c58-8ea1-9160c180e642			15/04/2024	16:59:15	15/04/2024
521	Phone	completed	a9693305-cc4c-4337-941d-f919b9ebdb84			15/04/2024	17:18:04	15/04/2024
522	Phone	completed	cbfd0167-0782-4fe1-8aaf-1fe49eb0029b			15/04/2024	16:44:43	15/04/2024
523	Phone	completed	77cf1722-bd57-4704-b8b8-c6974c58ab27			15/04/2024	17:21:49	15/04/2024
524	Tablet	completed	b9ceb27e-8285-4d48-bd85-51e795bedf62			15/04/2024	17:24:29	15/04/2024
525	Phone	completed	b4f7938d-522d-4882-92e5-e167af2b1051			15/04/2024	17:33:16	15/04/2024
526	Phone	completed	72b1ff90-63b8-4341-9ea0-d234a507572f			15/04/2024	17:35:42	15/04/2024
527	PC / Laptop	completed	c0c53bb9-b07f-473c-bcc8-743d01d800a7			15/04/2024	17:45:56	15/04/2024
528	PC / Laptop	completed	4074d690-b5c7-4a82-8310-f2e432008df4			15/04/2024	17:58:48	15/04/2024
529	Phone	completed	cedc13c5-267d-4b3a-863d-ee320fe08e33			15/04/2024	17:49:11	15/04/2024
530	Phone	completed	af50fbf8-959d-4093-92b7-ea54b9145b0c			15/04/2024	17:58:58	15/04/2024
531	Phone	completed	767fd4e6-a2c7-4721-b9e8-3e9fc7a55165			15/04/2024	18:19:26	15/04/2024
532	Phone	completed	2e268f6d-2b0a-49e5-aa9f-a5b70207e1df			15/04/2024	18:34:16	15/04/2024
533	Phone	completed	0433b18e-0dec-4003-8040-5604e07e3d7a			15/04/2024	18:39:34	15/04/2024
534	Phone	completed	3815c666-f7bf-45d8-b53f-6d929b604ca0			15/04/2024	18:42:06	15/04/2024
535	Phone	completed	cdc1506c-ca28-450f-b542-7128befa739a			15/04/2024	18:52:02	15/04/2024
536	Phone	completed	69bd63b2-f05b-4473-b0e7-bd59f83eabf5			15/04/2024	19:22:10	15/04/2024
537	Phone	completed	b73b1468-c09e-4063-81db-6fc157ce5b04			15/04/2024	19:26:58	15/04/2024
538	Phone	completed	aa7918ee-d62e-4bc6-8f4d-23b1138058bd			15/04/2024	16:13:18	15/04/2024
539	Phone	completed	0a156fec-8ddb-4ffe-b956-bfe187466b49			15/04/2024	19:46:21	15/04/2024
540	PC / Laptop	completed	17423051-1671-4d99-9f2a-aedc89b335a6			15/04/2024	11:51:22	15/04/2024

	A	B	C	D	E	F	G	H
541	Phone	completed	9ade5cf3-3864-419b-9e6e-c2373be377db			15/04/2024	19:39:33	15/04/2024
542	Phone	completed	628846db-05df-43f1-b247-dbfcaa92de9a			15/04/2024	19:58:35	15/04/2024
543	PC / Laptop	completed	912e7227-8dc7-4799-8b4b-887980c3fc4d			15/04/2024	20:03:30	15/04/2024
544	PC / Laptop	completed	e9f93c6c-8576-441e-9b71-68959fafc0c0			15/04/2024	20:05:57	15/04/2024
545	Phone	completed	9d2ed59c-abb0-45b7-81d2-daecaaec0972			15/04/2024	20:20:40	15/04/2024
546	PC / Laptop	completed	24b4bf98-d090-4502-aade-ca7c473bb2c1			15/04/2024	20:30:10	15/04/2024
547	Phone	completed	4a641558-0e82-48db-b618-26d416c3fb9f			15/04/2024	20:48:06	15/04/2024
548	Phone	completed	a5794e7f-67e5-4eae-975b-148a82973396			15/04/2024	20:54:48	15/04/2024
549	Phone	completed	097e841b-2192-4943-9ca3-b7afdc93efda			15/04/2024	20:57:34	15/04/2024
550	PC / Laptop	completed	106f17a3-d89d-4eda-a597-7a0fa2cb726c			15/04/2024	20:56:21	15/04/2024
551	PC / Laptop	completed	ef8416a4-fcce-4388-ae9b-831c76eb925e			15/04/2024	21:08:57	15/04/2024
552	Phone	completed	08c6715c-5f65-41e7-bf8b-0c3b528e93aa			15/04/2024	21:11:45	15/04/2024
553	Phone	completed	defeb2df-90d7-41d3-98d4-12f42fa38189			15/04/2024	21:17:27	15/04/2024
554	Phone	completed	eb9652cc-376e-46f4-898a-39867da24c61			15/04/2024	21:26:47	15/04/2024
555	Phone	completed	83208c96-004b-4f94-be19-de429060805d			15/04/2024	21:45:30	15/04/2024
556	Phone	completed	cf0e2e0e-4d90-4cf0-a7bd-8ff1d1eaf989			15/04/2024	21:50:31	15/04/2024
557	PC / Laptop	completed	a45c6d55-9010-4459-971f-ce364583315b			15/04/2024	22:06:30	15/04/2024
558	Phone	completed	703f58f7-c813-45d2-8bb8-0049727318d3			15/04/2024	22:14:30	15/04/2024
559	PC / Laptop	completed	3f74cba8-d9b7-4f69-9ec4-248b43a165d0			15/04/2024	22:14:46	15/04/2024
560	Phone	completed	1d9c56f1-8729-4759-bc8c-0f7d8ef986ed			15/04/2024	22:27:42	15/04/2024
561	PC / Laptop	completed	b0644bfa-6e61-49aa-b23c-710b46e3a8f2			15/04/2024	22:34:03	15/04/2024
562	Phone	completed	1c0a4e0e-e730-4ff6-a755-9abf1b386ef6			15/04/2024	23:07:33	15/04/2024
563	Phone	completed	21fa6069-dfb2-4c0a-8323-6e0ed6d06356			15/04/2024	23:27:59	15/04/2024
564	Phone	completed	bf631726-8d77-477c-8182-c56c4c2c2c6a			15/04/2024	23:42:12	15/04/2024
565	Phone	completed	adcbb72b-1196-43e1-82d8-b4d7255eac12			15/04/2024	23:53:24	15/04/2024
566	Phone	completed	61366814-f354-4ff6-aa76-01f71a542c43			16/04/2024	00:28:53	16/04/2024
567	Phone	completed	3550c179-5de8-4818-bb30-1d28c3865591			16/04/2024	01:44:45	16/04/2024
568	Phone	completed	76f43dc4-5975-4ab8-92db-cc15a11acef6			16/04/2024	07:07:13	16/04/2024
569	PC / Laptop	completed	2fe24ff7-f628-4263-8241-e01287b729f1			16/04/2024	07:33:55	16/04/2024
570	Phone	completed	19ec0301-5569-404a-b781-0109969e88b4			16/04/2024	07:52:39	16/04/2024
571	PC / Laptop	completed	3859ae83-218d-4dd0-9424-37be97bc9b10			16/04/2024	09:22:13	16/04/2024

	A	B	C	D	E	F	G	H
572	PC / Laptop	completed	ef2b3e10-6c2d-4b37-8d63-e7086cf41d15			16/04/2024	09:18:48	16/04/2024
573	Tablet	completed	10be65c4-fae2-4205-bdab-b14ec8d29983			16/04/2024	09:39:14	16/04/2024
574	Phone	completed	a3fbeatf-abbc-46a6-b0bc-126c5c8cd7e8			16/04/2024	09:38:36	16/04/2024
575	Phone	completed	0d69f361-0001-4dde-8aec-10fc3b913217			16/04/2024	09:40:44	16/04/2024
576	Phone	completed	5208c708-058d-4f24-994d-a9e7bac6abe7			16/04/2024	09:42:06	16/04/2024
577	PC / Laptop	completed	7f4bc6a0-2221-4f4e-bc9d-4900386a8043			16/04/2024	09:39:09	16/04/2024
578	PC / Laptop	completed	43ee1cdc-786c-4180-bbb4-4858103fb12a			16/04/2024	09:42:20	16/04/2024
579	Phone	completed	a791c454-5e0f-4f9f-abf3-9dd9f8acf74e			16/04/2024	09:42:14	16/04/2024
580	PC / Laptop	completed	2d350693-cfb1-4b44-9743-bda6ad216369			16/04/2024	09:39:31	16/04/2024
581	Phone	completed	6c396874-7b73-497d-a722-152f65b96834			16/04/2024	09:41:42	16/04/2024
582	Phone	completed	09d6c606-168f-40b6-ab5c-c1173bdc8331			16/04/2024	09:41:47	16/04/2024
583	Phone	completed	7a495ece-8b0c-45c2-83fc-e5ee8ff8b901			16/04/2024	09:43:20	16/04/2024
584	Phone	completed	4ace7477-9019-430c-a513-e17e98566361			16/04/2024	09:39:33	16/04/2024
585	Phone	completed	714341e6-872a-4502-b65b-f305e3ab08dd			16/04/2024	09:38:54	16/04/2024
586	Phone	completed	47540bf4-5a5c-432d-98a5-818844726432			16/04/2024	09:43:20	16/04/2024
587	Phone	completed	17bac2fc-b025-483b-a371-ec2805285444			16/04/2024	09:42:38	16/04/2024
588	Phone	completed	f91063a4-19b6-4dbc-8c1e-db0d211067ca			16/04/2024	09:43:23	16/04/2024
589	Phone	completed	3a8630bd-2247-4772-a2fd-a6933a6b232f			16/04/2024	09:44:55	16/04/2024
590	Phone	completed	2757d220-2ee8-4ed9-8a7e-fe7ac4576a7f			16/04/2024	09:39:51	16/04/2024
591	PC / Laptop	completed	32660490-6e77-482f-a1ff-42eb9fa55454			16/04/2024	09:43:56	16/04/2024
592	Phone	completed	b4e5f9c3-364d-4574-a2e2-a45cf681028f			16/04/2024	09:43:26	16/04/2024
593	Phone	completed	c6f3de0b-c33e-437c-b894-25e08f70881d			16/04/2024	09:43:31	16/04/2024
594	Phone	completed	d436f5dd-6bc4-4184-a9cb-10e8c49b8ef3			16/04/2024	09:47:03	16/04/2024
595	Phone	completed	ed1b5e24-baaf-464e-b01f-9a4e1d2036b5			16/04/2024	09:46:56	16/04/2024
596	Phone	completed	4e5ea590-893b-434d-ae94-b626b887d595			16/04/2024	09:43:47	16/04/2024
597	PC / Laptop	completed	561ae4e5-2f63-4e3b-9554-5fd51587dce4			16/04/2024	09:43:56	16/04/2024
598	Phone	completed	e9252a52-dba8-4461-b0da-8233ba0aa8e2			16/04/2024	09:47:38	16/04/2024
599	PC / Laptop	completed	3c3431a9-d781-4763-851c-2e03ca8066d8			16/04/2024	09:47:36	16/04/2024
600	Phone	completed	23e339ee-4f0e-4d7c-b9bd-a6797d4ab53e			16/04/2024	09:47:46	16/04/2024
601	Phone	completed	408d4dbf-2c79-49ee-8d66-76b0d1a7a892			16/04/2024	09:47:11	16/04/2024
602	Phone	completed	2959f250-bedb-4cfa-a8ed-e332313fad82			16/04/2024	09:45:09	16/04/2024
603	PC / Laptop	completed	501b33db-5639-4908-81ea-2e08673d033f			16/04/2024	09:44:03	16/04/2024
604	PC / Laptop	completed	12242ac3-5d91-4bfa-b65d-789da2d2e88d			16/04/2024	09:46:58	16/04/2024
605	PC / Laptop	completed	0f866c10-6e09-4300-8a28-9234a24c104a			16/04/2024	09:49:06	16/04/2024
606	Phone	completed	e1c784af-2901-47ff-ae52-3d53b94f6bfb			16/04/2024	09:48:39	16/04/2024
607	Phone	completed	b644b623-5f91-4a8b-a8a2-05bd9596e8c1			16/04/2024	09:47:48	16/04/2024
608	Phone	completed	8bbaaea7-4f30-42e8-b535-ee703dfb15ab			16/04/2024	09:44:08	16/04/2024

	A	B	C	D	E	F	G	H
609	PC / Laptop	completed	cc4bf142-30c9-471d-abce-11622f9028d5			16/04/2024	09:49:55	16/04/2024
610	Phone	completed	6a282340-593b-4aa4-a208-a371e6746758			16/04/2024	09:41:13	16/04/2024
611	PC / Laptop	completed	7a6fc539-1fdd-4737-be8b-e6e9272c52c3			16/04/2024	09:40:17	16/04/2024
612	Phone	completed	38cb004f-016f-4fe3-a686-7d9aaaf70786			16/04/2024	09:51:00	16/04/2024
613	PC / Laptop	completed	d9969e38-0c8b-40f3-8b40-0da6a0e7e6aa			16/04/2024	09:51:22	16/04/2024
614	PC / Laptop	completed	093efa33-6a7a-4ca3-b59b-fc9e28c2bcd2			16/04/2024	09:50:51	16/04/2024
615	PC / Laptop	completed	b58c95cd-a489-42a8-a3c4-630492e9955f			16/04/2024	09:43:30	16/04/2024
616	Phone	completed	9b1364c5-0d3c-4e5c-a29a-fcc4b353e2f5			16/04/2024	09:53:40	16/04/2024
617	Phone	completed	057b4107-cb34-4e83-ac5f-c7fb7794f444			16/04/2024	09:45:47	16/04/2024
618	Phone	completed	22b744a0-5245-4067-ae27-eb9320cdcc0d			16/04/2024	09:52:21	16/04/2024
619	Tablet	completed	513cfcfc-5707-4ec9-899b-eaf57c2db2ef			16/04/2024	09:52:58	16/04/2024
620	PC / Laptop	completed	4b330113-584f-499e-987e-8396f2fb2861			16/04/2024	09:51:34	16/04/2024
621	PC / Laptop	completed	1b78814e-669d-47f0-b3e2-eaf8bf563aa1			16/04/2024	09:46:52	16/04/2024
622	Phone	completed	71083acf-ef30-4b55-b4cd-643abb4024b5			16/04/2024	09:55:42	16/04/2024
623	Phone	completed	580ee971-47d8-443d-9517-0ecf3a0f1aa1			16/04/2024	09:56:32	16/04/2024
624	PC / Laptop	completed	56e7c01a-7d20-401c-98c6-fa16d2d8da4b			16/04/2024	09:57:47	16/04/2024
625	PC / Laptop	completed	069cd344-150b-4b03-a496-d2568bdfb34d			16/04/2024	09:58:55	16/04/2024
626	PC / Laptop	completed	e5686f60-3a38-4eac-a610-ccae605ab82e			16/04/2024	09:56:40	16/04/2024
627	Phone	completed	a70d635e-9e8b-41ee-a2d1-c4ee20d55c5a			16/04/2024	09:57:52	16/04/2024
628	Phone	completed	e83141b7-5842-47bb-a999-2de2b5ee757b			16/04/2024	09:58:55	16/04/2024
629	PC / Laptop	completed	94efd577-b937-4c57-9f5c-fec74c4650de			16/04/2024	09:58:33	16/04/2024
630	Phone	completed	c6d77043-a83d-437d-bab1-db5c0c46f046			16/04/2024	09:58:46	16/04/2024
631	Phone	completed	38b38dd6-6859-415f-996c-0280c367938a			16/04/2024	10:00:16	16/04/2024
632	PC / Laptop	completed	1b06b73f-1f58-4da7-a6dc-c8b3742f941d			16/04/2024	09:58:42	16/04/2024
633	PC / Laptop	completed	74db59cb-b368-43e7-b8d0-a6082091a931			16/04/2024	09:47:16	16/04/2024
634	PC / Laptop	completed	410ab8b1-e219-4ab8-a8da-3705d5c800fa			16/04/2024	09:51:42	16/04/2024
635	PC / Laptop	completed	2d6bceba-be7c-4679-932a-48f422e6c0d1			16/04/2024	09:57:22	16/04/2024
636	Phone	completed	0c5c8cd9-001d-4136-a2c0-ba69c93edc4d			16/04/2024	10:00:43	16/04/2024

	A	B	C	D	E	F	G	H
637	Phone	completed	67a63161-e033-41fa-bc68-3d46b73a50d4			16/04/2024	09:46:55	16/04/2024
638	Phone	completed	54d2b51b-cbff-44dd-816d-f1ae8aeae991			16/04/2024	09:57:35	16/04/2024
639	Phone	completed	5f9774bb-709f-45c8-bcb8-15617c3341ab			16/04/2024	09:57:33	16/04/2024
640	Phone	completed	49398d29-3695-49aa-91b7-87392012dac3			16/04/2024	09:55:01	16/04/2024
641	Phone	completed	da10fc47-26c8-46de-899a-cfa43b3733e0			16/04/2024	09:59:19	16/04/2024
642	PC / Laptop	completed	575b109f-9885-4f22-9494-c53f16a3f4e9			16/04/2024	10:02:00	16/04/2024
643	PC / Laptop	completed	2c3de206-2627-4ea5-aaca-b1bf1a2311bf			16/04/2024	10:00:43	16/04/2024
644	Phone	completed	4b6b624d-8bfa-4b91-bbea-d5934aab7abf			16/04/2024	10:01:00	16/04/2024
645	PC / Laptop	completed	81cd6719-86e6-42ed-8ed7-0e6231b29fe3			16/04/2024	09:54:25	16/04/2024
646	PC / Laptop	completed	9f0210c1-5c60-4c26-a3c1-d2987a851b0a			16/04/2024	10:00:08	16/04/2024
647	Phone	completed	12c43076-b86a-416e-858e-f58a7522b23a			16/04/2024	10:05:00	16/04/2024
648	Phone	completed	db3fbb3d-5efa-4854-bbbb-427828bb382f			16/04/2024	10:02:01	16/04/2024
649	Phone	completed	e35ccd18-b772-418d-8b79-ca0180f0a5d9			16/04/2024	09:57:38	16/04/2024
650	Phone	completed	6a6a1518-4767-48f2-816f-c707aa28ae3e			16/04/2024	10:05:00	16/04/2024
651	Phone	completed	0b22e281-ac05-4a55-8ae7-d66d33f3caf5			16/04/2024	10:03:22	16/04/2024
652	Tablet	completed	86605f8e-4196-4cf5-a347-ad6257e0b240			16/04/2024	10:07:01	16/04/2024
653	PC / Laptop	completed	3e5cb8eb-e047-4087-a0fa-0f814fd5b740			16/04/2024	10:06:12	16/04/2024
654	PC / Laptop	completed	5c399622-002e-4103-917f-5a48090e6e5a			16/04/2024	09:59:48	16/04/2024
655	PC / Laptop	completed	d82d2a47-2244-4678-bd06-848629eb02d5			16/04/2024	09:59:58	16/04/2024
656	PC / Laptop	completed	22225234-e988-4183-9239-939567b40510			16/04/2024	10:03:45	16/04/2024
657	PC / Laptop	completed	1d4e1961-ec2d-486a-9f1a-874b281d721f			16/04/2024	10:05:40	16/04/2024
658	Phone	completed	2dc51e7d-4270-4aa1-b68f-949ca97e530e			16/04/2024	10:05:38	16/04/2024
659	Phone	completed	d9e9818a-02bc-4f2a-a48b-5f30e7157409			16/04/2024	10:06:23	16/04/2024
660	Phone	completed	f9c1a0ec-d577-45cd-b4d1-feccb7d8dd84			16/04/2024	10:11:02	16/04/2024
661	PC / Laptop	completed	341c2257-befc-4ab3-83f1-22b793f76e10			16/04/2024	09:50:34	16/04/2024
662	Phone	completed	deed6be5-4c00-4789-b04d-e99d51e92dc3			16/04/2024	10:12:48	16/04/2024

	A	B	C	D	E	F	G	H
663	PC / Laptop	completed	a93ffc6b-36c9-4698-99ab-49b6917c836c			16/04/2024	10:12:21	16/04/2024
664	Tablet	completed	26a1c0a0-4b55-47a7-9f76-ed4d31f1d534			16/04/2024	10:02:15	16/04/2024
665	Phone	completed	1a12aca0-f19b-4b08-bbd6-a7d55858cbb0			16/04/2024	10:12:17	16/04/2024
666	Phone	completed	faf60e33-4c0a-4e0e-90ad-d0f0ebe4c600			16/04/2024	10:07:56	16/04/2024
667	Phone	completed	0b905683-bf40-4e3c-b468-c1f554c57deb			16/04/2024	10:14:18	16/04/2024
668	PC / Laptop	completed	05f1bc1a-4c0d-4bd0-aad2-85a4fe04cf17			16/04/2024	10:06:22	16/04/2024
669	Phone	completed	0744c453-326b-472f-85b6-0fdcb8833665			16/04/2024	10:16:41	16/04/2024
670	Phone	completed	f36f2615-b311-4374-a31a-2972ffa1b1ae			16/04/2024	10:15:28	16/04/2024
671	Phone	completed	eab31f91-2e79-4fd2-acb8-d576603c6e81			16/04/2024	10:14:25	16/04/2024
672	PC / Laptop	completed	60ef3baa-1eac-45bb-8be2-cde5959952c7			16/04/2024	10:15:20	16/04/2024
673	Phone	completed	736bbd1b-6e34-42c1-ae99-8882ba1917d9			16/04/2024	10:09:00	16/04/2024
674	PC / Laptop	completed	e3f31d1e-f348-44ab-830e-1668ddaf5574			16/04/2024	10:15:20	16/04/2024
675	Phone	completed	df13b96b-2574-4401-a880-36f138c8482f			16/04/2024	10:17:47	16/04/2024
676	Phone	completed	64f79cdd-46b7-4efa-b16c-9f1bb7fcd89d			16/04/2024	10:18:23	16/04/2024
677	Phone	completed	7f410ebf-9db3-4ad7-8f2f-3151c65c9198			16/04/2024	10:17:56	16/04/2024
678	PC / Laptop	completed	b75b370b-00f9-496f-9965-b588b119acf9			16/04/2024	10:13:27	16/04/2024
679	Phone	completed	ee77d5d2-9e14-4e71-9c46-682e6b609cd1			16/04/2024	10:16:35	16/04/2024
680	Phone	completed	9e97f50c-973c-4a1b-ba85-31e8849086ea			16/04/2024	10:05:28	16/04/2024
681	PC / Laptop	completed	ae0e2b59-03b4-47ff-a1b2-046fc343c048			16/04/2024	10:13:33	16/04/2024
682	Phone	completed	a98349cc-f623-40f9-8503-b126fec84dfa			16/04/2024	10:16:11	16/04/2024
683	PC / Laptop	completed	034598ae-4c3e-4062-8fa4-dc2b0b57ce9b			16/04/2024	10:12:39	16/04/2024
684	PC / Laptop	completed	4ff74dfc-955b-4322-b6be-2e3c3ebc4a20			16/04/2024	10:24:13	16/04/2024
685	PC / Laptop	completed	712e3f55-ea9d-4c0e-bb1d-4b6c799a4e88			16/04/2024	10:25:32	16/04/2024
686	PC / Laptop	completed	36246307-7260-4297-9f53-59a2ffcc766b			16/04/2024	10:23:38	16/04/2024
687	Phone	completed	f375b85a-2bb3-4b95-9cdb-66333c5472d7			16/04/2024	10:26:02	16/04/2024
688	PC / Laptop	completed	12168649-56fc-41c6-a359-81cdab82e05f			16/04/2024	10:23:38	16/04/2024
689	Phone	completed	17a0c4b7-a538-4519-98b4-f89416de7222			16/04/2024	10:29:40	16/04/2024
690	PC / Laptop	completed	1d7bf36a-69b5-4fb6-ac25-9810702b53ca			16/04/2024	10:27:57	16/04/2024
691	PC / Laptop	completed	7b54abd6-1190-40b2-9aea-708c4196606a			16/04/2024	10:30:55	16/04/2024
692	PC / Laptop	completed	1c4b96b9-8fab-4d8d-bdee-084467d992c3			16/04/2024	10:29:29	16/04/2024
693	PC / Laptop	completed	dda52512-3f7d-4603-aedb-90e27664fe5a			16/04/2024	10:30:01	16/04/2024
694	Phone	completed	b05ef091-ee5d-4593-855d-434cc784dc51			16/04/2024	10:30:16	16/04/2024
695	PC / Laptop	completed	b7f72c6c-e73c-41dc-8d58-8c3f920056a1			16/04/2024	10:28:44	16/04/2024

	A	B	C	D	E	F	G	H
696	Phone	completed	03df0357-22d3-464a-8e20-3a59a55ed568			16/04/2024	10:25:24	16/04/2024
697	PC / Laptop	completed	cda79d93-01c1-43f0-bf94-1c44f94441a1			16/04/2024	10:30:40	16/04/2024
698	PC / Laptop	completed	88e8d179-0005-41a7-9ff4-b084c1ee9b2c			16/04/2024	10:32:10	16/04/2024
699	PC / Laptop	completed	2d8376a6-a61b-47cd-b77f-2ec72e689275			16/04/2024	10:28:38	16/04/2024
700	Phone	completed	9191bb8a-3ba5-49ee-86fb-569f046798a5			16/04/2024	10:31:45	16/04/2024
701	PC / Laptop	completed	a40bf646-b4fc-4842-8a6f-03c52a7813f8			16/04/2024	10:34:44	16/04/2024
702	Phone	completed	e523b342-0b85-4817-8df6-b1ee3346c737			16/04/2024	10:29:59	16/04/2024
703	Phone	completed	48593018-8984-4e50-9346-9c8c6b88e1b3			16/04/2024	10:36:01	16/04/2024
704	Tablet	completed	bb937f2c-7f3d-4bef-905a-7a50c8964ed3			16/04/2024	10:35:24	16/04/2024
705	PC / Laptop	completed	cabade02-34e1-43cd-a7fd-58d9ff0a98d1			16/04/2024	10:27:43	16/04/2024
706	PC / Laptop	completed	3588446a-ec7f-4170-ba80-dd0deaca3f08			16/04/2024	10:31:26	16/04/2024
707	Phone	completed	0a8c6936-51b5-46b0-86a1-94ee424ffeb3			16/04/2024	10:35:58	16/04/2024
708	Phone	completed	970f990b-0886-40ff-9cb3-c68aeef97592			16/04/2024	10:34:10	16/04/2024
709	PC / Laptop	completed	bac5daf0-c656-4f50-b6e3-2c72a02bfde8			16/04/2024	10:29:14	16/04/2024
710	PC / Laptop	completed	d34cffef-9d00-4227-8ca5-e9d7fdf791e8			16/04/2024	10:21:47	16/04/2024
711	PC / Laptop	completed	83898ffb-6bc1-4611-a076-a7405997cff9			16/04/2024	10:37:12	16/04/2024

	A	B	C	D	E	F	G	H
712	PC / Laptop	completed	2b7a74ad-a461-4e35-b9b6-ae2d6d96fe1d			16/04/2024	10:32:10	16/04/2024
713	PC / Laptop	completed	294cf25a-9081-4b9b-ba00-8f8ea676e708			16/04/2024	10:39:52	16/04/2024
714	Phone	completed	d986f59b-1f59-4b84-bf78-64801c5bc1c5			16/04/2024	10:38:14	16/04/2024
715	Phone	completed	3fdb86f0-ec40-462d-b2f7-84827f04db1e			16/04/2024	10:36:34	16/04/2024
716	PC / Laptop	completed	3bfa3d90-8ae5-4b25-8410-8bbdd4b67e48			16/04/2024	10:30:36	16/04/2024
717	Phone	completed	05f60cc5-3cad-4083-b6b9-78db8e6f3045			16/04/2024	10:39:47	16/04/2024
718	PC / Laptop	completed	2e96e998-9f2b-4a87-a690-72a3149a17bf			16/04/2024	10:45:02	16/04/2024
719	PC / Laptop	completed	5b6c1e63-2509-4cb6-8e6d-5217b6ef6b9e			16/04/2024	10:45:18	16/04/2024
720	Phone	completed	f805c3c2-8666-4eb1-8fb2-6b4879e61c26			16/04/2024	09:57:32	16/04/2024
721	Phone	completed	6f42c693-7e73-421f-824e-f869a5311d13			16/04/2024	10:24:46	16/04/2024
722	PC / Laptop	completed	b9b80232-5504-4886-a909-d80f4770deca			16/04/2024	10:48:06	16/04/2024
723	PC / Laptop	completed	21930a94-41b4-4a83-8e9e-d3fc99402159			16/04/2024	10:36:44	16/04/2024
724	Tablet	completed	7019c899-87ae-4d1b-8589-4ec365188293			16/04/2024	10:43:28	16/04/2024
725	Phone	completed	2d807645-f836-4393-9a58-d439a32a8976			16/04/2024	10:40:20	16/04/2024
726	PC / Laptop	completed	986271c2-9d4a-4bc1-8480-dcd73cb7fca9			16/04/2024	10:48:03	16/04/2024
727	PC / Laptop	completed	efc96956-5549-4783-963b-69321fcc1e0			16/04/2024	10:48:59	16/04/2024
728	PC / Laptop	completed	bc4c6d0b-80a1-4771-a516-649dcc3faab0			16/04/2024	10:50:55	16/04/2024
729	Phone	completed	e9452ef0-3b45-4f94-8b27-04e319382f26			16/04/2024	10:48:15	16/04/2024
730	Phone	completed	73868dc9-08bb-4632-8f24-f3779fc18713			16/04/2024	10:50:45	16/04/2024
731	PC / Laptop	completed	511ae738-6feb-40ef-9155-81295bdeedf41			16/04/2024	10:50:06	16/04/2024
732	Phone	completed	a8f6d589-c97b-4085-9d35-27ae237fbf83			16/04/2024	10:52:52	16/04/2024
733	Phone	completed	490f216d-f16f-4666-84c7-23640fe387d7			16/04/2024	10:55:14	16/04/2024
734	Phone	completed	8e2b8ca5-e1ef-461e-8f75-d4259afb1d99			16/04/2024	10:55:16	16/04/2024
735	PC / Laptop	completed	471098c4-9950-4c6a-b4ef-4c0c2f69c239			16/04/2024	10:55:35	16/04/2024
736	Phone	completed	3c15a618-58f4-4caa-8635-36962a0c7440			16/04/2024	10:57:14	16/04/2024
737	Phone	completed	6da27224-4c1c-4510-8d18-bb9ebb07ff8d			16/04/2024	10:45:07	16/04/2024
738	PC / Laptop	completed	34c4a7ea-0325-4704-881a-de6365b6f191			16/04/2024	10:48:00	16/04/2024
739	PC / Laptop	completed	20ef39b4-c141-49f8-8738-c1bc2fbce178			16/04/2024	10:40:22	16/04/2024
740	PC / Laptop	completed	dbbff6cd-e001-4b3c-ba8c-c0a839a0aa42			16/04/2024	10:59:05	16/04/2024
741	PC / Laptop	completed	c83bc715-2476-412f-a7eb-04d803bafbc8			16/04/2024	10:54:48	16/04/2024

	A	B	C	D	E	F	G	H
742	Phone	completed	a721fd72-bcbf-42ad-bdaf-7ea79452513f			16/04/2024	11:00:21	16/04/2024
743	PC / Laptop	completed	134f3537-8f4d-4a4d-b6c7-695457107276			16/04/2024	10:56:26	16/04/2024
744	PC / Laptop	completed	60319e38-1eba-484d-9f20-c6f6b60b22ad			16/04/2024	10:55:35	16/04/2024
745	PC / Laptop	completed	b6d41de3-96f4-4039-87b0-60660ab3c36c			16/04/2024	10:45:11	16/04/2024
746	Tablet	completed	1d20cdce-41c5-4427-9c6b-e8ab3bfd2d72			16/04/2024	11:09:43	16/04/2024
747	PC / Laptop	completed	87bbcfc-d7ad-4dcb-a841-e9ac6a835178			16/04/2024	11:06:30	16/04/2024
748	PC / Laptop	completed	fc7c7197-530f-4601-bc68-7343abaf1f85			16/04/2024	11:11:13	16/04/2024
749	PC / Laptop	completed	3206d8d2-d376-4a12-81e1-84a0263d818c			16/04/2024	11:10:01	16/04/2024
750	PC / Laptop	completed	a338799a-4b94-40f8-8f90-fde497a91ef1			16/04/2024	11:12:37	16/04/2024
751	PC / Laptop	completed	fb8e1ae-52ab-4acc-8742-6a46fc84fe59			16/04/2024	11:15:45	16/04/2024
752	Phone	completed	0a42d232-912b-4721-b93c-c8f1e7ebef41			16/04/2024	11:14:20	16/04/2024
753	Phone	completed	89a9fd19-9461-44e9-be84-34caf0a829ea			16/04/2024	11:15:44	16/04/2024
754	PC / Laptop	completed	2f999e7e-9b47-4e29-bbac-bbe7e0b6522d			16/04/2024	11:15:15	16/04/2024
755	PC / Laptop	completed	81cd39f9-a11c-44a5-9810-92f1e4bbc02c			16/04/2024	11:12:56	16/04/2024
756	PC / Laptop	completed	cada33a1-c2af-402e-ab2d-d0fc08dab0ac			16/04/2024	11:15:58	16/04/2024
757	Tablet	completed	df496162-ad0c-44e5-8cec-41fd898de7c7			16/04/2024	11:17:15	16/04/2024
758	Phone	completed	6987717e-3242-4c03-b074-d6b0fc908484			16/04/2024	11:21:51	16/04/2024
759	Phone	completed	d97b6b23-e9e1-4953-bab6-b52347b282fe			16/04/2024	11:17:30	16/04/2024
760	Phone	completed	89c67891-8f41-465b-8400-41a8b0fb7c5d			16/04/2024	11:24:35	16/04/2024
761	Phone	completed	3d44f989-1516-4e25-8738-2b8a643adc7e			16/04/2024	11:27:04	16/04/2024
762	PC / Laptop	completed	7c8c181e-60ca-4bdf-9283-d3bcbc9f8c05			16/04/2024	11:18:29	16/04/2024
763	PC / Laptop	completed	0c99c75f-26c6-492d-b274-9b468d58381a			16/04/2024	11:28:13	16/04/2024
764	PC / Laptop	completed	4b8525c3-ccf0-4814-a596-8ca48b5878c3			16/04/2024	11:29:46	16/04/2024
765	PC / Laptop	completed	413e2bcf-e892-4a08-9481-81bb047de483			16/04/2024	11:27:16	16/04/2024
766	PC / Laptop	completed	3843db17-b105-41d8-910a-e3eb9505d2c4			16/04/2024	11:32:29	16/04/2024
767	Phone	completed	74b71ced-ff04-4a32-a428-024dac0300e1			16/04/2024	11:29:47	16/04/2024
768	Phone	completed	023d27f5-756d-4c77-bba4-973401e00bb2			16/04/2024	11:32:02	16/04/2024
769	Phone	completed	ef82e6da-29f9-4808-9b4b-40b589ad1a7c			16/04/2024	11:30:33	16/04/2024
770	Phone	completed	7fabad3d-12d7-4970-9cb5-b26a4ef91388			16/04/2024	11:33:21	16/04/2024

	A	B	C	D	E	F	G	H
771	Phone	completed	8c6d6c07-f309-4203-a19a-a6a1101db73c			16/04/2024	11:33:51	16/04/2024
772	Phone	completed	01b30c36-8310-407b-b2ed-fdb9104cd553			16/04/2024	11:28:39	16/04/2024
773	Phone	completed	5868bcb8-b78b-4502-b88c-961bb0728566			16/04/2024	11:37:31	16/04/2024
774	Phone	completed	c48fee71-3e6f-4df5-9217-50ee3b5f5c93			16/04/2024	11:36:11	16/04/2024
775	PC / Laptop	completed	88ba93f0-bcc4-453e-bb26-d8f6183e1adf			16/04/2024	11:37:28	16/04/2024
776	Phone	completed	ea5f5f04-d5a2-4023-a082-ac7cd5d5498a			16/04/2024	11:43:43	16/04/2024
777	PC / Laptop	completed	ec29fdf7-0d16-462e-9643-d4efae0488f4			16/04/2024	11:42:10	16/04/2024
778	Phone	completed	ba38bd83-94ff-4392-be7c-f8f676fc839c			16/04/2024	11:41:30	16/04/2024
779	PC / Laptop	completed	23e70d1b-41d8-421e-83e9-afd2f9f33d19			16/04/2024	11:24:02	16/04/2024
780	Phone	completed	a58d2fee-de5d-4b13-9e80-af0a494e9bd5			16/04/2024	11:47:24	16/04/2024
781	Phone	completed	fddc7705-deae-438a-ad11-cbfc987a1c2e			16/04/2024	11:44:51	16/04/2024
782	Tablet	completed	4dbcce53-24d7-4d0b-af7a-dcf36f4147ff			16/04/2024	11:37:19	16/04/2024
783	Phone	completed	ef71194d-cc54-45a7-adcd-106b0b7a9b9c			16/04/2024	11:50:44	16/04/2024
784	Phone	completed	24f13277-8198-4bcd-96ba-b1708498119f			16/04/2024	11:52:00	16/04/2024
785	PC / Laptop	completed	82e181dc-eea4-4cfa-8c0c-05a7bfd9a916e			16/04/2024	11:52:46	16/04/2024
786	PC / Laptop	completed	d11cf66e-e7d1-47f0-a631-6e28dc0f4fb6			16/04/2024	10:49:46	16/04/2024
787	Phone	completed	dd95d014-0d88-4556-be82-c8fb1a8dd95e			16/04/2024	11:36:50	16/04/2024
788	PC / Laptop	completed	e11e2939-5a7e-4b0e-b16d-4deb5ef9ed36			16/04/2024	11:46:00	16/04/2024
789	Tablet	completed	e03001b5-4baf-41c3-ae78-d0affb5c100d			16/04/2024	11:54:21	16/04/2024
790	Phone	completed	c6b3c78a-0e43-4559-a705-1580a0ac3156			16/04/2024	11:52:58	16/04/2024
791	PC / Laptop	completed	05406448-442a-4844-b02d-57dc63e74d4f			16/04/2024	11:52:28	16/04/2024
792	PC / Laptop	completed	a94b752b-b0ae-4372-93c8-285aacf9cf97			16/04/2024	11:35:11	16/04/2024
793	PC / Laptop	completed	c10d02cc-34d9-40c6-a3cb-a10769b4ce0a			16/04/2024	11:47:15	16/04/2024
794	PC / Laptop	completed	1b660073-66c6-496b-945e-1bd4b2bf83d9			16/04/2024	11:59:47	16/04/2024
795	PC / Laptop	completed	77805267-37df-4f07-b39d-5d2969b99a8f			16/04/2024	11:59:19	16/04/2024
796	Phone	completed	29f76315-a0dc-4638-81b8-339e2103e5c7			16/04/2024	12:03:25	16/04/2024

	A	B	C	D	E	F	G	H
797	Phone	completed	07488a38-f029-4d83-b44f-b2e1ceb6809d			16/04/2024	11:54:50	16/04/2024
798	Phone	completed	ebc4b733-a3e1-44df-9344-5cf10903e724			16/04/2024	11:35:02	16/04/2024
799	PC / Laptop	completed	bab1d978-e908-4946-a987-9d01eeffbe40			16/04/2024	11:47:35	16/04/2024
800	PC / Laptop	completed	337b2232-01eb-4010-b3af-204cb5b6e1f0			16/04/2024	12:05:04	16/04/2024
801	Phone	completed	0587228b-c330-4e53-b186-2dd4f0bbdfd6			16/04/2024	12:09:16	16/04/2024
802	PC / Laptop	completed	22260e60-4380-43df-b52b-316d60be0dc7			16/04/2024	11:53:30	16/04/2024
803	PC / Laptop	completed	52c355c6-1c50-47c7-86ab-c37e65a55285			16/04/2024	12:10:42	16/04/2024
804	PC / Laptop	completed	92b0f33a-3239-4bf4-927f-838f3f68531b			16/04/2024	12:12:02	16/04/2024
805	Phone	completed	8f67467f-c21f-4d69-9931-95238e7ef393			16/04/2024	12:14:37	16/04/2024
806	PC / Laptop	completed	17369447-6304-467f-95ae-c99b43103105			16/04/2024	12:13:48	16/04/2024
807	PC / Laptop	completed	47a0c473-4de9-4309-9c36-75f6e73eaa0a			16/04/2024	12:15:33	16/04/2024
808	Tablet	completed	c4d11c2c-dadf-45a9-a9ac-dc5c33a9382f			16/04/2024	12:19:14	16/04/2024
809	Phone	completed	feb65f96-3b23-43e9-8db7-063dd3cf1e36			16/04/2024	12:18:39	16/04/2024
810	Tablet	completed	51d756e4-6ed5-4334-8ce9-f5ae0b3b2b23			16/04/2024	12:22:16	16/04/2024
811	PC / Laptop	completed	ea6afda6-67fa-4843-bad1-67033b5e359b			16/04/2024	12:11:51	16/04/2024
812	Phone	completed	db16349c-0609-42de-b2e8-46e8800eb3d1			16/04/2024	12:26:40	16/04/2024
813	PC / Laptop	completed	516455c2-c532-4f9f-b4c0-99f67d80118d			16/04/2024	12:25:08	16/04/2024
814	PC / Laptop	completed	58a39741-3459-45bc-a8c4-378f8d767fdd			16/04/2024	12:26:09	16/04/2024
815	Phone	completed	fc883de6-fe41-42d2-88b7-71ca2e448f6e			16/04/2024	12:32:04	16/04/2024
816	PC / Laptop	completed	7615ce98-238b-4388-9138-58f17ecd1c7d			16/04/2024	12:32:45	16/04/2024
817	Phone	completed	bb7685cc-7035-48a1-b518-8e299e3e44cb			16/04/2024	12:36:47	16/04/2024
818	PC / Laptop	completed	5d5f41c9-54bf-40f2-9fd0-96d6504267fd			16/04/2024	12:33:27	16/04/2024

	A	B	C	D	E	F	G	H
819	PC / Laptop	completed	d918e030-8445-410f-a256-f40c71757f51			16/04/2024	12:01:00	16/04/2024
820	PC / Laptop	completed	dc1318f5-2e2d-4792-b13d-f88b78b40f9e			16/04/2024	12:39:16	16/04/2024
821	PC / Laptop	completed	6bf8ea84-d2b2-46a0-9406-46ec894d4d74			16/04/2024	12:39:24	16/04/2024
822	Phone	completed	af003c6e-0e9f-4688-ab21-7264089194be			16/04/2024	12:42:54	16/04/2024
823	Phone	completed	b960e4d6-03ac-4734-95ea-4786dc7d9cb0			16/04/2024	12:45:49	16/04/2024
824	Phone	completed	28bd3755-afcd-49ef-9575-7365c670530a			16/04/2024	12:43:11	16/04/2024
825	Phone	completed	7a36a2ad-4c91-4c22-8154-e0928f358ca6			16/04/2024	12:47:50	16/04/2024
826	PC / Laptop	completed	93ae8f00-b634-428f-a747-aff05ebb093b			16/04/2024	12:46:15	16/04/2024
827	Phone	completed	7a486b50-56fb-4b5b-b8ea-7f8e19a7c081			16/04/2024	12:51:29	16/04/2024
828	Phone	completed	0d9525d1-9638-4fc1-9a63-2e06c9706556			16/04/2024	12:52:21	16/04/2024
829	Phone	completed	e8707168-8073-439e-b658-e691d2ae3bf2			16/04/2024	12:45:11	16/04/2024
830	Phone	completed	9b22c604-edee-4429-a7b2-6bd7298d4a79			16/04/2024	12:50:51	16/04/2024
831	PC / Laptop	completed	8a808c24-e77b-4d74-aa9f-4e3aaf0fd304			16/04/2024	12:41:19	16/04/2024
832	Phone	completed	1567c3d1-fbac-4f6b-85a1-daab5ddc7b60			16/04/2024	12:52:46	16/04/2024
833	Phone	completed	28b5b436-fd36-40a3-a283-5b539b60401f			16/04/2024	12:55:27	16/04/2024
834	Phone	completed	934470c5-26ff-46bf-a2e0-cdf064de0047			16/04/2024	12:56:14	16/04/2024
835	Phone	completed	3fe48603-e427-4d34-a08e-8edfc64bc571			16/04/2024	12:53:51	16/04/2024
836	PC / Laptop	completed	b1b259f0-9b40-467f-8818-8524deb87eda			16/04/2024	12:52:55	16/04/2024
837	Phone	completed	4f380abc-21cc-4bb5-a161-ad151d1b9713			16/04/2024	12:59:25	16/04/2024
838	Phone	completed	5e1551f7-90f3-4319-825d-a90df19bd529			16/04/2024	12:58:59	16/04/2024
839	Phone	completed	eb71f795-644c-4a2e-badc-20ae5ec768d7			16/04/2024	12:59:39	16/04/2024
840	Phone	completed	8424e686-1007-4754-a300-75a20d3889dc			16/04/2024	13:01:56	16/04/2024
841	Phone	completed	d96b622d-55b4-43d1-8fe3-622c4e9f2a71			16/04/2024	12:59:25	16/04/2024
842	Tablet	completed	c50bc2b0-f190-4fac-bb0c-9f1baca4a1e4			16/04/2024	12:54:56	16/04/2024
843	PC / Laptop	completed	5335b36f-27a5-44ab-ba11-4b13e4c25e2d			16/04/2024	12:50:55	16/04/2024
844	Phone	completed	8963162d-9e40-4920-b9c7-0a5ab50872de			16/04/2024	13:09:08	16/04/2024
845	PC / Laptop	completed	0f106a86-f59a-455f-b08e-925dda096ac8			16/04/2024	13:09:30	16/04/2024
846	PC / Laptop	completed	6a2c85d2-c504-4302-a14c-3a118b3c229c			16/04/2024	13:07:20	16/04/2024
847	Phone	completed	92ee9f78-07f1-48ce-83ce-61c39eecd8f8			16/04/2024	13:12:34	16/04/2024
848	Phone	completed	b9fdf91a-4adf-41bf-9c4b-2f4d1d0e2a09			16/04/2024	13:13:03	16/04/2024

	A	B	C	D	E	F	G	H
849	PC / Laptop	completed	1b0e7855-a8b3-435f-8547-5df791a0ce7f			16/04/2024	13:12:41	16/04/2024
850	Phone	completed	44f9d366-c300-49e9-b49f-aa06a09fb75c			16/04/2024	13:16:31	16/04/2024
851	Phone	completed	e18c78c2-8de5-4f7a-89ae-00d745d4575e			16/04/2024	13:17:20	16/04/2024
852	PC / Laptop	completed	97d25a96-4e1b-4d65-aa14-862514077859			16/04/2024	13:10:58	16/04/2024
853	PC / Laptop	completed	a795e02d-fa70-4109-86c7-bffef9066a0e			16/04/2024	13:20:15	16/04/2024
854	PC / Laptop	completed	5511c868-5335-4ebb-8729-8daeef8129d4			16/04/2024	13:20:15	16/04/2024
855	Phone	completed	09560681-544d-434c-819e-5b6f3ae2e642			16/04/2024	13:26:32	16/04/2024
856	Tablet	completed	61747e42-10c5-47bb-b7f7-9a4c009b53fd			16/04/2024	13:06:42	16/04/2024
857	PC / Laptop	completed	bd44e556-6f77-4ec2-a618-148bb6aa46cf			16/04/2024	13:26:54	16/04/2024
858	PC / Laptop	completed	da0f73b4-c48d-41a7-ab9c-5f134fd0044e			16/04/2024	13:29:26	16/04/2024
859	Phone	completed	bd88f77f-218e-43a4-927b-62530a14176e			16/04/2024	13:30:05	16/04/2024
860	PC / Laptop	completed	9538378f-85bd-408a-b836-3333c060fc2c			16/04/2024	13:39:52	16/04/2024
861	Tablet	completed	2569bc26-6027-41b7-bea8-86c09560d896			16/04/2024	13:42:21	16/04/2024
862	PC / Laptop	completed	0ccb1640-9065-4baf-888d-5c3054a406bd			16/04/2024	13:44:47	16/04/2024
863	PC / Laptop	completed	9d59a041-26e7-4d4f-abc7-cfc0c16f7efb			16/04/2024	13:46:06	16/04/2024
864	Phone	completed	6c656299-97df-4c0c-8595-a0cf6ed2363c			16/04/2024	13:49:44	16/04/2024
865	Phone	completed	ac65e71d-7f03-449e-bd55-91945c77d864			16/04/2024	13:30:09	16/04/2024
866	Phone	completed	5a349d16-1e94-4f5f-a53e-1c748dfb9ab2			16/04/2024	13:58:46	16/04/2024
867	Phone	completed	e03728d2-4839-42da-82b9-e06c75147264			16/04/2024	13:58:13	16/04/2024
868	PC / Laptop	completed	65ac4c55-6d87-457e-86da-cb59b4df66f3			16/04/2024	13:51:02	16/04/2024
869	Phone	completed	d051883c-5f82-4032-bc18-9a8891f9a88b			16/04/2024	14:02:00	16/04/2024
870	Phone	completed	e65f512d-9768-4b1c-98b0-0ed0aec9d971			16/04/2024	14:08:28	16/04/2024
871	PC / Laptop	completed	a38b5c59-07c8-4132-8c30-0e40a3f93a40			16/04/2024	14:07:33	16/04/2024
872	PC / Laptop	completed	38941dea-ecc8-4646-9b93-274d46cf36bd			16/04/2024	14:16:23	16/04/2024
873	PC / Laptop	completed	0814e377-8564-454d-a522-bb8b4ee61f7c			16/04/2024	14:07:51	16/04/2024
874	Phone	completed	10c65d58-f5f8-4684-934a-1c2aedc052e9			16/04/2024	14:18:04	16/04/2024

	A	B	C	D	E	F	G	H
875	PC / Laptop	completed	8d1cb0e0-2a73-4c3a-90b1-416aa1785a14			16/04/2024	14:19:19	16/04/2024
876	Phone	completed	df7c3b1d-cb90-416d-8b08-be3c688d4c4f			16/04/2024	14:16:45	16/04/2024
877	PC / Laptop	completed	930e7e7d-7046-49e6-ace8-cbb9f9023b81			16/04/2024	14:19:39	16/04/2024
878	PC / Laptop	completed	a3b284ba-aded-471d-9eaf-be51265f7380			16/04/2024	14:23:54	16/04/2024
879	PC / Laptop	completed	93a3a84e-6578-4c4d-95e3-ddfd3a903365			16/04/2024	14:26:02	16/04/2024
880	PC / Laptop	completed	ee746dc1-8cb8-4ba1-acaf-24f9a4ea1a89			16/04/2024	14:29:43	16/04/2024
881	Phone	completed	8f3860dd-272d-4271-8189-87d866b36bea			16/04/2024	14:18:55	16/04/2024
882	PC / Laptop	completed	1f18a753-8338-43f6-a79a-0d19b88651a4			16/04/2024	14:32:21	16/04/2024
883	PC / Laptop	completed	d0a0859f-5acb-4c6a-bef7-1eb56aef9243			16/04/2024	14:31:31	16/04/2024
884	Phone	completed	e8a28855-9d9c-4d5b-a2b6-4dd1be15681e			16/04/2024	14:30:27	16/04/2024
885	PC / Laptop	completed	5d41b036-0267-46d3-92c9-596b23efac08			16/04/2024	14:39:13	16/04/2024
886	Phone	completed	8d559459-dac5-403b-b329-f09ee99b2c0d			16/04/2024	14:37:01	16/04/2024
887	Phone	completed	5982fa48-b92b-4e7a-9dc2-cad74716944f			16/04/2024	14:38:24	16/04/2024
888	Phone	completed	43371eaa-1db2-43b1-8a5e-934221a638e9			16/04/2024	14:26:19	16/04/2024
889	Phone	completed	a96a5a21-88ae-4d40-b8c1-b38bd45a9038			16/04/2024	14:46:22	16/04/2024
890	PC / Laptop	completed	23dd7b39-d736-4f35-b4c1-a3e04d25369a			16/04/2024	14:51:19	16/04/2024
891	PC / Laptop	completed	fd363040-7b4c-44e6-af92-da4060036949			16/04/2024	14:52:17	16/04/2024
892	Phone	completed	283a5078-4c2a-4a5c-b0df-520d6128ad9e			16/04/2024	14:47:04	16/04/2024
893	Phone	completed	41ce5991-afcf-40d6-ae0e-5d3ca06f2a71			16/04/2024	14:57:05	16/04/2024
894	Phone	completed	f5e903f3-4ceb-4416-af87-0f3f518871fc			16/04/2024	15:04:05	16/04/2024
895	Phone	completed	117324af-0e3b-45f6-9ae9-b590800a96f1			16/04/2024	15:06:45	16/04/2024
896	Phone	completed	9be92e83-02c9-4423-a1fb-91c719b2ac4e			16/04/2024	15:06:06	16/04/2024
897	Phone	completed	79676a46-d0e1-45d7-a133-a3eb215a4ccf			16/04/2024	15:07:27	16/04/2024
898	Tablet	completed	00994474-73c5-4d4d-8dbb-ce66f39506ac			16/04/2024	14:55:10	16/04/2024

	A	B	C	D	E	F	G	H
899	Phone	completed	91316a0d-ed4b-486f-9197-65c5a88891b0			16/04/2024	14:56:18	16/04/2024
900	PC / Laptop	completed	a41acbee-2197-425d-8fe5-31bd1f0ab21a			16/04/2024	15:11:57	16/04/2024
901	PC / Laptop	completed	c7639365-cd68-439a-b90a-560bec049ec1			16/04/2024	15:10:26	16/04/2024
902	PC / Laptop	completed	136cbce7-16dc-440e-8f77-7c47ace4352e			16/04/2024	15:20:42	16/04/2024
903	PC / Laptop	completed	35281212-2020-4dae-a597-d719f98ad38d			16/04/2024	15:20:57	16/04/2024
904	PC / Laptop	completed	427bbc6b-e494-47e0-87f4-89b8c9ed1095			16/04/2024	14:58:11	16/04/2024
905	PC / Laptop	completed	8cc5595b-9f1f-4b6d-92e1-bbe236e0b354			16/04/2024	15:38:13	16/04/2024
906	Phone	completed	ec2f8a47-4976-4efb-9eb9-8d84eb960996			16/04/2024	15:34:03	16/04/2024
907	Tablet	completed	d41fc325-6be0-43d1-b8bd-3ecbb9bac551			16/04/2024	15:44:40	16/04/2024
908	PC / Laptop	completed	f4542ebf-ed28-4974-b11f-235ffdc86f95			16/04/2024	15:43:37	16/04/2024
909	PC / Laptop	completed	2293e25e-ceb0-4d15-b8aa-0fed16b2c5a9			16/04/2024	15:50:25	16/04/2024
910	Phone	completed	4f938a29-2b70-47d5-8c53-3ff0f46e9159			16/04/2024	15:51:03	16/04/2024
911	PC / Laptop	completed	1bc1e91a-0668-4133-a2b5-95fd75c637e3			16/04/2024	15:51:56	16/04/2024
912	PC / Laptop	completed	58d17750-3abe-40a8-8af3-be9edb03672c			16/04/2024	15:52:30	16/04/2024
913	PC / Laptop	completed	1adb9aec-1387-403f-808a-c26439a0bffd			16/04/2024	15:43:01	16/04/2024
914	Phone	completed	76d0b7af-74bc-459e-be59-93acce905bdd			16/04/2024	15:34:15	16/04/2024
915	PC / Laptop	completed	d0e5b070-99f4-4dbe-9b52-6f4ed0f47e07			16/04/2024	15:49:39	16/04/2024
916	PC / Laptop	completed	f086d838-2073-48c2-93dc-532d5d981e42			16/04/2024	15:58:22	16/04/2024
917	PC / Laptop	completed	e4677608-4c4a-4d04-9bb9-d61b2a1517c7			16/04/2024	16:01:06	16/04/2024
918	Phone	completed	342a0aee-beee-4d11-a0a1-834b627caf74			16/04/2024	16:16:34	16/04/2024
919	PC / Laptop	completed	523bb7b6-6a5f-4e6b-98a7-c4f467fe8f7e			16/04/2024	16:15:56	16/04/2024
920	Phone	completed	6aa567d3-bdfa-4195-8dd9-b1575d9c912b			16/04/2024	16:17:00	16/04/2024
921	Phone	completed	0b4dbccc-e882-4708-a427-eebdf4591eb6			16/04/2024	16:21:38	16/04/2024

	A	B	C	D	E	F	G	H
922	Tablet	completed	40cb0a52-6729-42c2-ad2e-bd8d7773e7a2			16/04/2024	16:24:34	16/04/2024
923	Phone	completed	df49efbe-4e77-4d44-bd97-088e13d54f10			16/04/2024	16:23:37	16/04/2024
924	Phone	completed	70e74c12-436a-4f18-8bd5-eb3f44276eaa			16/04/2024	16:23:49	16/04/2024
925	Phone	completed	5ad5276c-3dae-47a1-bd33-f21750222776			16/04/2024	16:30:47	16/04/2024
926	PC / Laptop	completed	d03f1237-939b-4ef7-9d81-548f8244801e			16/04/2024	16:22:41	16/04/2024
927	PC / Laptop	completed	0586d58b-fd12-4c41-804d-b91b176011f7			16/04/2024	16:44:57	16/04/2024
928	PC / Laptop	completed	8ec24aab-a78a-4c04-8ca0-febe42fab303			16/04/2024	16:47:58	16/04/2024
929	PC / Laptop	completed	ea61ea96-b9d6-4cc0-8020-8e5501489fb6			16/04/2024	16:51:04	16/04/2024
930	PC / Laptop	completed	685bafae-96ae-4cf5-af38-59aa700768bb			16/04/2024	16:52:41	16/04/2024
931	PC / Laptop	completed	ddda9362-308e-418f-84cb-c264d058a26c			16/04/2024	16:57:41	16/04/2024
932	PC / Laptop	completed	6d5dc861-5556-4524-8d74-6c113ca0817d			16/04/2024	17:00:56	16/04/2024
933	Phone	completed	cdbdac5d-df07-4889-bff0-ae7449a579a5			16/04/2024	17:04:24	16/04/2024
934	Tablet	completed	5145cca9-9aba-4b33-aff7-584a8abfce75			16/04/2024	16:59:58	16/04/2024
935	PC / Laptop	completed	603adcd2-1f12-45a5-9129-46f0c5c1681a			16/04/2024	17:08:53	16/04/2024
936	Tablet	completed	524203e5-eaef-45f5-b525-2bd5e7e6e99a			16/04/2024	17:08:37	16/04/2024
937	Phone	completed	c2fd596b-a511-4e9a-933f-f664c29b540e			16/04/2024	17:16:17	16/04/2024
938	PC / Laptop	completed	26e67522-1e72-4536-870b-54251ab77c3f			16/04/2024	17:16:41	16/04/2024
939	Phone	completed	50a8eb31-fac0-467f-8f02-26041ee9d065			16/04/2024	17:19:39	16/04/2024
940	Phone	completed	893303c6-9952-4183-bc97-f45e08c49d17			16/04/2024	17:20:53	16/04/2024
941	PC / Laptop	completed	bd11e71e-15e7-4126-af0a-e5b93f900427			16/04/2024	17:13:33	16/04/2024
942	Phone	completed	5e0611e2-0ea2-42a5-af95-39d59ae091cc			16/04/2024	17:36:12	16/04/2024
943	Tablet	completed	c7d9f083-e7ff-4368-b8a7-1efb4d6c3fba			16/04/2024	17:37:49	16/04/2024

	A	B	C	D	E	F	G	H
944	PC / Laptop	completed	9289a261-3355-46d4-b396-de758608735e			16/04/2024	16:27:35	16/04/2024
945	PC / Laptop	completed	2f45d569-2319-40a2-b0d8-be703c5c4b2c			16/04/2024	17:21:00	16/04/2024
946	Phone	completed	3997501d-e66f-4a59-bad3-f115cbe2f4e1			16/04/2024	17:51:07	16/04/2024
947	Phone	completed	22955787-2b8f-4597-878b-958e16e1ffed			16/04/2024	17:53:22	16/04/2024
948	PC / Laptop	completed	256aed7c-4b58-4a07-a4bb-fcbd1fdc1262			16/04/2024	17:50:57	16/04/2024
949	Phone	completed	0250bb2e-ddde-4ff9-8083-ecaa786735cb			16/04/2024	18:07:29	16/04/2024
950	PC / Laptop	completed	b197071e-6d7c-484c-98e5-083272c38b0e			16/04/2024	18:07:38	16/04/2024
951	PC / Laptop	completed	5aea4cf4-6bfc-427e-afde-8b9608370323			16/04/2024	18:04:45	16/04/2024
952	Phone	completed	f7f9961c-f702-454c-995e-fecfca34538d			16/04/2024	18:19:07	16/04/2024
953	Phone	completed	074a9b80-3bc3-43cd-baa7-473cb1eff230			16/04/2024	18:30:06	16/04/2024
954	PC / Laptop	completed	d9a15cca-8b62-4cf0-9945-b9544d0fbe69			16/04/2024	18:33:20	16/04/2024
955	Phone	completed	1339cdb4-9b1f-43ec-a7c2-57d79b61b454			16/04/2024	18:26:56	16/04/2024
956	Phone	completed	550e24e2-608a-4744-aad9-b231ed88376d			16/04/2024	18:29:38	16/04/2024

	A	B	C	D	E	F	G	H
957	PC / Laptop	completed	db829c56-5b6b-44e8-8178-031578482484			16/04/2024	17:35:46	16/04/2024
958	Tablet	completed	0e690d7c-feb6-41ff-b989-9a3c94da7f6f			16/04/2024	18:32:28	16/04/2024
959	Phone	completed	b6ceaeca-40b1-4f53-8e0c-8db13c26ffad			16/04/2024	18:40:56	16/04/2024
960	Phone	completed	b81ebf1d-8e5a-4efd-a634-22d7c7973a9a			16/04/2024	18:53:15	16/04/2024
961	Tablet	completed	fd27a282-62a9-4bc8-8995-9de2d132e4b6			16/04/2024	18:58:47	16/04/2024
962	Phone	completed	536f9e96-2655-4a1d-9543-2e41c2b6d2c8			16/04/2024	19:02:56	16/04/2024
963	PC / Laptop	completed	e019ab0d-3322-4c0b-bf1e-da78925fadaf			16/04/2024	19:04:21	16/04/2024
964	PC / Laptop	completed	00529970-eacf-44c0-bb9b-383c134343c8			16/04/2024	19:20:31	16/04/2024
965	PC / Laptop	completed	c5f63aaa-4ff6-4840-bc8b-f039c961c97b			16/04/2024	19:13:52	16/04/2024
966	PC / Laptop	completed	bf1f52e1-2a30-4dcd-9f0f-51b67365483a			16/04/2024	19:22:50	16/04/2024
967	PC / Laptop	completed	60672894-5bd6-4f02-9d44-4619f531f23e			16/04/2024	19:35:00	16/04/2024
968	Phone	completed	bc8ca247-f5e1-4d6f-bbf5-5ef1626044ca			16/04/2024	19:45:30	16/04/2024
969	PC / Laptop	completed	f7c0c042-9a4d-4797-bc01-eb16f7612717			16/04/2024	19:42:10	16/04/2024
970	PC / Laptop	completed	7c41e8ed-bf09-4555-92d0-06f472eb2059			16/04/2024	19:39:47	16/04/2024
971	Phone	completed	face8ba6-fc50-488d-a797-9db21a128fdb			16/04/2024	19:56:44	16/04/2024
972	Phone	completed	98a04bba-fd7c-4c3b-bfa0-a023593ba10a			16/04/2024	19:53:04	16/04/2024
973	PC / Laptop	completed	dc51cdf0-a8f8-4379-b838-f5f7002dbd7b			16/04/2024	20:01:23	16/04/2024
974	Phone	completed	2007859e-5c67-4334-8aa4-a37541a7d0d3			16/04/2024	19:56:17	16/04/2024
975	PC / Laptop	completed	db594e65-c1f3-431e-aca5-abc3382b70e2			16/04/2024	19:57:43	16/04/2024
976	PC / Laptop	completed	bb4a6612-d407-4e06-b52b-d3b8da6ce593			16/04/2024	20:00:11	16/04/2024
977	Phone	completed	b998ec5f-d6d6-4629-b9f9-8ac7a127ef11			16/04/2024	20:09:43	16/04/2024

	A	B	C	D	E	F	G	H
978	PC / Laptop	completed	f42cb582-faf5-4a34-ace6-41a6a7218907			16/04/2024	19:52:14	16/04/2024
979	PC / Laptop	completed	51bfebef-2547-4315-af9b-85e98629c5d0			16/04/2024	19:45:23	16/04/2024
980	Phone	completed	18901826-01ac-46b6-b71b-83e7b2ba8422			16/04/2024	20:08:21	16/04/2024
981	Phone	completed	a8ab57e7-1b11-4255-8aad-aae9db34bc59			16/04/2024	20:16:12	16/04/2024
982	Phone	completed	e71cbf95-02b1-4b2a-9d0a-c1862ef4e826			16/04/2024	20:19:46	16/04/2024
983	PC / Laptop	completed	7a3fea30-4d69-484b-8e1b-178636bd3712			16/04/2024	20:05:54	16/04/2024
984	PC / Laptop	completed	0b4bb103-7d97-4e58-9332-bd22b694c4ab			16/04/2024	20:14:58	16/04/2024
985	PC / Laptop	completed	68afb980-0cdd-465f-a22b-7b9533bb6ef8			16/04/2024	20:36:32	16/04/2024
986	PC / Laptop	completed	a3b1938f-2809-40d5-ae85-5a39a5688956			16/04/2024	20:50:14	16/04/2024
987	Phone	completed	32e9b473-7f6a-4859-ad38-c9f62ccf5578			16/04/2024	20:41:43	16/04/2024
988	PC / Laptop	completed	651f145d-beb7-4462-826f-eeaa8b4a5150			16/04/2024	20:51:52	16/04/2024
989	Phone	completed	5bc268f2-7807-46a0-821d-a19ea888c09e			16/04/2024	21:06:42	16/04/2024
990	PC / Laptop	completed	802e7fae-44ec-4d90-b941-5992dc250f22			16/04/2024	21:11:40	16/04/2024
991	Phone	completed	76a97598-c571-4631-a2ba-a2c94168b9d5			16/04/2024	21:19:22	16/04/2024
992	PC / Laptop	completed	bd6c7b65-f1a8-4bd0-976b-369f3f919192			16/04/2024	21:04:23	16/04/2024
993	PC / Laptop	completed	23d274be-5924-4d47-9415-4f5594219c86			16/04/2024	21:21:30	16/04/2024
994	PC / Laptop	completed	6d5337b2-7b7a-4f32-9097-8615c427d6d4			16/04/2024	21:37:11	16/04/2024
995	Phone	completed	6a3c901b-f472-4e80-b126-18d339143bac			16/04/2024	21:41:44	16/04/2024
996	Tablet	completed	09de8d5b-e8f2-4541-8e7c-cbf55f1e87b5			16/04/2024	21:44:42	16/04/2024

	A	B	C	D	E	F	G	H
997	Phone	completed	64cf4b4a-3c0f-4b61-bdbe-e4d461ffff87			16/04/2024	21:36:24	16/04/2024
998	PC / Laptop	completed	e4e5bdba-6c99-4ae8-a881-e221be78d6d9			16/04/2024	21:46:06	16/04/2024
999	PC / Laptop	completed	fe025c0b-2c34-4425-9bc8-00107a1fcf46			16/04/2024	21:53:46	16/04/2024
1000	PC / Laptop	completed	376c0fcf-4c1f-4141-94af-33278162d4c2			16/04/2024	22:02:29	16/04/2024
1001	Tablet	completed	dbaef1df-1208-44dc-915e-e5ce0504c4c6			16/04/2024	22:12:38	16/04/2024
1002	PC / Laptop	completed	81dad5b7-1903-407a-8de2-2f5deb748cb7			16/04/2024	22:16:23	16/04/2024
1003	Phone	completed	4fc69328-df2a-44a1-bb60-ca4555f6230d			16/04/2024	22:02:23	16/04/2024
1004	PC / Laptop	completed	0726c3f4-4482-4af2-9bf3-725c0de2d2af			16/04/2024	22:34:19	16/04/2024
1005	Phone	completed	fa712328-5fdb-41b3-8ae9-582189a91f27			16/04/2024	23:12:40	16/04/2024
1006	PC / Laptop	completed	11ca2e47-4033-45c8-90e8-f0411ae542c3			16/04/2024	23:17:10	16/04/2024
1007	Tablet	completed	19c35f9a-c2fd-420b-98b7-a442f4f4afa9			16/04/2024	23:19:45	16/04/2024
1008	Phone	completed	650bee9b-ed39-4ed2-81ce-11cbb5b7c1bb			16/04/2024	23:23:47	16/04/2024
1009	Phone	completed	46e39284-150a-4021-a830-f0b12da15bbc			16/04/2024	23:26:04	16/04/2024
1010	Phone	completed	215ec3b9-1a23-410b-b2ed-3508b4174541			16/04/2024	23:26:43	16/04/2024
1011	Phone	completed	26f01539-98d3-49a6-afc3-a18b2d2d4292			16/04/2024	23:28:59	16/04/2024
1012	PC / Laptop	completed	a5a7d568-49af-4642-83f0-cce363b55656			16/04/2024	23:32:54	16/04/2024
1013	PC / Laptop	completed	373ee3db-33dc-4a4e-86d6-f99826f982c6			17/04/2024	00:00:19	17/04/2024
1014	Phone	completed	4c94913b-e54f-4634-af9e-bd7cb77cc653			17/04/2024	00:24:50	17/04/2024

	A	B	C	D	E	F	G	H
1015	Phone	completed	c99bbe57-7cdd-4c88-882a-e7e2f8de693c			17/04/2024	00:54:12	17/04/2024
1016	PC / Laptop	completed	2afcd986-fe8b-4d1d-b7cd-9aa2d2c4c868			17/04/2024	00:59:23	17/04/2024
1017	PC / Laptop	completed	c3d6f85f-b865-4b1c-a638-75653f18f501			17/04/2024	02:11:41	17/04/2024
1018	Phone	completed	41a95825-5b30-4b3d-854d-ecae81c905ef			17/04/2024	02:32:00	17/04/2024
1019	Phone	completed	7fedaa17-a462-43a7-a22b-cbe6de36c236			17/04/2024	05:05:51	17/04/2024
1020	Phone	completed	36b9a7f5-ea2e-403b-b924-45b338f93bc2			17/04/2024	05:59:23	17/04/2024
1021	Phone	completed	b2562ed0-f090-497f-bc89-8c2fa3ed4851			17/04/2024	06:11:13	17/04/2024
1022	Phone	completed	25af39f9-c373-4148-9f75-95bad0940e6b			17/04/2024	06:13:25	17/04/2024
1023	Phone	completed	317d7e00-b66f-45e5-bb2a-7054741df6a5			17/04/2024	06:52:39	17/04/2024
1024	PC / Laptop	completed	2c334a88-773b-4d04-a1e6-1ca7ef15cc7c			17/04/2024	07:20:26	17/04/2024
1025	PC / Laptop	completed	083ec93d-db80-469a-a3cb-22b024b41c45			17/04/2024	07:32:15	17/04/2024
1026	PC / Laptop	completed	83fb5689-1112-4b03-ad32-3baa5c611539			17/04/2024	07:47:58	17/04/2024
1027	Phone	completed	2268b862-702d-4381-9160-2404bf63a2e8			17/04/2024	07:45:29	17/04/2024
1028	PC / Laptop	completed	e2aa679c-3af6-4e9d-9c12-10430fe3c552			17/04/2024	08:42:41	17/04/2024
1029	Phone	completed	47964d2d-fbb6-436b-9e37-779fb4083248			17/04/2024	08:48:52	17/04/2024
1030	Phone	completed	659067f0-2d39-4d4a-8f2a-c6837beb978f			17/04/2024	09:08:07	17/04/2024
1031	Phone	completed	cdf56070-ce34-4202-b230-e5fcf3a982cf			17/04/2024	09:06:22	17/04/2024
1032	Phone	completed	6c4a2388-8b0a-4288-9155-ca2ef736481a			17/04/2024	09:55:12	17/04/2024

	A	B	C	D	E	F	G	H
1033	PC / Laptop	completed	53a8a3d1-5857-49f7-8aa4-bc3f69630a54			17/04/2024	09:46:19	17/04/2024
1034	Phone	completed	b27310d7-1375-4ae6-887c-eed75a13f79f			17/04/2024	09:58:21	17/04/2024
1035	Phone	completed	f0b2f60b-fe75-4e3c-8cef-db5bf725d1b8			17/04/2024	10:09:21	17/04/2024
1036	PC / Laptop	completed	7602c384-30ef-42ff-bc4f-13607313c390			17/04/2024	10:21:21	17/04/2024
1037	PC / Laptop	completed	a4702593-2807-434e-baa4-d98dbf81ad8e			17/04/2024	10:30:41	17/04/2024
1038	Phone	completed	84709431-a307-447e-9e62-3329c8a51115			17/04/2024	10:36:52	17/04/2024
1039	Phone	completed	2108187a-87a2-45f9-9c4f-bf457a6e2cf4			17/04/2024	10:36:46	17/04/2024
1040	Phone	completed	3786bac8-6a6c-4dd1-b69d-d329d8df484c			17/04/2024	10:41:53	17/04/2024
1041	PC / Laptop	completed	a39ac4de-f9f5-4d4b-9736-ead53bacfce8			17/04/2024	10:22:10	17/04/2024
1042	PC / Laptop	completed	6a0476e0-7415-437d-a9f7-354cc1fc0352			17/04/2024	10:46:46	17/04/2024
1043	PC / Laptop	completed	12b6a878-f042-4441-9f4c-440a846fd91e			17/04/2024	08:18:43	17/04/2024
1044	PC / Laptop	completed	7bb8be40-a95a-4f4b-b4b9-3d02c4bdcbec			17/04/2024	10:59:25	17/04/2024
1045	Tablet	completed	6c1ed23c-f1ec-4df0-a325-dae7ead7dfb8			17/04/2024	11:10:22	17/04/2024
1046	PC / Laptop	completed	89eff0f7-c1dd-4266-b2ae-9be2b645d5df			17/04/2024	11:27:39	17/04/2024
1047	PC / Laptop	completed	6b95e734-c9b3-4349-ac24-8dda0a01fad3			17/04/2024	11:45:45	17/04/2024
1048	Phone	completed	a593575f-ea8e-4972-8e89-56f3c9d1df26			17/04/2024	12:12:20	17/04/2024
1049	Phone	completed	32a3cacb-395e-4717-aac0-4227d7181130			17/04/2024	12:30:10	17/04/2024
1050	PC / Laptop	completed	a9c75b2b-2e51-4b3f-a2e2-adf5f2a28cf6			17/04/2024	12:22:15	17/04/2024
1051	PC / Laptop	completed	bc7bac7d-c812-4661-8ca7-227b56e72dd3			17/04/2024	12:44:29	17/04/2024
1052	PC / Laptop	completed	89a9350d-588c-4280-9202-a1fde3230d07			17/04/2024	13:14:47	17/04/2024
1053	Phone	completed	0327229b-08f9-40ec-9853-b264bffa5d76			17/04/2024	14:00:05	17/04/2024
1054	PC / Laptop	completed	962f8783-ade7-4a46-9654-f73b3baa7a84			17/04/2024	15:37:25	17/04/2024
1055	Phone	completed	431cecfb-fb43-4ea5-b4dc-2964cd08147a			17/04/2024	15:49:51	17/04/2024
1056	PC / Laptop	completed	9ac91664-7dbe-4075-a7d9-b56ebba6c3c2			17/04/2024	15:33:17	17/04/2024
1057	Phone	completed	29596aed-8797-4999-b162-401eb928591c			17/04/2024	16:01:45	17/04/2024

	A	B	C	D	E	F	G	H
1058	Phone	completed	4d76fb54-d2d9-4c9b-b956-06524a7a585c			17/04/2024	16:12:36	17/04/2024
1059	Phone	completed	6c3fdd85-7962-42ad-9dcd-3b55e5ca4daf			17/04/2024	16:16:08	17/04/2024
1060	Phone	completed	d53a2613-382d-49eb-8185-f23e07cc8abe			17/04/2024	16:21:42	17/04/2024
1061	PC / Laptop	completed	533d4443-12e5-423c-b8a0-a861cdb71ffa			17/04/2024	16:13:23	17/04/2024
1062	PC / Laptop	completed	b1f1ba04-92b7-4ec0-94db-3e8735af87fe			17/04/2024	16:50:32	17/04/2024
1063	Phone	completed	e6675387-cba8-4566-b6b7-66dc1acf2824			17/04/2024	16:58:46	17/04/2024
1064	PC / Laptop	completed	c0dee436-bb40-4b65-98e4-42344df0f9b0			17/04/2024	16:55:21	17/04/2024
1065	Phone	completed	245da219-885a-428e-bbfa-faec29885d0d			17/04/2024	17:50:36	17/04/2024
1066	Phone	completed	fec49a03-6518-4981-bccc-009e1378ff3d			17/04/2024	17:54:48	17/04/2024
1067	Phone	completed	d971ea6e-1bd4-4192-81c5-446f2d615b04			17/04/2024	18:48:12	17/04/2024
1068	Tablet	completed	422be8f1-d838-4ca4-b24a-f1a83936da7a			17/04/2024	19:08:36	17/04/2024
1069	Phone	completed	739c4aea-9d4b-4717-a93e-c152316359fd			17/04/2024	19:11:31	17/04/2024
1070	Tablet	completed	54618f36-e412-47df-86a3-edfc0eb4fd8b			17/04/2024	19:46:18	17/04/2024
1071	PC / Laptop	completed	ca674700-d501-4531-aefd-0e0481dd2c99			17/04/2024	17:51:05	17/04/2024
1072	PC / Laptop	completed	5e1f8d68-9f9e-43ad-babb-f5020676973f			17/04/2024	19:42:53	17/04/2024
1073	PC / Laptop	completed	d195d56e-09aa-4a3f-abeb-2b054720dee1			17/04/2024	20:01:45	17/04/2024
1074	PC / Laptop	completed	c10a94fb-6c21-447b-894a-41c5e5595627			17/04/2024	20:33:12	17/04/2024
1075	Phone	completed	9eba507b-90a6-4247-ae50-158f3497e454			17/04/2024	20:41:44	17/04/2024
1076	Phone	completed	e5e0a878-5b51-4bc2-906b-34b019f04b44			17/04/2024	21:45:04	17/04/2024
1077	PC / Laptop	completed	ce6bb707-b014-4379-9bee-eca5c6e0d5c4			17/04/2024	21:51:37	17/04/2024
1078	Phone	completed	89d8e9b1-67f9-4918-9255-a761fde2e769			17/04/2024	22:08:12	17/04/2024
1079	Phone	completed	b285d2d1-827e-4817-a081-abd662ac0664			17/04/2024	22:09:57	17/04/2024
1080	PC / Laptop	completed	d8d35414-5e04-4573-9ff7-7c9458b0a526			17/04/2024	22:34:57	17/04/2024

	A	B	C	D	E	F	G	H
1081	PC / Laptop	completed	1c63e472-d080-44e7-b0f6-f4bdddffc0521			17/04/2024	22:48:57	17/04/2024
1082	Phone	completed	12efef92-635e-4ece-ae42-1b33d2ddfc9			17/04/2024	23:13:32	17/04/2024
1083	Tablet	completed	3212c5aa-9502-4ed4-9c20-aa8e0c839a6f			17/04/2024	23:30:42	17/04/2024
1084	PC / Laptop	completed	c71d09b6-cb7d-4519-9ad0-e0148fbc4fbc			18/04/2024	00:13:17	18/04/2024
1085	Phone	completed	dfcf5689-82a0-44ce-971f-a1153c0bc22a			18/04/2024	01:33:17	18/04/2024
1086	Tablet	completed	0875194e-deb7-48a2-bbd3-b118589109e3			18/04/2024	08:11:19	18/04/2024
1087	Phone	completed	c145cf99-2a0b-49e3-a468-e88b050ce6a6			18/04/2024	08:53:26	18/04/2024
1088	Phone	completed	d989a3a8-d7b7-4944-819a-ff78f6c9cd09			18/04/2024	09:40:00	18/04/2024
1089	PC / Laptop	completed	94440370-41e1-49d4-9028-5dc0b89392b1			18/04/2024	09:35:25	18/04/2024
1090	PC / Laptop	completed	26386e7f-da5f-421f-afc1-76b09c3feb27			18/04/2024	09:35:57	18/04/2024
1091	PC / Laptop	completed	c1aa755f-522c-424e-88ab-3cdc9bb62deb			18/04/2024	09:20:09	18/04/2024
1092	PC / Laptop	completed	993c60bb-df58-460e-bf8d-9f57203dcecb			18/04/2024	09:48:27	18/04/2024
1093	PC / Laptop	completed	3bb040b2-b97b-47fe-b32e-063f7d5b50e5			18/04/2024	10:06:43	18/04/2024
1094	Tablet	completed	1e3016a5-7b6c-4dc8-917d-06ec34c4573e			18/04/2024	11:06:15	18/04/2024

	A	B	C	D	E	F	G	H
1095	PC / Laptop	completed	f07192de-4ef1-4fef-848f-4114b5778fdd			18/04/2024	10:43:37	18/04/2024
1096	PC / Laptop	completed	957e1fab-1abc-4c38-baee-280fa59d29a4			18/04/2024	11:39:53	18/04/2024
1097	PC / Laptop	completed	0146fd3f-47a3-4c7c-a0e9-e9ebcc6c6814			18/04/2024	11:27:20	18/04/2024
1098	Phone	completed	685d2c7f-2c05-4217-9ba5-dcf58f69168d			18/04/2024	11:58:25	18/04/2024
1099	PC / Laptop	completed	45059abb-1655-44de-b282-f770135abc4b			18/04/2024	12:04:27	18/04/2024
1100	PC / Laptop	completed	2b2f3912-befc-4773-a004-77db34a19d4f			16/04/2024	10:45:52	18/04/2024
1101	Phone	completed	1e63b5d2-ed41-4adf-9f43-0e803772fd1e			18/04/2024	12:18:30	18/04/2024
1102	Phone	completed	d43112f1-6dff-4eaf-bc43-91e1b7d2b620			18/04/2024	12:22:01	18/04/2024
1103	PC / Laptop	completed	0897ed59-5573-410d-916c-3591c99a0ebb			18/04/2024	12:44:02	18/04/2024
1104	PC / Laptop	completed	a1358651-08b4-4bf9-8a8d-2d2a7e096ae1			18/04/2024	12:53:54	18/04/2024
1105	PC / Laptop	completed	da4cb637-359b-4dd2-9d7a-063e4cb653c4			18/04/2024	12:59:39	18/04/2024
1106	Phone	completed	add0dd8f-2f14-4fdd-ab66-f167d03db4e4			18/04/2024	13:14:13	18/04/2024
1107	PC / Laptop	completed	a221220b-a8ee-454a-9135-bc2b8d986da8			18/04/2024	13:02:06	18/04/2024
1108	Phone	completed	674fcdc9-0dfc-49a6-bbd0-7abe6e15c241			18/04/2024	13:26:02	18/04/2024
1109	PC / Laptop	completed	c4ded197-1ce7-43ba-b30b-e643ec2f7e31			18/04/2024	14:10:22	18/04/2024
1110	PC / Laptop	completed	3c357043-7b32-4ffc-bd9a-b22be0913bd6			18/04/2024	14:24:38	18/04/2024
1111	PC / Laptop	completed	8e74d8d8-5d7c-44bf-ab10-3eb5c0e0fc9a			18/04/2024	15:42:32	18/04/2024

	A	B	C	D	E	F	G	H
1112	Phone	completed	9ae9977c-f812-46b6-85b0-2862e604d02a			18/04/2024	15:50:52	18/04/2024
1113	Phone	completed	550dae5a-e009-4347-b0bb-6c3a1bb1d868			18/04/2024	16:01:45	18/04/2024
1114	PC / Laptop	completed	637d73c1-9ba4-4fb4-a9f6-ec2b3d35ae9b			18/04/2024	16:05:52	18/04/2024
1115	PC / Laptop	completed	d39bc6c9-4980-454a-a81e-c85dc3121f39			18/04/2024	16:35:09	18/04/2024
1116	PC / Laptop	completed	f5b7bfe8-4cdc-4dda-886f-1883340d4abf			18/04/2024	16:41:32	18/04/2024
1117	Phone	completed	41f3ab75-d12a-4aed-8d7d-6de051031c6b			18/04/2024	17:39:47	18/04/2024
1118	PC / Laptop	completed	2579b2d6-bb22-4dbb-b05b-f394a810bc31			18/04/2024	16:52:21	18/04/2024
1119	PC / Laptop	completed	4e48fb4b-f357-4da3-a877-8e9801336d63			18/04/2024	17:49:39	18/04/2024
1120	Phone	completed	ebbbcc3f-309f-4cb8-9d57-6e8ccebe994a			18/04/2024	17:39:59	18/04/2024
1121	Phone	completed	cb581ede-fb5a-45ad-ae35-be69b1be6e43			18/04/2024	17:53:07	18/04/2024
1122	Phone	completed	715e1cae-f7a4-469d-8d20-f438483fd1bf			18/04/2024	18:02:58	18/04/2024
1123	Phone	completed	1ac5f664-e63a-4b29-b466-10f6f58192f2			18/04/2024	18:02:56	18/04/2024
1124	Phone	completed	8565e409-a040-42ad-b3c5-471bb3782662			18/04/2024	19:38:02	18/04/2024
1125	Tablet	completed	07819798-a90b-4ea2-842e-7d6033ef8bbc			18/04/2024	22:10:05	18/04/2024
1126	Phone	completed	85a40046-f93b-4ab6-89c1-325fd5a53059			19/04/2024	03:04:08	19/04/2024
1127	Phone	completed	476bfa42-936f-4700-894a-d43348a5f61a			19/04/2024	06:27:04	19/04/2024
1128	PC / Laptop	completed	e82ef901-3682-46c5-afa0-3054a9856f56			19/04/2024	08:01:33	19/04/2024
1129	Phone	completed	500a12f1-680c-4a83-ac6f-1c4178a25548			19/04/2024	09:18:24	19/04/2024
1130	PC / Laptop	completed	3f1ebc5a-36f9-4962-aa33-e033e42a7416			19/04/2024	09:31:44	19/04/2024
1131	PC / Laptop	completed	b263decd-b821-467c-92fe-5a7bfc8a789c			19/04/2024	09:44:32	19/04/2024
1132	PC / Laptop	completed	d1956449-1d29-43db-b8b8-20c8f42b4a47			19/04/2024	10:14:12	19/04/2024
1133	PC / Laptop	completed	ae021360-ad88-4daf-aad3-7a31deed88ad			19/04/2024	10:29:17	19/04/2024
1134	PC / Laptop	completed	83c2bb75-df79-4f0b-9926-b60a7dba0531			19/04/2024	11:01:32	19/04/2024
1135	PC / Laptop	completed	b382a0b1-69bd-4e83-9693-c52399fca9d6			19/04/2024	11:30:40	19/04/2024
1136	PC / Laptop	completed	8accfb86-143c-42de-a12a-2827022b5031			19/04/2024	12:14:00	19/04/2024
1137	Phone	completed	3bba8bed-86b1-4a35-9e24-170140c7f09b			19/04/2024	12:16:42	19/04/2024
1138	Phone	completed	7929729a-2154-48c6-accf-b360be1b158e			19/04/2024	12:22:16	19/04/2024
1139	Phone	completed	0e6faa83-9ae7-48ac-93a8-8556f39d30e4			19/04/2024	12:18:47	19/04/2024
1140	Phone	completed	01beac48-2e25-403a-b4fc-321ef526772b			19/04/2024	12:26:42	19/04/2024

	A	B	C	D	E	F	G	H
1141	Phone	completed	bd57a28b-72fc-456f-a8b9-8de7f0168653			19/04/2024	12:22:17	19/04/2024
1142	PC / Laptop	completed	db465fb6-5569-4742-9e4d-e5e50fc1372c			19/04/2024	12:26:09	19/04/2024
1143	Phone	completed	84037f73-79a3-4a2b-bcbb-7519071dace4			19/04/2024	12:36:58	19/04/2024
1144	Phone	completed	9b734fb9-efd7-451c-9751-f5eed8d954a7			19/04/2024	12:52:03	19/04/2024
1145	Tablet	completed	c5cbd429-607e-4dc2-ad90-8e254d9fc3bc			19/04/2024	13:11:07	19/04/2024
1146	Phone	completed	9b96267c-31eb-4eff-a376-cc12ce70957a			19/04/2024	13:14:49	19/04/2024
1147	Phone	completed	95b35e84-673a-4542-b4e5-02622cb49874			19/04/2024	13:22:43	19/04/2024
1148	PC / Laptop	completed	dd6915a8-b8e4-4d1c-928b-7df845b2a373			19/04/2024	13:24:44	19/04/2024
1149	Tablet	completed	9b3373ba-091f-462c-90fc-b649d8a10e24			19/04/2024	13:32:22	19/04/2024
1150	Tablet	completed	1a781a99-e987-4dc2-8deb-89b5793613fc			19/04/2024	13:45:39	19/04/2024
1151	Phone	completed	2cfe817e-e2c4-4cc4-acf5-ae96b73b8292			19/04/2024	13:49:01	19/04/2024
1152	PC / Laptop	completed	1ca89046-7d69-41c1-8459-e200cc4a0bb3			19/04/2024	13:46:21	19/04/2024
1153	Phone	completed	f457e90c-8b05-4e9f-9b24-a657a779ecca			19/04/2024	15:17:47	19/04/2024
1154	Phone	completed	a9e1b7e2-62d4-4810-80b6-921a0b80a1c4			19/04/2024	15:34:00	19/04/2024
1155	PC / Laptop	completed	e2b9b8b6-8946-4606-8f25-6b0d6ca1552f			19/04/2024	15:23:37	19/04/2024
1156	Phone	completed	973376f9-2462-4e93-bcca-235b7055b9a6			19/04/2024	15:42:29	19/04/2024
1157	Phone	completed	6f868c57-7c14-4146-99df-0f916aac0ebf			19/04/2024	16:04:50	19/04/2024
1158	PC / Laptop	completed	01358477-cd9c-4285-90fd-3501689e9b1a			19/04/2024	17:00:02	19/04/2024
1159	Phone	completed	bca169a7-7ca1-4db2-a44d-a9fbdd0b77e4			19/04/2024	17:15:09	19/04/2024
1160	Phone	completed	661cc705-bf44-49b8-8cb7-ef5280421ba4			19/04/2024	17:10:57	19/04/2024
1161	Phone	completed	ff71beda-3d89-42d0-b08b-482174bab720			19/04/2024	17:51:42	19/04/2024
1162	PC / Laptop	completed	7f19d245-407c-4835-9705-7e3fc7cbf62d			19/04/2024	17:53:05	19/04/2024
1163	Phone	completed	1e6e43d6-79d4-4726-bb4b-a84e80cb8aa7			19/04/2024	18:20:07	19/04/2024
1164	Phone	completed	c53daa4e-0591-4f46-b145-7962ab3b2ad6			19/04/2024	18:28:51	19/04/2024
1165	Phone	completed	2fef2182-9ee9-4f53-b661-c465ab0a42b4			19/04/2024	18:55:16	19/04/2024
1166	Phone	completed	9ad4e7a1-b529-44ff-886e-1544a1fe80fa			19/04/2024	18:53:11	19/04/2024
1167	PC / Laptop	completed	f4008f70-a5b6-4667-8f01-528882ab53d5			19/04/2024	20:32:15	19/04/2024
1168	Phone	completed	a959735f-fdb0-4996-b704-ccff24d53041			19/04/2024	21:02:56	19/04/2024
1169	Phone	completed	61f79e9b-08fe-4d9c-b447-09a9d7a16d23			19/04/2024	21:07:56	19/04/2024

	A	B	C	D	E	F	G	H
1170	PC / Laptop	completed	f7f6345a-69ae-4630-86f5-2862d4e0003c			19/04/2024	21:03:43	19/04/2024
1171	Phone	completed	506a8960-4a15-496f-94cd-1ac8e5ec9831			19/04/2024	21:19:52	19/04/2024
1172	Phone	completed	0b75f29f-a5e3-4add-92c2-496f88ac0b2d			19/04/2024	21:47:07	19/04/2024
1173	Phone	completed	08003d62-119f-49dd-b66d-8d16226dcf95			19/04/2024	22:43:56	19/04/2024
1174	PC / Laptop	completed	686615a5-825b-470b-bb28-4e33d22971b4			20/04/2024	04:29:46	20/04/2024
1175	PC / Laptop	completed	e4aef05d-7715-4078-a220-6204c366924c			20/04/2024	08:06:35	20/04/2024
1176	Tablet	completed	e1fc3efb-2f8b-4160-9050-91dda3ae0b15			20/04/2024	08:13:37	20/04/2024
1177	PC / Laptop	completed	f33f666d-30ce-46ec-989c-034099c03a92			20/04/2024	09:25:00	20/04/2024
1178	Phone	completed	8d953169-240d-4791-8f1d-f53fc4f581b0			20/04/2024	09:42:58	20/04/2024
1179	Phone	completed	1a13f380-898d-472e-8917-29ed5f698146			20/04/2024	10:06:58	20/04/2024
1180	Phone	completed	0a143043-b213-4893-9cd2-6117d197287b			20/04/2024	10:11:53	20/04/2024
1181	PC / Laptop	completed	31f23194-94fe-49bc-8525-41168bb8bbd3			20/04/2024	11:08:44	20/04/2024
1182	PC / Laptop	completed	0f9f806f-d889-4ad6-bafc-a702d4c6716c			20/04/2024	11:32:07	20/04/2024
1183	Phone	completed	4a7f8ee5-c365-47a7-b786-38123c446105			20/04/2024	12:28:30	20/04/2024
1184	Phone	completed	36d14837-af0a-4cb8-80ff-e974062afaf3			20/04/2024	13:30:39	20/04/2024
1185	Phone	completed	eeae51db-880e-4b77-bd4f-cb6f30e1d073			20/04/2024	13:59:02	20/04/2024
1186	Phone	completed	355e66e7-57e9-4423-8a21-a9b54dd3c8d3			20/04/2024	15:00:15	20/04/2024
1187	PC / Laptop	completed	e289d92d-6e22-40f3-8e29-2f1054b0172a			20/04/2024	14:46:24	20/04/2024
1188	Phone	completed	5e2cb33a-bc38-494c-9f36-b64abf382a9e			20/04/2024	15:42:21	20/04/2024
1189	Phone	completed	e2aaafb2-3fba-46fa-bd21-99baa16b1e54			20/04/2024	21:15:16	20/04/2024
1190	Phone	completed	ee6cf499-b5fb-42e1-80e7-f4cf5e5bf060			20/04/2024	21:28:01	20/04/2024
1191	Phone	completed	83a7cdf8-6f52-49a3-a897-ebaf985522dd			20/04/2024	22:39:35	20/04/2024
1192	PC / Laptop	completed	dc79dfdf-490c-4b0b-a929-c1e5ee235a14			21/04/2024	10:35:30	21/04/2024
1193	Phone	completed	c3aaa894-9577-468b-9cac-99153df229f3			21/04/2024	10:42:12	21/04/2024

	A	B	C	D	E	F	G	H
1194	PC / Laptop	completed	dec3d2d0-eba3-411d-9001-f1ec110ed4d2			21/04/2024	11:21:55	21/04/2024
1195	Phone	completed	96416e55-154f-4374-9c80-943801ed05f3			21/04/2024	15:15:46	21/04/2024
1196	PC / Laptop	completed	ca61df5a-3330-409d-b254-5f5aa1f3d081			21/04/2024	17:07:20	21/04/2024
1197	PC / Laptop	completed	100c91cb-b45e-4a08-9bd0-56cf1a973783			21/04/2024	18:37:18	21/04/2024
1198	PC / Laptop	completed	9c138164-e323-4f07-8d1d-ed3ae149ea8b			21/04/2024	20:00:22	21/04/2024
1199	Phone	completed	0d42953e-91aa-44a1-b1f7-a890ec737bfb			21/04/2024	22:48:42	21/04/2024
1200	Phone	completed	d9bab875-abe0-46f4-b8cb-f550ee888f74			22/04/2024	07:52:06	22/04/2024
1201	Phone	completed	6d54ee36-3480-4387-a3e8-dca82b6b1c1d			22/04/2024	08:32:33	22/04/2024
1202	Phone	completed	8a04bc7e-7a4e-4ba7-9eec-51bf8a27f6eb			22/04/2024	09:43:19	22/04/2024
1203	PC / Laptop	completed	9d99f868-4f92-4cc8-b4fe-896ae8de8cb0			18/04/2024	11:35:34	22/04/2024
1204	PC / Laptop	completed	e5218406-c46d-41e7-84b1-9e43b466f7bd			22/04/2024	12:15:39	22/04/2024
1205	PC / Laptop	completed	1bf1226d-1dbf-4579-af19-81e49aab9ca8			22/04/2024	13:11:47	22/04/2024
1206	PC / Laptop	completed	1f61bb7f-9896-4cf2-80db-a767ec661130			22/04/2024	13:20:28	22/04/2024
1207	PC / Laptop	completed	5ab4621f-a5c3-41e5-8790-6d94f64716ba			22/04/2024	13:36:41	22/04/2024
1208	PC / Laptop	completed	8d7bb4dc-bb06-4608-a4b9-d6c48971f26f			22/04/2024	14:12:28	22/04/2024
1209	PC / Laptop	completed	12830e0a-8651-432b-9038-bebd64d4bdd4			22/04/2024	14:17:30	22/04/2024
1210	Phone	completed	204a0c70-a8b0-4ee7-b183-7db79183cda0			22/04/2024	14:28:32	22/04/2024
1211	PC / Laptop	completed	fb94554-1fde-4d05-bb1d-07884b4be7e3			22/04/2024	14:44:45	22/04/2024
1212	Phone	completed	c5872cbe-d248-4e38-8175-5f3552771ca1			22/04/2024	15:04:39	22/04/2024
1213	Phone	completed	9a16f47b-b748-4f44-840e-5c65c7f9ea7b			22/04/2024	15:05:37	22/04/2024
1214	Phone	completed	d552471e-7355-4970-bfe8-e61f88ced69c			22/04/2024	15:41:45	22/04/2024
1215	PC / Laptop	completed	af5b61e3-e74e-4ab6-b2b2-0fc390e8fc3c			22/04/2024	15:42:24	22/04/2024
1216	PC / Laptop	completed	69f53457-dbc1-44a2-83b5-e9be3ff770ed			22/04/2024	15:56:38	22/04/2024
1217	Tablet	completed	99afd10b-d473-4d69-a4fe-5d0aa4a46257			22/04/2024	16:38:49	22/04/2024

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1218	PC / Laptop	completed	ba66eb4f-ea7c-4465-bdfd-79e6fe3598da			22/04/2024	16:56:25	22/04/2024
1219	Phone	completed	c56aac2e-a491-4754-9111-4078c3debdbd			22/04/2024	16:58:38	22/04/2024
1220	Phone	completed	3df86789-8b9e-4fc0-b34e-bfde4fdc06ad			22/04/2024	17:29:44	22/04/2024
1221	Phone	completed	eb84e1c0-4f40-42f5-b32b-b852037f19e4			22/04/2024	18:05:40	22/04/2024
1222	PC / Laptop	completed	50ec8071-c055-4e94-801d-d2949dc26ea3			22/04/2024	18:20:44	22/04/2024
1223	Phone	completed	c575ecfa-bf33-448a-a418-ba423504b64d			22/04/2024	18:46:47	22/04/2024

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1224	Phone	completed	c2602b40-8d10-4ccc-91d4-2de4ee08ab40			22/04/2024	18:45:18	22/04/2024
1225	Phone	completed	6dac7a72-ad66-44bb-af0a-86b83fa49171			22/04/2024	17:14:22	22/04/2024
1226	Phone	completed	ebcc62fe-b499-4bb8-9bfa-6f861bf091ad			22/04/2024	19:27:56	22/04/2024
1227	Phone	completed	72cb7360-b421-4307-a42b-2488f656c7a4			22/04/2024	20:00:53	22/04/2024
1228	Tablet	completed	9a900d5b-3c5b-4d19-887e-3a2d4a7801fe			22/04/2024	20:11:56	22/04/2024
1229	Phone	completed	6e074b42-13b8-4f33-88ce-41108e65ae98			22/04/2024	21:31:13	22/04/2024
1230	Phone	completed	980c556a-37fc-4aa2-8e52-37681b77b643			22/04/2024	22:08:23	22/04/2024
1231	Phone	completed	85bffc08-2400-44bd-ae41-f4a135ba073c			23/04/2024	00:40:41	23/04/2024
1232	PC / Laptop	completed	9c62babe-8041-48d0-8605-bb205a782bd0			22/04/2024	23:10:03	23/04/2024
1233	Phone	completed	4a1aa88a-d396-4405-8bef-a2f3a3506282			23/04/2024	07:39:52	23/04/2024
1234	PC / Laptop	completed	7133f1fb-fc9d-42f2-9308-8b7411efcf36			23/04/2024	08:30:30	23/04/2024
1235	PC / Laptop	completed	d1113ff7-9f8a-4bd5-b8ab-debeb6025f0f			23/04/2024	10:20:54	23/04/2024
1236	PC / Laptop	completed	a97f483c-0d42-4d48-96c7-f91fa72db1e3			23/04/2024	10:24:49	23/04/2024
1237	Phone	completed	1b947be4-495f-4bf3-a402-00daf6d09808			23/04/2024	11:04:57	23/04/2024
1238	PC / Laptop	completed	76ac0b38-d970-4f2e-9e14-793efa6b2429			23/04/2024	11:07:01	23/04/2024

	A	B	C	D	E	F	G	H
1239	PC / Laptop	completed	964e7030-de1d-4a98-9a3c-744dd2f1cadc			23/04/2024	11:03:26	23/04/2024
1240	Phone	completed	f75ac030-87b8-4cd4-8b7a-e0754b830883			23/04/2024	11:08:11	23/04/2024
1241	PC / Laptop	completed	0c5d492e-3070-46f9-98fd-38d35b23c1f0			23/04/2024	11:10:33	23/04/2024
1242	Phone	completed	cf677837-7c62-432f-8756-e5c2ea313761			23/04/2024	11:11:42	23/04/2024
1243	Phone	completed	2b255cb6-bf70-42d4-8ec5-bbf1424ac7f6			23/04/2024	11:13:22	23/04/2024
1244	Phone	completed	d1f5f3a1-7f33-4fea-942c-77b49af13275			23/04/2024	11:15:10	23/04/2024
1245	PC / Laptop	completed	e0928e41-50a7-4c06-b819-cc4a4065817e			23/04/2024	11:14:58	23/04/2024
1246	Phone	completed	508d19cc-16b2-4207-8350-bc494e3d8ce4			23/04/2024	11:20:06	23/04/2024
1247	Phone	completed	d2aecdb8-0233-4c50-bf1e-4e8dc52ab145			23/04/2024	11:20:59	23/04/2024
1248	Phone	completed	91a2cf06-9212-4e31-9365-1008c392328e			23/04/2024	11:33:58	23/04/2024
1249	PC / Laptop	completed	33ea93e0-435e-4dde-b7c2-480a02aa9307			23/04/2024	11:27:42	23/04/2024
1250	PC / Laptop	completed	caa0afac-2953-42ed-b4e0-6b9327e9fb98			23/04/2024	11:30:44	23/04/2024
1251	Phone	completed	06ca356a-497c-4c73-9355-8b6f3c35f16a			23/04/2024	11:32:20	23/04/2024
1252	PC / Laptop	completed	4c810a74-87f6-481a-ab27-6c176a22246b			23/04/2024	11:24:57	23/04/2024
1253	Tablet	completed	bfdc9f7d-05d3-457c-b39a-d574d5245c86			23/04/2024	11:44:01	23/04/2024
1254	PC / Laptop	completed	d9c7bc3a-4136-4ba4-a75c-d7fc30b9dbbb			23/04/2024	11:45:43	23/04/2024
1255	PC / Laptop	completed	290ba094-ff9c-4a64-ae65-4b15e6708f50			23/04/2024	11:47:16	23/04/2024
1256	Phone	completed	ed3fa7b6-1923-4351-8361-8e0c0d55322d			23/04/2024	11:53:17	23/04/2024
1257	PC / Laptop	completed	2d31b7c6-f7bc-48f0-91e4-a2da51f9a5bf			23/04/2024	11:38:47	23/04/2024
1258	Phone	completed	efb8c257-b416-4d06-a683-107af60929e9			23/04/2024	12:01:25	23/04/2024
1259	PC / Laptop	completed	a6c78849-915d-4e35-aca9-f66d53529b97			23/04/2024	11:48:15	23/04/2024
1260	PC / Laptop	completed	f2adb0ca-7139-4fd6-af72-f104a9c3e5f7			23/04/2024	12:03:15	23/04/2024
1261	Phone	completed	a6f7bcd4-2b6a-4a56-a395-e42104287193			23/04/2024	11:46:04	23/04/2024
1262	Phone	completed	8051b30a-8a9c-4198-b89f-24fdc316a277			23/04/2024	12:18:08	23/04/2024

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1263	PC / Laptop	completed	1bb22175-3ea2-4b43-96fb-40224b583dbe			23/04/2024	12:19:39	23/04/2024
1264	PC / Laptop	completed	c5318d8a-211c-49e6-90b4-1566b6787eeb			23/04/2024	12:36:52	23/04/2024
1265	PC / Laptop	completed	1c39d627-3133-4a95-bdb8-05df38e9c96d			23/04/2024	12:39:18	23/04/2024
1266	Phone	completed	85fc9cfb-d876-4310-936c-fb2bc39869c9			23/04/2024	12:38:45	23/04/2024
1267	PC / Laptop	completed	38ac38c3-fa8a-4acc-82c7-283751976b6d			23/04/2024	12:32:57	23/04/2024
1268	Phone	completed	ee0a0f49-fd3c-4acf-9743-917dc901f55e			23/04/2024	12:41:25	23/04/2024
1269	PC / Laptop	completed	637c4d88-8c4a-473e-b122-a52fc055d292			23/04/2024	13:00:36	23/04/2024
1270	PC / Laptop	completed	e593ccdd-4b84-45fe-ac29-3ea3ab455229			23/04/2024	13:18:39	23/04/2024
1271	PC / Laptop	completed	6688da91-30ec-48e6-bf44-40162975fefa			23/04/2024	13:28:05	23/04/2024
1272	Phone	completed	7a477317-c78f-449d-af18-3b815301c5d2			23/04/2024	13:34:26	23/04/2024
1273	Tablet	completed	a14fe2bc-5857-4639-8cba-e7445c69046e			23/04/2024	13:37:35	23/04/2024
1274	PC / Laptop	completed	ec71359e-c629-45f7-b96a-499391ccc047			23/04/2024	13:00:08	23/04/2024
1275	PC / Laptop	completed	147a8f2c-29ea-488d-9e14-8b80a28b96ee			23/04/2024	13:40:05	23/04/2024
1276	PC / Laptop	completed	66c9ba0a-f9dd-4d3f-b316-adfdd06968ea			23/04/2024	13:56:17	23/04/2024
1277	Phone	completed	8b4ea27d-7f09-482d-af98-c2021c3f11fd			23/04/2024	14:13:30	23/04/2024
1278	Phone	completed	05337d77-f5e2-4915-9ec1-3a7293056056			23/04/2024	14:13:24	23/04/2024
1279	Phone	completed	ad2c4950-b4b2-401e-813c-21fb4d68ac5c			23/04/2024	14:22:53	23/04/2024
1280	Phone	completed	a0cd3fa5-1ed3-44bc-be90-830e1f4ec9ca			23/04/2024	14:34:52	23/04/2024
1281	PC / Laptop	completed	c5ae1cb9-94b6-4a9f-a16b-e29929d0cf70			23/04/2024	14:38:26	23/04/2024
1282	Tablet	completed	225c1b43-f065-4fd9-bf2d-7603bcdf1677			23/04/2024	14:46:11	23/04/2024
1283	Phone	completed	b8f4dc21-ef4e-4673-a1f7-5eb58ddccaeb			23/04/2024	15:03:17	23/04/2024
1284	PC / Laptop	completed	bc3b6d5d-bce8-49be-88d3-e7716b2c272c			23/04/2024	15:05:45	23/04/2024
1285	Phone	completed	868dbfda-08d2-4857-8b40-ddb6fd4fecab			23/04/2024	15:10:38	23/04/2024
1286	PC / Laptop	completed	4692b381-279d-4588-8706-96fea3c1a065			23/04/2024	15:15:37	23/04/2024
1287	Phone	completed	d67131db-ad22-4ecd-b50d-7b4d925d0e75			23/04/2024	15:22:12	23/04/2024
1288	PC / Laptop	completed	7cece8a2-5aad-497f-816c-f4b234ff1c66			23/04/2024	15:26:01	23/04/2024
1289	Phone	completed	b644f801-d98c-4f96-98bb-e336f7aeaa99			23/04/2024	16:29:42	23/04/2024
1290	Phone	completed	11e3555a-b472-45a9-9a2e-8c87e534e886			23/04/2024	16:37:25	23/04/2024

	A	B	C	D	E	F	G	H
1291	PC / Laptop	completed	2e388247-c029-4083-a14c-f2ce71459d71			23/04/2024	16:36:31	23/04/2024
1292	Phone	completed	8222337a-8ce6-4aff-a357-9b99b893b240			23/04/2024	16:48:54	23/04/2024
1293	Phone	completed	6f5d50b0-2943-4f73-a76b-e9e3f799368d			23/04/2024	16:57:54	23/04/2024
1294	Phone	completed	4608725f-9c77-4eeb-970b-d66606039c53			23/04/2024	16:57:56	23/04/2024
1295	Phone	completed	839dff2b-8f19-4efb-bc1b-980880345fc8			23/04/2024	16:59:37	23/04/2024
1296	Phone	completed	01c46083-9961-4384-80bf-2e3cb93e78a7			23/04/2024	17:03:35	23/04/2024
1297	Phone	completed	13522ba1-fad6-4c91-a6b9-af0571fc8eae			23/04/2024	17:05:29	23/04/2024
1298	Phone	completed	ec8409bd-6402-4ba4-aa1f-f2835b1ba729			23/04/2024	17:09:28	23/04/2024
1299	Phone	completed	fb3d4d00-d7c1-4bd0-8857-4a3d4629af73			23/04/2024	17:09:10	23/04/2024
1300	PC / Laptop	completed	190cdd6e-5642-4654-80d4-6cb326ce053c			23/04/2024	17:13:37	23/04/2024
1301	Tablet	completed	6d0e6263-674b-4ba0-86a7-206a3c60573b			23/04/2024	17:14:26	23/04/2024
1302	Phone	completed	017f8b66-c55b-4f6f-8598-5566e2d1d977			23/04/2024	17:16:05	23/04/2024
1303	Phone	completed	7ff02ec4-ae0-415f-b967-90a0f4a7fcc1			23/04/2024	17:18:45	23/04/2024
1304	PC / Laptop	completed	12b6c67d-d50b-421b-8f6a-c2c2aa054ea6			23/04/2024	17:09:58	23/04/2024
1305	Phone	completed	3abd799a-2400-46b6-b0d6-e465e1301825			23/04/2024	17:38:55	23/04/2024
1306	Tablet	completed	d264be52-1c7f-4746-bb37-2d1ed59be676			23/04/2024	17:55:21	23/04/2024
1307	PC / Laptop	completed	947d3733-0273-4d73-a66a-2f7955639d59			23/04/2024	17:46:15	23/04/2024
1308	Phone	completed	8208d12e-7680-4126-87db-9ca50b0157db			23/04/2024	18:06:16	23/04/2024
1309	PC / Laptop	completed	ffbc2060-5a0e-4e72-b69a-aea3d396bcd0			23/04/2024	18:13:22	23/04/2024
1310	Phone	completed	cce44b64-a5e9-4e49-8740-6e9546dd9825			23/04/2024	18:19:52	23/04/2024
1311	Phone	completed	0f865d83-4f9e-49ab-bf89-6c4eff34d01c			23/04/2024	18:20:50	23/04/2024
1312	Phone	completed	1b15450e-ea26-4be9-ac8f-456e57f5d071			23/04/2024	18:32:41	23/04/2024
1313	Phone	completed	4776e335-2024-465c-a39e-7732948e9fff			23/04/2024	18:41:23	23/04/2024
1314	Phone	completed	cd1f38b0-eab0-4ecd-9f39-7bb60c81e19a			23/04/2024	18:48:06	23/04/2024
1315	Tablet	completed	c0951905-140b-4327-9195-225f5f106ba1			23/04/2024	18:38:30	23/04/2024
1316	Phone	completed	bda104fd-2a26-4a80-b48f-8266dc22460b			23/04/2024	19:04:59	23/04/2024
1317	Phone	completed	cf85ced0-60b2-461f-9180-c1daad06cd94			23/04/2024	19:12:42	23/04/2024
1318	PC / Laptop	completed	f78f48e0-e345-4b2d-bbdb-938453e00481			23/04/2024	19:21:58	23/04/2024
1319	Phone	completed	d0f4a734-5577-4da2-83cb-4693a5dbb074			23/04/2024	19:29:23	23/04/2024
1320	Tablet	completed	f1a02dd0-b780-4d4a-86f1-d7c00bd1c336			23/04/2024	19:26:25	23/04/2024
1321	Phone	completed	c0aa8b7c-8b25-44dc-bc73-3a6142cb6f4f			23/04/2024	19:47:00	23/04/2024
1322	Phone	completed	af8645c9-9db4-4fe9-81b4-97c6a65d038e			23/04/2024	19:55:32	23/04/2024

	A	B	C	D	E	F	G	H
1323	Phone	completed	04f06300-3f18-4eb9-86f4-e9c333054353			23/04/2024	19:59:50	23/04/2024
1324	Phone	completed	7353e64c-c737-497b-9e1a-c87047ccc2a5			23/04/2024	20:13:19	23/04/2024
1325	Phone	completed	45d6cb3a-bd3a-404a-8e45-10c36fa113fe			23/04/2024	20:28:47	23/04/2024
1326	PC / Laptop	completed	c41cc013-f51a-4b13-814b-63cef2f6d119			23/04/2024	20:36:24	23/04/2024
1327	Tablet	completed	01779cd5-fd0a-4fe4-b919-c9b282d52dc8			23/04/2024	20:45:04	23/04/2024
1328	Phone	completed	1e5eca29-cc76-405a-a569-0365f79cf9d5			23/04/2024	20:48:25	23/04/2024
1329	Phone	completed	c0b35bc8-0eda-4505-a65a-006bacae35cf			23/04/2024	20:45:24	23/04/2024
1330	Phone	completed	8240b551-ca8a-4730-a70f-d2a144afb81b			23/04/2024	20:56:52	23/04/2024
1331	PC / Laptop	completed	922b37b6-c1da-41f5-851f-7a1ce911b94b			23/04/2024	21:09:53	23/04/2024
1332	Phone	completed	f4f219ee-bb96-4cae-9e8d-4c83d370c651			23/04/2024	21:25:24	23/04/2024
1333	Phone	completed	dc8ee3ba-0767-4739-98fb-2cec419a281f			23/04/2024	21:22:22	23/04/2024
1334	Phone	completed	b800b63c-d559-41f2-9edb-00ea553e4af9			23/04/2024	21:31:58	23/04/2024
1335	PC / Laptop	completed	4f3a41a9-19fa-4752-a59a-ce097d737537			23/04/2024	21:48:42	23/04/2024
1336	PC / Laptop	completed	93489cba-31ef-490a-a616-2cd9a96da591			23/04/2024	22:02:46	23/04/2024
1337	Phone	completed	5c42f7c2-fda0-40bf-9c38-d22ea067eca8			23/04/2024	22:19:36	23/04/2024
1338	Phone	completed	6ee36b73-5693-4100-b4e2-31e59a0541fa			23/04/2024	22:06:00	23/04/2024
1339	Phone	completed	a628ca9e-bc6f-43c2-ba0c-c70e7aa0057b			23/04/2024	22:30:12	23/04/2024
1340	Phone	completed	d7420c42-6632-4b7a-9978-3066314c0ed6			23/04/2024	22:48:21	23/04/2024
1341	Tablet	completed	4deaaefa-9913-415e-ba18-8305b0b6efdf			23/04/2024	23:09:45	23/04/2024
1342	Phone	completed	983824bf-417f-4a1a-812e-40a6d28b7732			23/04/2024	23:05:12	23/04/2024
1343	PC / Laptop	completed	fea3fc4f-e6f6-4630-8e23-2a0fac7dd554			23/04/2024	22:43:51	23/04/2024
1344	Phone	completed	bc4dbafd-291b-4e62-adda-609e6326769f			24/04/2024	01:42:10	24/04/2024
1345	Tablet	completed	aede2d31-c922-456c-9a1c-49c1e5321843			24/04/2024	01:59:02	24/04/2024
1346	PC / Laptop	completed	68f46e38-7692-4024-bcf5-81654d9fe6e2			24/04/2024	03:56:23	24/04/2024
1347	Phone	completed	318da944-5dd7-45b3-9da2-fec0337f825b			24/04/2024	06:06:38	24/04/2024
1348	Phone	completed	60438842-176d-44e1-b86f-4770cd849538			24/04/2024	06:19:09	24/04/2024
1349	Phone	completed	d65d9e11-3f7e-48ba-9224-8af966e72159			24/04/2024	06:38:18	24/04/2024
1350	Phone	completed	10bdf733-7f00-4ecb-8bbf-4af96ff5cac7			24/04/2024	07:06:20	24/04/2024
1351	Phone	completed	9fd9d952-a653-42a3-acf9-1ab3cbdb1205			24/04/2024	07:54:49	24/04/2024
1352	Phone	completed	f0400d51-a549-44e5-8dbb-06f3886bdadf			24/04/2024	08:11:41	24/04/2024
1353	PC / Laptop	completed	20b3ad79-8c86-4b4d-ae65-42e87e6def01			24/04/2024	08:16:03	24/04/2024
1354	PC / Laptop	completed	d2080ab1-3b6f-4f55-8854-6cd2dcc717d6			24/04/2024	08:12:54	24/04/2024

	A	B	C	D	E	F	G	H
1355	Phone	completed	795f3cc8-ce88-4acc-82c9-43bd7185d927			24/04/2024	08:44:27	24/04/2024
1356	PC / Laptop	completed	0f1d7b5f-d20a-4696-a246-2117b5c07930			24/04/2024	08:40:09	24/04/2024
1357	Phone	completed	e4ec8e16-3255-49bc-9084-102a90dc0ed7			24/04/2024	08:51:24	24/04/2024
1358	Phone	completed	26786488-4605-4369-9362-4a6f05c251f7			24/04/2024	09:12:56	24/04/2024
1359	Phone	completed	45ff14cc-3f4b-4b91-9414-6b4a653797f8			24/04/2024	09:15:49	24/04/2024
1360	PC / Laptop	completed	5e726f1f-5246-444f-9fe1-6ee9f66a32db			24/04/2024	09:30:38	24/04/2024
1361	PC / Laptop	completed	c195e910-b8dc-4329-803d-e99fb9126068			24/04/2024	09:36:32	24/04/2024
1362	PC / Laptop	completed	987a1e0e-cce9-469c-ba89-1e3993076c7e			24/04/2024	09:44:43	24/04/2024
1363	PC / Laptop	completed	d53148ca-2a43-48c7-bf8b-cfd4fca5f79a			24/04/2024	09:55:56	24/04/2024
1364	PC / Laptop	completed	21390f17-4381-4ed2-9411-e8fd6ec398f3			24/04/2024	10:24:01	24/04/2024
1365	Phone	completed	449f8e12-3683-464f-b356-6e5ecf84ac7d			24/04/2024	10:57:04	24/04/2024
1366	Phone	completed	3c6125c1-8ccc-49a8-b43d-07c4833fded3			24/04/2024	10:58:14	24/04/2024
1367	Phone	completed	94cb0294-b79c-4def-8023-3df9e108e6d2			24/04/2024	11:05:43	24/04/2024
1368	Phone	completed	b220d025-e380-4403-b048-322b8281eb0d			24/04/2024	11:05:17	24/04/2024
1369	Phone	completed	f2eea1e7-278b-4b78-a09a-9c6a10b54cd8			24/04/2024	11:05:20	24/04/2024
1370	Phone	completed	0934b605-c178-40cd-b458-8f992c6693be			24/04/2024	11:09:27	24/04/2024
1371	Phone	completed	8f528d85-f502-4707-8fb1-298687c3b47a			24/04/2024	11:20:53	24/04/2024
1372	Phone	completed	ce65f88a-d797-4d22-8237-25dc5869a5a5			24/04/2024	11:29:25	24/04/2024
1373	Phone	completed	b1f4290f-822f-4bf4-a0d5-0fc0026bcd4			24/04/2024	11:26:25	24/04/2024
1374	PC / Laptop	completed	72f9dddc-4ccb-485d-8dc9-5257f965535b			24/04/2024	11:35:05	24/04/2024
1375	PC / Laptop	completed	9870ad77-fa15-4953-9e11-570f34b630d7			24/04/2024	11:22:45	24/04/2024

	A	B	C	D	E	F	G	H
1376	Phone	completed	944b22ca-3796-4f3c-bea5-687b172db2fd			24/04/2024	11:34:17	24/04/2024
1377	PC / Laptop	completed	40b75519-c2cc-4f2f-a79c-18cc4eb8b44e			24/04/2024	11:36:48	24/04/2024
1378	PC / Laptop	completed	b5a7ced1-2d17-4173-950a-973394821114			24/04/2024	11:39:02	24/04/2024
1379	Phone	completed	d7e3d79b-14d7-4e8c-937f-ec19cdca4a4c			24/04/2024	11:42:31	24/04/2024
1380	Phone	completed	ea9c56de-0427-4465-b123-2f3ca1821564			24/04/2024	11:41:52	24/04/2024
1381	PC / Laptop	completed	7b01c1fa-c013-4065-a6bb-fbf9245e9c80			24/04/2024	11:41:28	24/04/2024
1382	PC / Laptop	completed	5fa662d7-ac13-4632-8492-c5b2cb5d8f9c			24/04/2024	11:44:32	24/04/2024
1383	PC / Laptop	completed	ccf48a5d-6c7c-4ab7-ab01-029db4d279cc			24/04/2024	11:44:20	24/04/2024
1384	Phone	completed	b59e6c37-216b-43e5-a482-99fa2266d04c			24/04/2024	11:46:36	24/04/2024
1385	PC / Laptop	completed	828a3e55-1688-43a4-9c19-aef10fc80d37			24/04/2024	11:52:40	24/04/2024
1386	Phone	completed	71f57c2c-01c7-4bd4-ab34-c19a99ced4d4			24/04/2024	11:54:36	24/04/2024
1387	PC / Laptop	completed	07d26dbc-6917-4f60-ac47-4479bc123105			24/04/2024	11:39:58	24/04/2024
1388	PC / Laptop	completed	14e13097-77ea-4fc3-b23d-182460125743			24/04/2024	11:59:02	24/04/2024
1389	Phone	completed	7b29e72b-0af0-415a-8302-b1f06f851728			24/04/2024	11:55:41	24/04/2024
1390	PC / Laptop	completed	fd8896e5-4011-4f1f-8f02-83f83e72808d			24/04/2024	11:54:44	24/04/2024
1391	PC / Laptop	completed	42320ab2-530a-4748-b3cd-55f5b2623fa9			24/04/2024	11:42:25	24/04/2024
1392	PC / Laptop	completed	00a1ac35-e7f5-4850-be74-5e736ddcab5			24/04/2024	11:58:03	24/04/2024
1393	Phone	completed	1ef57c3b-9064-4209-82ca-b40cb9d02aaf			24/04/2024	11:59:46	24/04/2024
1394	Phone	completed	a093ed74-a85c-4d48-88fe-d2e267c4c1f8			24/04/2024	12:00:54	24/04/2024
1395	PC / Laptop	completed	48685c88-7b37-4fb9-a36e-a2e4a5b9d8d5			24/04/2024	12:08:17	24/04/2024
1396	PC / Laptop	completed	cf0f1d83-a0c7-43e8-a000-f19110686b17			24/04/2024	11:39:10	24/04/2024
1397	PC / Laptop	completed	a1f90ab6-a6a9-414e-9472-0e2399de9742			24/04/2024	11:59:32	24/04/2024
1398	PC / Laptop	completed	e7b6da05-ae7b-47ec-b3e6-0c951a8c503b			24/04/2024	12:16:24	24/04/2024
1399	Phone	completed	a319eb6d-b5c4-4969-97ef-9c591c9d6968			24/04/2024	12:16:41	24/04/2024
1400	Phone	completed	45669e9f-ce81-4e82-94c9-5cabf0f6550f			24/04/2024	12:15:44	24/04/2024
1401	PC / Laptop	completed	80f350f7-0f45-430a-837c-e18fc7c4b84e			24/04/2024	12:13:31	24/04/2024
1402	PC / Laptop	completed	2d5e32ee-cafb-444b-944b-290ea238a030			24/04/2024	12:26:35	24/04/2024
1403	Phone	completed	58670c38-00a5-4013-9a9f-ca25d967f14c			24/04/2024	12:28:44	24/04/2024
1404	Phone	completed	98c8d9d5-e5fe-463a-b7c6-249d516e4ecb			24/04/2024	12:24:46	24/04/2024

	A	B	C	D	E	F	G	H
1405	PC / Laptop	completed	1d38cb4d-0f0f-4ebc-a558-516b83eefae6			24/04/2024	12:33:16	24/04/2024
1406	Phone	completed	ac838b33-8418-49b0-8b12-f74b1496ce91			24/04/2024	12:41:24	24/04/2024
1407	PC / Laptop	completed	d3c2c751-8e46-4e73-b6e7-ecd198208d31			24/04/2024	12:43:51	24/04/2024
1408	PC / Laptop	completed	e122a8c5-c926-4ee6-b1bb-2f1e2c4c4182			24/04/2024	12:41:29	24/04/2024
1409	Phone	completed	ef1a3a05-545d-416e-b124-517b010682a9			24/04/2024	12:46:00	24/04/2024
1410	PC / Laptop	completed	8083c6e0-18fd-4e98-98a9-c6f5f7b7c3f7			24/04/2024	12:47:03	24/04/2024
1411	PC / Laptop	completed	c37da3fe-0927-47bd-8c3c-00e42bae9412			24/04/2024	12:53:37	24/04/2024
1412	Phone	completed	d9ac9b3c-8805-44e0-bf7b-727abc50095d			24/04/2024	11:57:32	24/04/2024
1413	Phone	completed	6c39c23b-d79a-458f-b6a0-55e9faedcba1			24/04/2024	13:33:56	24/04/2024

	A	B	C	D	E	F	G	H
1414	PC / Laptop	completed	009eccab-82ec-47cc-ae6e-7405b96b37b9			24/04/2024	13:40:07	24/04/2024
1415	PC / Laptop	completed	86157a4e-f2cf-4f56-92a6-69f70dc958cb			24/04/2024	13:58:49	24/04/2024
1416	PC / Laptop	completed	093473ec-bec8-4d91-8d24-7c82dd156038			24/04/2024	13:43:46	24/04/2024
1417	PC / Laptop	completed	ccbe6a54-9932-45a3-8018-3cea4acae677			24/04/2024	13:55:01	24/04/2024
1418	Phone	completed	82bf2064-1c6e-4393-aa44-b9306c4797b7			24/04/2024	14:08:15	24/04/2024
1419	Phone	completed	846fb126-429a-4572-bcef-58bead862657			24/04/2024	14:20:54	24/04/2024
1420	PC / Laptop	completed	b37d9100-73b8-4c8d-8b68-05c75b8f820a			24/04/2024	14:09:29	24/04/2024
1421	Phone	completed	dc3f4696-1ecb-4165-a746-2fbd8b296ee6			24/04/2024	14:42:51	24/04/2024
1422	PC / Laptop	completed	2831fae5-4917-43e6-b0dd-194526ba866d			24/04/2024	14:48:13	24/04/2024
1423	Phone	completed	a54b4e93-e37d-45c4-94c7-f286d6a86a15			24/04/2024	14:55:48	24/04/2024
1424	PC / Laptop	completed	e5c77bac-6741-475d-b0b2-44a747b21715			24/04/2024	15:15:55	24/04/2024
1425	Phone	completed	2dc1622a-6c5a-45a7-95ca-647490e35eda			24/04/2024	15:15:12	24/04/2024
1426	Phone	completed	60ea5371-3bb8-420a-a541-041d94e59bb7			24/04/2024	15:20:41	24/04/2024
1427	Phone	completed	a04b7b49-e9e0-4b31-9c4a-5588e6070fa6			24/04/2024	15:31:03	24/04/2024
1428	Phone	completed	a140c211-194e-4a2c-8756-0b35e6b7258b			24/04/2024	15:36:13	24/04/2024
1429	PC / Laptop	completed	0ab4dd2e-f3fb-4546-8283-6bddae557f5e			24/04/2024	15:12:13	24/04/2024
1430	PC / Laptop	completed	259b25d7-8d5d-4aa1-b656-a0185714ab18			24/04/2024	16:06:16	24/04/2024
1431	Phone	completed	78198165-c690-444d-8d56-4237185a467d			24/04/2024	16:11:30	24/04/2024

	A	B	C	D	E	F	G	H
1432	PC / Laptop	completed	f84e38ff-01f7-4464-ae98-8507f452e864			24/04/2024	16:28:23	24/04/2024
1433	Phone	completed	88276284-dbe2-4e50-a790-f4065fc73ca2			24/04/2024	16:16:04	24/04/2024
1434	PC / Laptop	completed	3a7889c4-0bd6-490c-87bc-a1518e6ae2ea			24/04/2024	16:33:52	24/04/2024
1435	Phone	completed	0b057770-adaa-48f8-978b-3b96f251f6d9			24/04/2024	17:01:16	24/04/2024
1436	Phone	completed	74558403-473f-4148-a9e0-244b954abcaf			24/04/2024	17:04:04	24/04/2024
1437	Phone	completed	daf2a2db-871d-4883-b009-652bbba505b6			24/04/2024	17:15:41	24/04/2024
1438	Tablet	completed	7c03f553-105a-4148-895d-1363bd0b7f2c			24/04/2024	17:15:08	24/04/2024
1439	Phone	completed	582c2905-871e-45ef-a73c-528085049dab			24/04/2024	17:42:09	24/04/2024
1440	Phone	completed	c790d81d-20c3-425f-a012-cd804c7ac261			24/04/2024	17:43:32	24/04/2024
1441	PC / Laptop	completed	20c9d986-e1e2-48a1-873a-99b9eed7dda0			24/04/2024	19:35:34	24/04/2024
1442	Phone	completed	5f59a890-9cb2-467e-83a1-00a8b79c7f34			24/04/2024	21:17:53	24/04/2024
1443	Phone	completed	66cfee04-2af3-4caa-ac2e-5a4218ad275b			24/04/2024	21:51:53	24/04/2024
1444	Phone	completed	08bbcbb1-20a1-4d42-917c-d19e4cece0f			24/04/2024	22:11:18	24/04/2024
1445	PC / Laptop	completed	e5e9f73d-38fd-4615-8ecb-04a033b210ea			24/04/2024	22:30:53	24/04/2024
1446	Phone	completed	1c75a773-c6f6-4493-9f93-3255930147af			24/04/2024	23:07:06	24/04/2024
1447	Phone	completed	4c4e3b1c-cf82-434f-8a33-34a7048cf9b5			25/04/2024	00:09:36	25/04/2024
1448	PC / Laptop	completed	dcc96d18-c3d4-4b3b-bf21-4d7f9649fde3			25/04/2024	00:19:14	25/04/2024
1449	PC / Laptop	completed	f30c7b02-6b52-4f09-9ad9-425a560337aa			25/04/2024	02:49:24	25/04/2024
1450	Phone	completed	556cae1b-126a-4c6a-9c00-e1a336b5d227			25/04/2024	05:47:37	25/04/2024
1451	Phone	completed	f2194abe-b201-465f-bbaa-bd0bb4429aab			25/04/2024	06:38:13	25/04/2024
1452	PC / Laptop	completed	dbb415eb-224f-4d4c-855d-b02b325c20d5			25/04/2024	08:05:48	25/04/2024
1453	Phone	completed	3c731418-5905-4929-afbd-9d16039f43a2			25/04/2024	08:24:23	25/04/2024
1454	PC / Laptop	completed	a39f9075-4214-40ee-93d6-9ea236de1f79			25/04/2024	08:54:08	25/04/2024
1455	Phone	completed	7b3756b0-fc4f-4f80-9a46-177837fef1e8			25/04/2024	08:48:38	25/04/2024
1456	PC / Laptop	completed	e6b66ba1-5259-4d5d-9894-febfae3d5491			25/04/2024	08:34:19	25/04/2024

	A	B	C	D	E	F	G	H
1457	PC / Laptop	completed	1d5e3093-f7f0-49ef-ba48-0f7158b958f2			25/04/2024	09:15:28	25/04/2024
1458	Phone	completed	0a7ee49d-3c0c-4c76-80bf-c93204fb98a4			25/04/2024	09:28:18	25/04/2024
1459	Phone	completed	659b33d4-d145-42b9-8d19-ed87822091b9			25/04/2024	09:49:22	25/04/2024
1460	Phone	completed	445f83f1-0414-447b-9882-d293495a3a05			25/04/2024	09:54:19	25/04/2024
1461	PC / Laptop	completed	a1e446b1-73db-4748-b127-d0edd50dba10			25/04/2024	09:53:02	25/04/2024
1462	Phone	completed	18cb26ee-4b61-478c-b7f4-9e8c61ed8d9e			25/04/2024	10:09:52	25/04/2024
1463	Phone	completed	f24073b7-0faa-4018-a4c4-3c72938325f3			25/04/2024	10:41:31	25/04/2024
1464	Phone	completed	2decab7c-5d95-4285-a20c-055660ac25eb			25/04/2024	10:45:06	25/04/2024
1465	PC / Laptop	completed	e8fc796e-9331-459f-919a-b3fd0258e5ce			25/04/2024	11:14:21	25/04/2024
1466	PC / Laptop	completed	b07bf1b3-e6a4-4ec7-b306-faf7cae24d84			25/04/2024	11:29:28	25/04/2024
1467	PC / Laptop	completed	6b7db1ff-b8ab-4dbd-88de-3827b89da40c			25/04/2024	00:27:02	25/04/2024
1468	PC / Laptop	completed	d73bf399-8842-43a2-a4aa-d6a8062f4d10			25/04/2024	11:47:41	25/04/2024
1469	Phone	completed	b08db1ec-d59d-4608-956e-ebb74f4f1ba6			25/04/2024	12:15:02	25/04/2024
1470	PC / Laptop	completed	b78c3b82-2325-4b82-9ef3-bd6bd7951405			25/04/2024	12:22:59	25/04/2024
1471	PC / Laptop	completed	4c1a6d84-69e2-469a-b54b-93d10b76aee8			25/04/2024	11:19:02	25/04/2024
1472	Phone	completed	603096d4-1b5f-4eea-ae09-399337390493			25/04/2024	12:32:11	25/04/2024
1473	Phone	completed	571d1087-d6ce-4b95-9b43-7e761bc75722			25/04/2024	12:43:07	25/04/2024

	A	B	C	D	E	F	G	H
1474	Phone	completed	f1ababb7-e0cf-414c-b3b1-18a0145b51d0			25/04/2024	13:07:26	25/04/2024
1475	PC / Laptop	completed	0454dc59-c6e4-43fe-8f24-e574be45763a			25/04/2024	13:10:10	25/04/2024
1476	PC / Laptop	completed	b92d7575-f7d4-470d-b469-1eadf96fe200			25/04/2024	13:54:27	25/04/2024
1477	PC / Laptop	completed	c0113807-e45d-4262-b6af-035c62ea40fc			25/04/2024	13:57:52	25/04/2024
1478	Phone	completed	78bdd3cf-368f-4788-837e-178e9f92f37b			25/04/2024	13:58:15	25/04/2024
1479	Phone	completed	b4172674-97e4-4fe1-bb6e-1ebf69c29572			25/04/2024	14:32:57	25/04/2024
1480	Phone	completed	6b022245-d2eb-4894-89b4-d81c671507d5			25/04/2024	14:52:11	25/04/2024
1481	PC / Laptop	completed	48e5eafa-379d-4acb-9278-c08cf62017e7			25/04/2024	14:59:16	25/04/2024
1482	PC / Laptop	completed	99dc20ac-a6d8-4f26-a748-cfd7b9a3a6a2			25/04/2024	15:42:27	25/04/2024
1483	Phone	completed	3f5fca32-6246-4963-8711-a4243f66808e			25/04/2024	15:41:43	25/04/2024
1484	Phone	completed	d3fe30d1-7168-405d-9e27-c7e3d775bc0d			25/04/2024	17:17:53	25/04/2024
1485	Phone	completed	7499a81d-1da7-45fe-877d-07f2a59daed2			25/04/2024	18:24:21	25/04/2024
1486	Phone	completed	31cfa132-b7d5-4599-9293-fc3c749bf50f			25/04/2024	19:04:44	25/04/2024
1487	PC / Laptop	completed	628a4297-1a93-4e04-b011-c4a757fe566d			25/04/2024	19:25:55	25/04/2024
1488	PC / Laptop	completed	86eb7f3d-b304-4bb4-971c-956a4689d346			25/04/2024	19:40:05	25/04/2024
1489	Phone	completed	742bbae3-c228-4fca-8abd-6e7821b8a344			25/04/2024	20:30:19	25/04/2024
1490	Phone	completed	ece8b81b-5e70-4a2e-8ba7-c61ed2bf91e6			25/04/2024	20:48:50	25/04/2024
1491	Phone	completed	860aeca0-1b2c-4026-ad60-df97cf73810a			25/04/2024	21:12:55	25/04/2024
1492	Phone	completed	de390675-f734-46be-abbe-f1aedcc15783			25/04/2024	21:15:25	25/04/2024
1493	Phone	completed	72a49bfe-5766-45b2-b21b-13c87c03bdc4			25/04/2024	21:28:05	25/04/2024
1494	Phone	completed	58ecb297-78d4-4fa7-bb96-d927c0b963b1			25/04/2024	22:04:04	25/04/2024
1495	PC / Laptop	completed	d3e87917-ba01-47f2-9b92-fe2b7e61876c			25/04/2024	22:01:55	25/04/2024
1496	Phone	completed	38a1ea6f-69f4-4ca9-9ae0-19ad8108e6fa			25/04/2024	22:47:15	25/04/2024

	A	B	C	D	E	F	G	H
1497	PC / Laptop	completed	b3a1f63a-2c26-4fcd-9191-19bc1bfd18be			25/04/2024	23:08:58	25/04/2024
1498	Phone	completed	2b2ffbed-6c82-4c4f-9f52-5f61b473399c			26/04/2024	08:04:33	26/04/2024
1499	Phone	completed	2ba675f9-c5d7-4390-ae97-fdf68c1ca042			26/04/2024	10:02:44	26/04/2024
1500	Phone	completed	750ecad8-3ebb-454a-8b70-b8c609112b79			26/04/2024	11:27:05	26/04/2024
1501	PC / Laptop	completed	7c7be3ef-6e5a-497d-8755-09d97ad7015c			26/04/2024	11:20:38	26/04/2024
1502	PC / Laptop	completed	fc365a5b-f7bf-4906-861a-3decb958b10e			26/04/2024	12:26:20	26/04/2024
1503	PC / Laptop	completed	a97ef698-b03d-4978-9f41-8cf9ac485ff1			26/04/2024	12:32:28	26/04/2024
1504	Phone	completed	b7a75ffb-cba3-4d59-b795-92b1bfd73cb7			26/04/2024	13:35:06	26/04/2024
1505	PC / Laptop	completed	9e47fa11-3239-47f6-bca1-6926649f682c			26/04/2024	14:04:42	26/04/2024
1506	Phone	completed	b8a47b26-2c15-4fd2-a447-9c714c9b12a9			26/04/2024	14:03:25	26/04/2024

	A	B	C	D	E	F	G	H
1507	Tablet	completed	265ee8ea-40c3-471c-986b-7ca160dfcf44			26/04/2024	15:39:19	26/04/2024
1508	Phone	completed	a51e2bc4-bf1b-45e3-9c36-ace74fc1a1a0			26/04/2024	17:34:19	26/04/2024
1509	PC / Laptop	completed	6881aa07-70fa-4203-bd7f-82af21f84a76			26/04/2024	19:20:14	26/04/2024
1510	Tablet	completed	d7068da9-3821-405e-9e2a-59faf67c9711			26/04/2024	20:02:42	26/04/2024
1511	Tablet	completed	7a82de0a-d612-44a1-abf3-3aa25200c309			26/04/2024	20:08:51	26/04/2024
1512	Phone	completed	6ff112c7-2485-4072-8b4b-f4af49c1ae42			26/04/2024	21:14:55	26/04/2024
1513	Phone	completed	eec871b9-73da-40a9-ba07-f8178506831d			26/04/2024	21:11:59	26/04/2024
1514	Phone	completed	23f5ebcc-d240-48a3-b499-cebb78c1c442			26/04/2024	21:22:41	26/04/2024
1515	PC / Laptop	completed	05a683ab-5c67-42a9-8ecb-83c33e22ba98			26/04/2024	21:28:39	26/04/2024
1516	Phone	completed	24550f91-43d9-4799-8ffd-3bc20959fb00			26/04/2024	21:52:49	26/04/2024
1517	PC / Laptop	completed	09fe9c2b-cde6-42e0-bf01-371b35794d03			26/04/2024	21:59:15	26/04/2024
1518	Phone	completed	d698fe02-45d9-4dff-9f16-e9f3f4cc414f			26/04/2024	22:16:12	26/04/2024
1519	Phone	completed	582b5fd4-6f7a-48fa-820f-45c919bcb9d6			26/04/2024	22:03:54	26/04/2024
1520	Phone	completed	15910f56-fedc-458e-ba0a-db6a5493f970			26/04/2024	22:42:27	26/04/2024
1521	Phone	completed	f2b2a145-bfbb-4bce-bd7d-319229ce4c86			26/04/2024	23:11:54	26/04/2024
1522	Phone	completed	4bbaa969-d1a2-41e6-a0a7-af49a35abaa9			27/04/2024	00:27:29	27/04/2024
1523	Phone	completed	0ce78086-5e1d-445c-a347-1e9a01f9fc71			27/04/2024	00:41:05	27/04/2024

	A	B	C	D	E	F	G	H
1524	PC / Laptop	completed	ce387944-1f96-4e45-b1a8-a0004bdcea11			27/04/2024	00:45:07	27/04/2024
1525	Phone	completed	73ae13ac-6700-41de-8654-bffd95f902fb			27/04/2024	02:22:25	27/04/2024
1526	PC / Laptop	completed	57b0a1ed-1d6d-4252-a325-6108cb546e37			27/04/2024	11:19:21	27/04/2024
1527	Phone	completed	70e4b589-18cb-4734-a771-81fb12d8e0d3			27/04/2024	11:28:35	27/04/2024
1528	Phone	completed	6e335a91-4df8-40cd-a50e-d90fe932b79d			27/04/2024	11:44:33	27/04/2024
1529	PC / Laptop	completed	c5464f1b-4bb0-4a42-b2d9-57ef7a96be50			27/04/2024	12:22:50	27/04/2024
1530	PC / Laptop	completed	b4a1e5d1-04ee-491f-bc8e-9b3a6b64963c			27/04/2024	13:40:09	27/04/2024
1531	Phone	completed	f693b443-b727-4654-bc45-adfa0c71c582			27/04/2024	13:39:49	27/04/2024
1532	PC / Laptop	completed	b022785c-1437-4bb7-851a-bc526af1fd22			27/04/2024	14:39:07	27/04/2024
1533	Phone	completed	70fc2b51-a75f-4411-81ff-c89aad6db56c			27/04/2024	17:06:47	27/04/2024
1534	Phone	completed	76a261fd-b2c5-43e4-9d5d-c367b92f267b			27/04/2024	18:14:03	27/04/2024
1535	Phone	completed	bd4102cf-24cb-4e66-b2bc-efc8ed025350			27/04/2024	18:18:15	27/04/2024
1536	PC / Laptop	completed	6f7a54b4-1c5f-4734-a50c-761dd6be62ee			27/04/2024	17:54:52	27/04/2024
1537	Tablet	completed	131872ca-cb5a-4675-b9a9-164329ec9cef			27/04/2024	17:48:41	27/04/2024
1538	PC / Laptop	completed	da1118bd-527d-4e7d-aa25-c550aa4da7d9			27/04/2024	23:27:48	27/04/2024
1539	Phone	completed	fe66da7c-f616-4a29-8019-1a141f7f09f3			27/04/2024	23:50:45	27/04/2024

	A	B	C	D	E	F	G	H
1540	Tablet	completed	61b0b2d4-4d98-4cdb-9e68-cc4b04baedf8			28/04/2024	07:15:28	28/04/2024
1541	Phone	completed	7d003c0d-15fb-4fa7-9fe7-16d86cb33e40			28/04/2024	09:54:12	28/04/2024
1542	Phone	completed	26b8ad7e-ff22-48de-90f4-f7549dbf169b			28/04/2024	11:11:15	28/04/2024
1543	PC / Laptop	completed	74a9ac1a-1958-49d8-b8bb-0957b238ed0b			28/04/2024	14:28:16	28/04/2024
1544	Phone	completed	d92018cc-6cf0-4bf2-918a-464a9f566c70			28/04/2024	15:37:53	28/04/2024
1545	PC / Laptop	completed	2e41ff1f-4a96-45b8-94bc-0b4ade7657e8			28/04/2024	08:59:02	28/04/2024
1546	Phone	completed	3f992fbb-30a2-4f72-b9eb-f4136477431d			28/04/2024	16:40:51	28/04/2024
1547	PC / Laptop	completed	48f47df6-a746-418b-9616-6ee6483d8d26			28/04/2024	20:55:55	28/04/2024
1548	Phone	completed	eac86ded-25e6-4f6d-be89-e4bb3a37a2f6			28/04/2024	21:29:20	28/04/2024
1549	PC / Laptop	completed	0de58228-4f2d-47e4-936a-225f5142554a			28/04/2024	21:47:06	28/04/2024

	A	B	C	D	E	F	G	H
1550	PC / Laptop	completed	069ee627-bcdb-44a9-953b-5af0e90b1a1c			28/04/2024	22:00:59	28/04/2024
1551	Tablet	completed	0f9dfc17-d216-4c77-810e-55a782cb0c35			28/04/2024	23:03:37	28/04/2024
1552	Phone	completed	f087f22d-cfbb-424b-a159-51368ea40771			28/04/2024	23:17:21	28/04/2024
1553	PC / Laptop	completed	e60a34b7-8209-4986-a531-3b15803739d8			29/04/2024	00:40:58	29/04/2024
1554	PC / Laptop	completed	a048b923-003d-4444-8742-ef743f03cc90			29/04/2024	10:59:36	29/04/2024
1555	Phone	completed	1e5d2d52-ac0b-405d-b460-95b66b031ca5			29/04/2024	13:25:37	29/04/2024
1556	PC / Laptop	completed	a577b302-90d7-41df-acef-591806fcac76			29/04/2024	13:58:14	29/04/2024
1557	PC / Laptop	completed	589a01eb-5ed3-4d7a-ba30-8ed7d3f2005c			29/04/2024	14:31:33	29/04/2024
1558	PC / Laptop	completed	6ae78286-4159-4af3-ab0f-c83170ce3def			29/04/2024	14:50:43	29/04/2024
1559	PC / Laptop	completed	464b927d-3195-448c-b174-577e9b918f8a			29/04/2024	15:28:53	29/04/2024
1560	PC / Laptop	completed	a10a4453-8550-4307-8bb2-79eccae87caf			29/04/2024	15:44:47	29/04/2024
1561	Phone	completed	7cf16b3f-6773-4c0d-9120-28f0a6e69a83			29/04/2024	16:16:25	29/04/2024
1562	PC / Laptop	completed	753404c6-0c2a-490d-a345-2f088a026517			29/04/2024	19:47:30	29/04/2024
1563	PC / Laptop	completed	6273e86a-950e-44f3-8ebe-f4d32a3bd618			30/04/2024	09:54:46	30/04/2024
1564	PC / Laptop	completed	2715fd2f-b233-4412-aba6-c21281d0e11e			30/04/2024	10:36:03	30/04/2024
1565	Phone	completed	c58f0532-68d3-4507-b26b-064e4476fca7			30/04/2024	11:25:20	30/04/2024
1566	Tablet	completed	d5820a48-9c36-438a-8f06-3f4489f6d53a			30/04/2024	12:01:43	30/04/2024
1567	Phone	completed	2fcfbf7d-f6b4-429f-8f5f-529273d1d0b9			30/04/2024	12:24:42	30/04/2024
1568	Phone	completed	afc9fde2-e131-4399-8e06-ef81c2186db5			30/04/2024	12:27:44	30/04/2024

	A	B	C	D	E	F	G	H
1569	PC / Laptop	completed	a58594d3-fed6-401f-899d-ddf9db25b060			30/04/2024	11:48:09	30/04/2024
1570	Phone	completed	dedc39a9-f1bc-4657-88d4-6eb1290e7d54			30/04/2024	13:16:50	30/04/2024
1571	Phone	completed	1df6df0b-9d48-48de-ac0b-f2ca36bbf4c1			30/04/2024	13:31:32	30/04/2024
1572	Tablet	completed	a8d8c14b-eacb-4a66-b922-cff792935658			30/04/2024	14:04:44	30/04/2024
1573	Phone	completed	30cec5b8-5192-4437-bac5-e3a184b99a28			30/04/2024	14:16:14	30/04/2024
1574	PC / Laptop	completed	33bcf21a-733d-4d38-b3a4-933a800cd589			30/04/2024	14:22:57	30/04/2024
1575	PC / Laptop	completed	162bb9c7-a5a2-469b-a358-21f1a6701f82			30/04/2024	15:05:13	30/04/2024
1576	Phone	completed	7f147d66-97ec-47e0-8147-517f1d1462c1			30/04/2024	15:37:05	30/04/2024
1577	Phone	completed	3a74b7be-df47-4009-bbab-4b64e06e7326			30/04/2024	15:55:58	30/04/2024
1578	PC / Laptop	completed	ab9d990d-fefb-42a3-b0a3-75c7197c6e3d			30/04/2024	15:24:47	30/04/2024
1579	Phone	completed	464e7c1f-d649-4241-abae-5b23a7e4c167			30/04/2024	17:39:36	30/04/2024
1580	Phone	completed	77255061-8dea-423a-b7f5-0987b1c3c6ce			30/04/2024	17:56:09	30/04/2024
1581	Phone	completed	d581380b-8064-4cf2-8d69-08051a800e6a			30/04/2024	18:09:53	30/04/2024
1582	PC / Laptop	completed	373fa179-1813-4a14-9127-0eaf80fac556			30/04/2024	18:19:44	30/04/2024
1583	Phone	completed	f8891132-338e-4816-a7a7-0f7d615fb322			30/04/2024	18:56:23	30/04/2024
1584	Phone	completed	a002a2db-23de-4ac9-8707-0be6d232633b			30/04/2024	18:55:24	30/04/2024
1585	Tablet	completed	c31c2deb-7f22-432e-9448-0f1ca8fd129a			30/04/2024	18:57:27	30/04/2024
1586	Phone	completed	591d5cb5-9a42-4b6b-9d6e-878a0615f887			30/04/2024	19:57:55	30/04/2024
1587	PC / Laptop	completed	ee8dcfa6-9147-4ab5-8202-7d99be96d652			30/04/2024	19:54:14	30/04/2024
1588	PC / Laptop	completed	29c3dc67-3672-4ce2-968e-5b79d3aaea83			30/04/2024	20:54:39	30/04/2024
1589	Phone	completed	99bd8932-e11f-48c7-8a23-40b2cc7f6802			30/04/2024	21:08:02	30/04/2024
1590	Tablet	completed	855b30ce-f7a9-4135-820e-031f57d3f695			30/04/2024	22:16:58	30/04/2024
1591	Phone	completed	93ceb9c7-770-4158-8c63-044244ae2a41			30/04/2024	22:43:18	30/04/2024

	A	B	C	D	E	F	G	H
1592	PC / Laptop	completed	39de671d-1286-422d-bea9-e18bdce85fec			30/04/2024	22:22:54	30/04/2024
1593	PC / Laptop	completed	e188f423-ed9c-4371-9196-cee347a60ee4			01/05/2024	07:33:52	01/05/2024
1594	PC / Laptop	completed	cd55a3fb-bbf8-4942-8232-22a2b9434a9a			01/05/2024	07:55:30	01/05/2024
1595	Tablet	completed	909e9095-b877-4488-90af-ff2560626ad3			01/05/2024	08:42:30	01/05/2024
1596	Phone	completed	0b35d632-14dc-448a-a02f-62f59dd578b5			01/05/2024	09:54:33	01/05/2024
1597	Phone	completed	c99574cc-1182-4d12-9ee7-12c416d604c5			01/05/2024	10:52:14	01/05/2024
1598	Phone	completed	5e48fe6c-42fa-4c08-b1b7-b21b711ff9b3			01/05/2024	10:56:49	01/05/2024
1599	PC / Laptop	completed	ae712278-3531-4ae2-9d7a-ee742829aeac			01/05/2024	11:47:32	01/05/2024
1600	PC / Laptop	completed	e5552b93-2761-42f1-b02a-1398d5cef415			01/05/2024	11:47:26	01/05/2024
1601	PC / Laptop	completed	d896a7c5-5c6d-4d17-81b5-28badbe7e14c			01/05/2024	14:43:45	01/05/2024
1602	PC / Laptop	completed	04abfcd5-08ae-426a-ad5d-cb3599fd7cca			01/05/2024	14:46:49	01/05/2024
1603	PC / Laptop	completed	477a9ee2-2c16-4dbd-9129-632ca7b9efa0			01/05/2024	15:11:46	01/05/2024
1604	Phone	completed	c5234ded-6a40-4be4-9671-04bac5a9e8c5			01/05/2024	17:17:07	01/05/2024
1605	PC / Laptop	completed	643a7deb-873e-4f4b-b166-6b83d278c552			01/05/2024	17:20:38	01/05/2024
1606	Phone	completed	42c92f55-7f71-4151-9900-73bfeb2d01d4			01/05/2024	20:52:58	01/05/2024
1607	PC / Laptop	completed	3a2685e6-34b3-4de9-8488-054256b941e0			01/05/2024	21:27:28	01/05/2024

	A	B	C	D	E	F	G	H
1608	PC / Laptop	completed	53fd12f8-4 added-49f2-ac77-f81f6a51a0d6			02/05/2024	07:53:58	02/05/2024
1609	Phone	completed	e001c added-8677-4e87-a251-907bea6063d8			02/05/2024	10:06:34	02/05/2024
1610	PC / Laptop	completed	330a5528-1275-493c-baed-99449b4310a6			02/05/2024	10:12:19	02/05/2024
1611	Phone	completed	23f8c138 added-446e-bc54-1862ee325e30			02/05/2024	10:30:33	02/05/2024
1612	Phone	completed	75acc30d added-8567-4f9e-b76d-93035b98733c			02/05/2024	11:02:55	02/05/2024
1613	PC / Laptop	completed	083096af added-8398-4c72-b8c9-85f8dc90700e			02/05/2024	12:37:48	02/05/2024
1614	PC / Laptop	completed	8614c07d added-0f93-4965-a329-ce15867a7f3e			02/05/2024	14:07:58	02/05/2024
1615	Phone	completed	bedb6320 added-6aa8-4edc-af71-0a1405ec0802			02/05/2024	16:03:39	02/05/2024
1616	PC / Laptop	completed	e8009ee6 added-3311-4eb0-80ae-af1820cb6c5b			02/05/2024	18:13:54	02/05/2024
1617	Phone	completed	fbe7e7bf added-dc32-42e1-8d34-ebe351a74617			02/05/2024	18:15:52	02/05/2024
1618	Phone	completed	0e5288d3 added-4a06-43a0-b1ef-15da7646dd10			02/05/2024	19:41:28	02/05/2024
1619	Phone	completed	deba1c03 added-2964-421e-81cd-e505251df4a8			03/05/2024	08:28:24	03/05/2024
1620	Phone	completed	34db8370 added-9fe1-42ce-9cc5-c43cbb7cc2c0			03/05/2024	10:10:49	03/05/2024
1621	Phone	completed	6a96b82c added-5e54-4d8f-ac4e-7e45f55d36a0			03/05/2024	11:26:48	03/05/2024
1622	Phone	completed	48192b34 added-4356-4b3c-96f7-9e15b0a0c7cc			03/05/2024	11:44:33	03/05/2024
1623	PC / Laptop	completed	7e2ea3fa added-ad48-42bf-9733-cf4d5f961cff			03/05/2024	11:48:59	03/05/2024
1624	PC / Laptop	completed	3a8bb3da added-bfee-401c-a7fa-c1bd23cb755c			03/05/2024	11:44:04	03/05/2024
1625	Phone	completed	7d50d0df added-474a-4789-a5b7-a5307bbb2a5d			03/05/2024	12:14:34	03/05/2024
1626	PC / Laptop	completed	6a7763b9 added-9481-4e4e-9853-af176c4105cc			03/05/2024	12:15:01	03/05/2024
1627	Phone	completed	eb850870 added-88e9-4da4-ba90-68462585b558			03/05/2024	12:14:53	03/05/2024
1628	Tablet	completed	a32b4a81 added-a450-48a2-a2d0-78c5049d5e1d			03/05/2024	12:17:59	03/05/2024

	A	B	C	D	E	F	G	H
1629	Phone	completed	4089658d-9c44-4d87-be41-dc2aeb8c9419			03/05/2024	12:17:40	03/05/2024
1630	PC / Laptop	completed	9fe8f0d6-ed84-4d92-865f-9e451e7c34ab			03/05/2024	12:14:43	03/05/2024
1631	PC / Laptop	completed	5858e4c8-64f7-40ce-976d-7b85a51e1ef4			03/05/2024	12:14:16	03/05/2024
1632	Phone	completed	340a679e-2947-49cc-96ec-ff88e105e781			03/05/2024	12:22:00	03/05/2024
1633	Phone	completed	5cb5ad1f-2d8a-43f0-85f7-38ee725026e0			03/05/2024	12:21:49	03/05/2024
1634	Tablet	completed	db6a25aa-6d06-45a0-abf6-540e59dc4dc0			03/05/2024	12:18:48	03/05/2024
1635	PC / Laptop	completed	d8e82ee4-1f8c-44e3-93d9-46378f17c5f2			03/05/2024	12:16:58	03/05/2024
1636	Phone	completed	b4437706-5172-4fee-8e93-8905698a2335			03/05/2024	12:21:06	03/05/2024
1637	PC / Laptop	completed	915b9846-a48a-4c60-8f2e-603432cf7c3b			03/05/2024	12:22:40	03/05/2024
1638	PC / Laptop	completed	2953c9dc-888d-49be-b9c3-4c2903eb2183			03/05/2024	12:18:08	03/05/2024
1639	PC / Laptop	completed	00930cfc-4f7b-4e2c-af00-7f2ab5d66951			03/05/2024	12:24:05	03/05/2024

	A	B	C	D	E	F	G	H
1640	PC / Laptop	completed	61697ded-6905-4df5-9713-cf730ec153fc			03/05/2024	12:13:46	03/05/2024
1641	PC / Laptop	completed	196e6449-7247-4ea8-b9eb-b4f419d9a8e3			03/05/2024	12:29:07	03/05/2024
1642	Phone	completed	8b109c70-e375-44f7-a45b-8cabefdbe687			03/05/2024	12:29:51	03/05/2024
1643	Phone	completed	09d38777-15be-4fa0-8066-4f9795513c97			03/05/2024	12:27:19	03/05/2024
1644	Phone	completed	c1b80414-2b89-4dec-acb2-e03f3cd1e69f			03/05/2024	12:30:20	03/05/2024
1645	Phone	completed	ae28a87b-9bba-4651-b9ba-f589d8b4de5c			03/05/2024	12:25:50	03/05/2024
1646	Tablet	completed	9f6e5028-84bc-4a4f-b109-8f19a20b7b19			03/05/2024	12:15:10	03/05/2024
1647	Tablet	completed	68020916-7abd-455e-b8fe-62c4402abcd8			03/05/2024	12:27:02	03/05/2024
1648	PC / Laptop	completed	9f14e079-1f45-4144-bccc-cb9bd290e2d5			03/05/2024	12:34:23	03/05/2024

	A	B	C	D	E	F	G	H
1649	PC / Laptop	completed	ca40fdad-0972-40e5-a367-5937102ccd33			03/05/2024	12:27:42	03/05/2024
1650	PC / Laptop	completed	9a40aa32-e8c3-461c-9cfa-3ff754205e56			03/05/2024	12:27:07	03/05/2024
1651	Phone	completed	1804da6a-8197-4765-a55a-25e8c3ab2062			03/05/2024	12:37:48	03/05/2024
1652	PC / Laptop	completed	9b18a430-eeca-4077-afa5-96c3b4d91e55			03/05/2024	12:37:09	03/05/2024
1653	Phone	completed	232f71d9-52bc-4a4d-890e-1175b0359fa2			03/05/2024	12:34:25	03/05/2024
1654	Phone	completed	c775daaa-b28a-4158-9e76-18052e2baf6			03/05/2024	12:34:02	03/05/2024
1655	PC / Laptop	completed	8e228bf7-d717-43e0-a18d-8345b2700655			03/05/2024	12:39:45	03/05/2024
1656	PC / Laptop	completed	c92b518f-2cdd-4de4-b135-245cb06b5631			03/05/2024	12:22:51	03/05/2024
1657	PC / Laptop	completed	ddfd4013-b3ea-41cf-ac56-ae683c086496			03/05/2024	12:15:11	03/05/2024
1658	Tablet	completed	84f1634a-ae35-457e-8f5d-08b38b2db89d			03/05/2024	12:41:51	03/05/2024
1659	PC / Laptop	completed	9c252b37-2bbb-41de-be8c-19229869f623			03/05/2024	12:40:44	03/05/2024
1660	Phone	completed	a7d71398-7607-4485-9caa-856e450bebc6			03/05/2024	12:46:09	03/05/2024
1661	PC / Laptop	completed	779a4087-ba92-45bc-9205-b8583b512d53			03/05/2024	12:36:46	03/05/2024
1662	Phone	completed	8c47e98b-8e9d-4a8f-b8e8-5e6755098b6d			03/05/2024	12:51:47	03/05/2024
1663	Phone	completed	3de8f1fa-0a91-486c-890a-df38677bcf85			03/05/2024	12:48:30	03/05/2024
1664	Phone	completed	1180beff-1f60-4fb1-8c0b-12a76ec15c14			03/05/2024	12:48:15	03/05/2024
1665	Tablet	completed	b4cc8319-0afa-4bce-9e0f-e1d70f2b76a3			03/05/2024	12:53:24	03/05/2024
1666	PC / Laptop	completed	1ccb4b94-b343-4710-9a3c-95a2f9c36506			03/05/2024	12:20:12	03/05/2024
1667	Phone	completed	cc8139be-5ec1-4867-a5a9-fba0a2ee3564			03/05/2024	13:01:13	03/05/2024

	A	B	C	D	E	F	G	H
1668	PC / Laptop	completed	213945d4-54aa-4350-b2af-63008f60bc0b			03/05/2024	12:37:24	03/05/2024
1669	Phone	completed	e2795377-5c78-4f4a-80c1-1ab269b8673a			03/05/2024	13:01:12	03/05/2024
1670	PC / Laptop	completed	8effc873-0236-42d3-ba75-edb5c5da99ff			03/05/2024	13:00:04	03/05/2024
1671	PC / Laptop	completed	b128d9c0-c0e7-4bf8-a655-9974ae745af4			03/05/2024	13:03:10	03/05/2024
1672	Phone	completed	f74deb31-8216-42c7-907c-085c105a7fbc			03/05/2024	13:06:29	03/05/2024
1673	Phone	completed	6d4039c0-d38a-43f6-af93-5733fdb14370			03/05/2024	13:09:21	03/05/2024
1674	PC / Laptop	completed	2691d709-2a6e-41f2-8442-556d8e3a5b3c			03/05/2024	13:17:24	03/05/2024
1675	PC / Laptop	completed	e889f9a5-a34f-4328-896f-e2aca103fb7c			03/05/2024	13:12:17	03/05/2024
1676	PC / Laptop	completed	0217497d-a527-46d6-9763-de6630fc7b17			03/05/2024	13:19:51	03/05/2024
1677	Phone	completed	fe07c074-1377-4307-aa44-de85111d73c9			03/05/2024	13:20:36	03/05/2024

	A	B	C	D	E	F	G	H
1678	PC / Laptop	completed	a221ee1b-f3d5-487f-85cb-c9912b7c03b5			03/05/2024	12:58:52	03/05/2024
1679	PC / Laptop	completed	2d1d49c5-bd21-4e12-b8e8-0526c55a9ae7			03/05/2024	13:25:36	03/05/2024
1680	PC / Laptop	completed	54376ecb-416f-4f3d-82b2-d858e7b318ce			03/05/2024	13:26:37	03/05/2024
1681	Phone	completed	790fa56e-f838-4c1b-9b5b-a633d54d8205			03/05/2024	13:31:02	03/05/2024
1682	Phone	completed	18324d97-7b47-4404-b5b5-a9a11180bf5c			03/05/2024	13:28:39	03/05/2024
1683	PC / Laptop	completed	d3a5086b-b468-4184-9aca-577f5d3a6074			03/05/2024	13:34:23	03/05/2024
1684	Tablet	completed	1513f573-ee37-4724-929a-c70a095593de			03/05/2024	13:40:00	03/05/2024
1685	Phone	completed	6d9d00b3-8f96-4482-af4e-a0fc34f5359c			03/05/2024	13:43:00	03/05/2024
1686	Phone	completed	428cfa80-b93e-4802-8e12-7fc4694c3f22			03/05/2024	13:41:35	03/05/2024
1687	PC / Laptop	completed	a31a42cb-e92a-4a30-bff8-32abd69e6268			03/05/2024	13:46:58	03/05/2024
1688	Phone	completed	ba17c711-900a-485e-95d1-4f579e810e30			03/05/2024	13:47:08	03/05/2024
1689	PC / Laptop	completed	e38a2df2-b330-43b2-8bbd-17187e344aab			03/05/2024	13:51:44	03/05/2024
1690	Phone	completed	5d07385f-be2a-48f0-9036-3c61cccacb7d			03/05/2024	13:58:50	03/05/2024
1691	PC / Laptop	completed	36924d36-331a-40f1-b5c2-995cd83fa7e4			03/05/2024	14:03:51	03/05/2024
1692	Phone	completed	6eaa5ceb-c4ee-429b-ad30-4e62e0793406			03/05/2024	13:57:29	03/05/2024
1693	Phone	completed	3e51f011-ef13-4244-9e58-9602f7970b8e			03/05/2024	14:05:50	03/05/2024
1694	Phone	completed	aa158569-8ab7-4cc8-a3dc-11bc20cc658a			03/05/2024	14:00:30	03/05/2024
1695	Phone	completed	3b7d3177-fd54-4230-97f6-6f8334c57465			03/05/2024	14:03:46	03/05/2024
1696	PC / Laptop	completed	4ff1742f-449a-4a38-9f7b-0e331c19f83d			03/05/2024	14:03:27	03/05/2024
1697	Phone	completed	ae9e8672-cf62-45c3-90fa-02e764784842			03/05/2024	14:18:06	03/05/2024

	A	B	C	D	E	F	G	H
1698	PC / Laptop	completed	1cff4764-96cf-40fd-8adc-5a7c38c2df2c			03/05/2024	13:53:06	03/05/2024
1699	Phone	completed	6150a280-95fc-4aed-ad04-662c1c528990			03/05/2024	14:14:12	03/05/2024
1700	Phone	completed	4b1217c4-c3be-4fee-9e82-b55f1bcce17d			03/05/2024	14:24:50	03/05/2024
1701	PC / Laptop	completed	8683e44f-0818-4c8f-a27c-db99063d8606			03/05/2024	14:24:22	03/05/2024
1702	PC / Laptop	completed	3568d147-fc07-431d-964a-6d0bc8c5d773			03/05/2024	14:26:38	03/05/2024
1703	Phone	completed	8a64e4d2-a07f-4b3e-b600-a6796e7f6a17			03/05/2024	14:27:49	03/05/2024
1704	PC / Laptop	completed	f6343401-cd16-4e2a-b4ab-fdc820f93c95			03/05/2024	14:37:53	03/05/2024
1705	Phone	completed	f27a1177-ad53-4392-a298-ad693407cae8			03/05/2024	14:48:14	03/05/2024
1706	PC / Laptop	completed	2fe62d9a-9480-404b-aac9-e20eab20eb70			03/05/2024	14:45:41	03/05/2024
1707	PC / Laptop	completed	49d444fe-c1e0-4cb7-b085-41f0b63b15df			03/05/2024	14:55:56	03/05/2024
1708	Tablet	completed	bef249ed-0b2f-4d55-9b99-35dce8cf2946			03/05/2024	14:59:06	03/05/2024
1709	Phone	completed	032f82e3-9159-494d-85f3-b5b0297c9e39			03/05/2024	14:52:17	03/05/2024
1710	Phone	completed	5c74f266-2207-4865-8253-df9c776d5309			03/05/2024	14:58:58	03/05/2024
1711	PC / Laptop	completed	9769f72c-ebd1-4965-8990-d748f9289856			03/05/2024	14:57:57	03/05/2024

	A	B	C	D	E	F	G	H
1712	PC / Laptop	completed	54c9af72-00f1-46d1-a825-d7e95305df72			03/05/2024	13:47:35	03/05/2024
1713	PC / Laptop	completed	80bf8d34-db8f-4e4b-914a-185249637ac8			03/05/2024	15:04:20	03/05/2024
1714	PC / Laptop	completed	9300fb80-d648-457f-95f2-28daee6e26bf			03/05/2024	15:04:49	03/05/2024
1715	Phone	completed	c05d2cba-6dd9-40de-b0e8-54dddfe1de56			03/05/2024	15:11:40	03/05/2024
1716	Phone	completed	dbfa6f6b-0d68-40bd-a828-41cd4b46f32d			03/05/2024	15:16:15	03/05/2024
1717	PC / Laptop	completed	e09c7cbb-2839-46a7-a66b-33d8f4223bdc			03/05/2024	15:11:15	03/05/2024
1718	Tablet	completed	f3773ea4-e143-461b-a400-ed3d73892719			03/05/2024	15:21:16	03/05/2024
1719	Phone	completed	942f8a44-7d69-4102-863c-b970adec75d0			03/05/2024	15:30:22	03/05/2024
1720	Phone	completed	191ebb84-1f80-4b6c-987e-312a7270abf1			03/05/2024	15:33:01	03/05/2024
1721	PC / Laptop	completed	3336b559-f8d9-4d1d-80be-18def5a9228b			03/05/2024	15:34:54	03/05/2024
1722	PC / Laptop	completed	4737ffcc-07ba-4ebf-94cf-ae4090eeca4			03/05/2024	15:40:26	03/05/2024
1723	Phone	completed	41962821-ec47-44cd-880f-31f65241eef1			03/05/2024	15:43:30	03/05/2024
1724	Phone	completed	828e5388-0754-4d5f-9644-c2b89b5163b0			03/05/2024	15:52:17	03/05/2024
1725	Phone	completed	23726770-eb8a-4a58-8a31-7277f89d5655			03/05/2024	15:55:27	03/05/2024
1726	PC / Laptop	completed	87ac8b0a-292d-4882-a71f-e0d268a50ad8			03/05/2024	13:04:29	03/05/2024
1727	Phone	completed	ec3d29b6-2b3d-4e73-9d7b-266034fd6bcd			03/05/2024	15:56:58	03/05/2024

	A	B	C	D	E	F	G	H
1728	Phone	completed	63464347-6dab-4982-a30b-487e042c3a30			03/05/2024	15:58:08	03/05/2024
1729	PC / Laptop	completed	90ccab07-5ad9-4daa-8674-60d046aa074c			03/05/2024	16:00:53	03/05/2024
1730	PC / Laptop	completed	8a8ee440-7f13-4dd6-ba47-70d67104b465			03/05/2024	15:38:11	03/05/2024
1731	Phone	completed	4785e3bc-4815-4287-8377-04286cfa9f1a			03/05/2024	16:09:43	03/05/2024
1732	PC / Laptop	completed	deb48241-7bea-410f-bc3e-6bd33670d4f5			03/05/2024	16:05:22	03/05/2024
1733	Tablet	completed	e61b3f18-9b05-466b-902a-f593020373e7			03/05/2024	16:15:22	03/05/2024
1734	PC / Laptop	completed	e2db541c-46c2-48de-b619-90cea1eeaddf			03/05/2024	16:02:19	03/05/2024
1735	PC / Laptop	completed	6a434b6d-f6e3-4966-8148-d7d1944384f2			03/05/2024	16:30:38	03/05/2024
1736	PC / Laptop	completed	337db503-7e54-4cef-9dbf-d407f7e5bf37			03/05/2024	16:36:53	03/05/2024
1737	PC / Laptop	completed	2f103d57-f5a6-4037-851d-8f12448e4258			03/05/2024	16:41:17	03/05/2024
1738	PC / Laptop	completed	6ba3ef85-aa67-426e-876d-efb4a572871d			03/05/2024	16:35:36	03/05/2024
1739	PC / Laptop	completed	d483f44e-6f4f-4237-bb1c-914422711d90			03/05/2024	16:45:57	03/05/2024
1740	Tablet	completed	ae443de6-190c-4007-8f64-f211ff762985			03/05/2024	16:51:24	03/05/2024
1741	PC / Laptop	completed	44946f73-1436-4a20-8cb2-db54a9548993			03/05/2024	17:01:57	03/05/2024
1742	PC / Laptop	completed	04bec795-87b3-4b6d-8cc3-4967d107f51b			03/05/2024	17:17:15	03/05/2024
1743	PC / Laptop	completed	7e509c86-962e-45e9-85d9-a013a909a80f			03/05/2024	17:06:27	03/05/2024
1744	PC / Laptop	completed	9119515e-e6d7-41d4-99f0-f24fb7884325			03/05/2024	17:28:38	03/05/2024
1745	Phone	completed	6ad3f877-8628-43b2-a150-bb5126babb04			03/05/2024	17:46:22	03/05/2024
1746	PC / Laptop	completed	cac03b8b-70c7-4117-9b75-cb6020cf4b7d			03/05/2024	17:58:27	03/05/2024
1747	PC / Laptop	completed	221de745-b4e7-407c-86ac-0159660d465e			03/05/2024	17:55:11	03/05/2024
1748	PC / Laptop	completed	534c0a5c-e516-409d-aca8-69fa764aa378			03/05/2024	18:08:08	03/05/2024
1749	Phone	completed	fd393b2f-c3d2-4772-b051-f12ba0103f1a			03/05/2024	16:22:48	03/05/2024

	A	B	C	D	E	F	G	H
1750	Phone	completed	64673036-0eb4-4a23-8061-33a85f384c83			03/05/2024	18:21:40	03/05/2024
1751	PC / Laptop	completed	d29e72ce-a390-4a0f-8f67-b846609d9231			03/05/2024	17:54:48	03/05/2024
1752	PC / Laptop	completed	aedee1c2-d952-4277-afb1-8de6d25b0df9			03/05/2024	18:43:37	03/05/2024
1753	Phone	completed	f2621e6b-f214-4639-a89e-56e2ee2beb5c			03/05/2024	18:43:51	03/05/2024
1754	Phone	completed	33700742-98cf-4725-b969-1cb7f07a9c2c			03/05/2024	18:51:10	03/05/2024
1755	PC / Laptop	completed	75498ed0-b43b-4636-8f81-60db7264bb71			03/05/2024	19:02:03	03/05/2024
1756	PC / Laptop	completed	950b91f2-e953-480f-9cc0-73e106e6bea8			03/05/2024	19:12:57	03/05/2024
1757	PC / Laptop	completed	d01381f7-2eb3-4570-971e-852a9edf06c0			03/05/2024	19:44:30	03/05/2024
1758	Phone	completed	7666b0cf-44ab-4866-aeb4-888713cc0d59			03/05/2024	19:46:35	03/05/2024
1759	PC / Laptop	completed	714eaed5-1651-46ce-a2fb-022c489a7351			03/05/2024	19:52:25	03/05/2024
1760	Phone	completed	d2db5ee5-5b55-4b29-adb5-e5598b55ed38			03/05/2024	20:12:02	03/05/2024
1761	Phone	completed	47f1bf12-bfb3-46c3-b1e4-8b0e107c4c8c			03/05/2024	20:34:35	03/05/2024
1762	Phone	completed	90c36471-276e-4b1b-b4b6-fc41ae00b020			03/05/2024	20:49:36	03/05/2024
1763	Phone	completed	dd52cd50-3d06-4c03-beac-86d08bfacae0			03/05/2024	20:46:11	03/05/2024
1764	Tablet	completed	ba25063d-f415-4241-ac7f-0030a6e3975f			03/05/2024	21:50:46	03/05/2024
1765	PC / Laptop	completed	7dec9965-9d20-43fb-9242-7604761ab72f			03/05/2024	21:51:39	03/05/2024
1766	PC / Laptop	completed	747b8c51-84b4-4e5d-9f38-6a395dbca3d1			03/05/2024	22:01:07	03/05/2024
1767	Tablet	completed	614fe8de-f5dd-441e-9b9f-a45b5394f2d1			03/05/2024	22:12:56	03/05/2024
1768	PC / Laptop	completed	5851e382-1a12-4fcf-94f2-c495f124c684			03/05/2024	22:22:36	03/05/2024
1769	Phone	completed	a757ba9a-d2fc-442d-a810-438d5ca839e5			03/05/2024	23:06:27	03/05/2024
1770	PC / Laptop	completed	d17d88dc-298f-422d-8c47-c71f04be2409			03/05/2024	23:09:07	03/05/2024
1771	PC / Laptop	completed	e119e530-5098-45fd-b23a-97805f34be8f			04/05/2024	00:14:40	04/05/2024
1772	PC / Laptop	completed	243ffce3-9ece-4dc2-84b7-4ec1cdda6dc0			04/05/2024	00:31:58	04/05/2024

	A	B	C	D	E	F	G	H
1773	PC / Laptop	completed	f81f7b87-8fed-4028-a8d0-4df0e8c99409			04/05/2024	02:39:14	04/05/2024
1774	Phone	completed	b7a5508a-b973-43a6-8d20-083286140c1d			04/05/2024	06:14:29	04/05/2024
1775	Phone	completed	cfea5a57-b9b6-490e-8df8-42fac7a789e2			04/05/2024	07:26:44	04/05/2024
1776	PC / Laptop	completed	d826fcd6-4624-4f80-a3a2-b77cbbc8ec22			04/05/2024	07:24:19	04/05/2024
1777	PC / Laptop	completed	83f7f7dd-cadd-4930-aea4-c61b43fb402c			04/05/2024	08:25:27	04/05/2024
1778	PC / Laptop	completed	8f00fd36-7cbf-4a90-9aa2-5357c8351909			04/05/2024	08:34:03	04/05/2024
1779	Phone	completed	f6a5fcb2-f6ae-4a7a-bde2-aa4dbc15bdf7			04/05/2024	08:48:23	04/05/2024
1780	PC / Laptop	completed	d2c833c6-f8e3-472b-bbc1-8046b61ba9f7			04/05/2024	08:54:23	04/05/2024
1781	Phone	completed	56bb6f87-a218-4059-9244-499457ef4ac4			04/05/2024	09:07:43	04/05/2024
1782	PC / Laptop	completed	7d36d8c5-03b8-4067-8b2d-4823d8715713			04/05/2024	09:16:18	04/05/2024
1783	Phone	completed	69129414-f0a8-475c-a12d-f4b53bb6494c			04/05/2024	09:05:46	04/05/2024
1784	Phone	completed	d005e2d4-161a-4932-98dd-5c9cd72aa11b			04/05/2024	09:17:25	04/05/2024
1785	Phone	completed	a8f8fd3f-cf00-4d80-a698-bf047e122a34			04/05/2024	09:11:59	04/05/2024
1786	Phone	completed	0b846236-4fe4-40e5-af98-d15e6215b74d			04/05/2024	09:16:13	04/05/2024
1787	Phone	completed	3d187e69-5153-4a21-ad1b-622534e8b746			04/05/2024	09:23:01	04/05/2024
1788	PC / Laptop	completed	ccd03d24-58c4-472a-a6fc-691820675e31			04/05/2024	09:23:48	04/05/2024
1789	PC / Laptop	completed	ee3d9c4c-d735-46f5-ad53-190063970af7			04/05/2024	09:19:14	04/05/2024

	A	B	C	D	E	F	G	H
1790	Phone	completed	d1bb7f39-b61c-4a2c-9df8-6e1a5547d588			04/05/2024	09:30:19	04/05/2024
1791	Phone	completed	65ba9eed-5cb3-4608-9e67-bbb6b353dfbb			04/05/2024	09:37:48	04/05/2024
1792	PC / Laptop	completed	0d506a7d-b99d-4472-b8e6-f93067944f75			04/05/2024	09:58:07	04/05/2024
1793	Phone	completed	a08fd5f3-4f07-4042-869c-104c781935bb			04/05/2024	10:05:12	04/05/2024
1794	Phone	completed	a62f85b2-86fc-4803-8a5d-687f7695aa9a			04/05/2024	10:13:30	04/05/2024
1795	Phone	completed	d2e5e5d2-9bff-4fb3-9ee7-038c31de7e34			04/05/2024	10:21:40	04/05/2024
1796	Phone	completed	9e2a33f9-4540-4173-ba66-abe454397a15			04/05/2024	10:19:07	04/05/2024

	A	B	C	D	E	F	G	H
1797	PC / Laptop	completed	25b41678-b074-44b3-98aa-01274468fd7f			04/05/2024	10:32:40	04/05/2024
1798	Phone	completed	fcc647b3-c919-4fe7-9481-012150f10974			04/05/2024	10:46:57	04/05/2024
1799	Phone	completed	98eff3a0-b1d9-4c22-ad8f-a84adf3f5b31			04/05/2024	11:24:31	04/05/2024
1800	PC / Laptop	completed	848932ef-6530-4a97-8de3-583045015076			04/05/2024	11:34:08	04/05/2024
1801	PC / Laptop	completed	53ef7bae-1be0-484f-8b00-a80c2ffb9e8e			04/05/2024	11:44:58	04/05/2024
1802	PC / Laptop	completed	cf689bea-5ece-4b20-bf54-3eec5de217a2			04/05/2024	12:04:19	04/05/2024
1803	PC / Laptop	completed	06f462a4-d048-47f6-bcc9-9eeb8c985db8			04/05/2024	12:26:34	04/05/2024
1804	PC / Laptop	completed	43415113-1db3-4cdb-b28c-85fddb00ece6			04/05/2024	12:23:46	04/05/2024
1805	PC / Laptop	completed	e37beda3-fc79-4a64-a5b8-7a9601d106e9			04/05/2024	12:17:27	04/05/2024
1806	PC / Laptop	completed	263034af-dc6c-4efb-9b43-bf35e5ade505			04/05/2024	12:50:17	04/05/2024
1807	PC / Laptop	completed	9c09ea93-5760-4b2d-a36f-3c7c76b3c307			04/05/2024	13:03:38	04/05/2024
1808	PC / Laptop	completed	7e0d79e1-6bbe-4395-9a53-c00481310c50			04/05/2024	13:41:51	04/05/2024
1809	Tablet	completed	d535ba3c-ff23-42ee-98c0-5e24b57564d1			04/05/2024	13:59:36	04/05/2024

	A	B	C	D	E	F	G	H
1810	PC / Laptop	completed	ab4dd7ff-d3eb-438e-a459-a279ee6b0a48			04/05/2024	11:30:29	04/05/2024
1811	Phone	completed	039f61f4-febe-4691-88c8-b1329efdcd7c			04/05/2024	14:34:10	04/05/2024
1812	Phone	completed	b5a5ee0c-c9a7-49d0-90fc-b92751831ff6			04/05/2024	14:40:36	04/05/2024
1813	PC / Laptop	completed	3f266be7-78f0-463f-8a2b-b78576e3a081			04/05/2024	14:54:16	04/05/2024
1814	Phone	completed	4efe9474-396f-4f8b-b4cd-6e7cd9ddeb64			04/05/2024	16:09:53	04/05/2024
1815	PC / Laptop	completed	1c97291e-9349-4651-bed5-3fc0eb68ec15			04/05/2024	17:31:08	04/05/2024
1816	Phone	completed	339c1ae0-b72b-43b1-a4bc-e1075d535292			04/05/2024	17:36:45	04/05/2024
1817	Phone	completed	1620cb59-2b36-4e61-a346-046930f529ed			04/05/2024	17:55:14	04/05/2024
1818	PC / Laptop	completed	33b14f5c-57bb-4c9b-a2ac-080edfc7fc6b			03/05/2024	18:22:10	04/05/2024
1819	Phone	completed	ecc06cfa-ab6e-471a-af9e-0665cea57533			04/05/2024	19:53:29	04/05/2024
1820	Phone	completed	0d35bfa8-d89c-468a-8bc8-28c05049d698			04/05/2024	20:20:31	04/05/2024
1821	Phone	completed	9c2bfab0-289b-484d-9a5d-81052bb3050b			04/05/2024	20:37:06	04/05/2024
1822	Phone	completed	bdec5f51-b283-4573-b2ea-c402878d7903			04/05/2024	21:11:08	04/05/2024
1823	Phone	completed	78893ca6-a24b-4df3-b8df-19da9c44130c			04/05/2024	22:18:55	04/05/2024
1824	Phone	completed	5752df12-89bc-4257-9521-efefdbded6d			04/05/2024	22:44:26	04/05/2024
1825	Phone	completed	330f9a2f-4019-4936-9484-5e207d8a4e69			04/05/2024	23:40:36	04/05/2024
1826	Phone	completed	76ecf387-f47c-406e-b09e-fef6268571d6			05/05/2024	00:27:00	05/05/2024
1827	Phone	completed	9196f790-2a1d-4bfd-8765-24b284a14cef			05/05/2024	00:27:46	05/05/2024
1828	Phone	completed	84b9554f-97db-44d8-94ee-ae1813a96b99			05/05/2024	06:33:17	05/05/2024
1829	PC / Laptop	completed	8eed010c-a481-44cf-8bc5-5730eaa719af			05/05/2024	07:32:27	05/05/2024

	A	B	C	D	E	F	G	H
1830	Phone	completed	ac458006-603a-4efb-af62-261714ef380a			05/05/2024	07:41:43	05/05/2024
1831	Tablet	completed	17f527e3-88f8-4a7a-8a90-5fbe56e412f4			05/05/2024	07:52:49	05/05/2024
1832	Phone	completed	d8d980c3-6950-4b99-8ccb-9cba070457b4			05/05/2024	09:07:05	05/05/2024
1833	PC / Laptop	completed	5c8860f8-5eb9-41af-8816-a65758b57b11			05/05/2024	09:08:04	05/05/2024
1834	Phone	completed	0e299d1f-53ac-47a8-9f75-3a0bbae579dc			05/05/2024	09:16:57	05/05/2024
1835	Phone	completed	3a60fb99-aae8-42ab-a116-d66543c0d03a			05/05/2024	10:25:19	05/05/2024
1836	Phone	completed	a515384f-9489-4c78-9981-26e00ed7db42			05/05/2024	11:17:56	05/05/2024
1837	PC / Laptop	completed	539fb94-c6d4-46ef-89d7-d9db06f9ce9c			05/05/2024	12:13:39	05/05/2024

	A	B	C	D	E	F	G	H
1838	PC / Laptop	completed	5179dee5-2917-40c6-8e93-e6293b655c90			05/05/2024	12:28:40	05/05/2024
1839	Phone	completed	e812b1b4-dfb8-4ed6-a21c-c80d95a19997			05/05/2024	12:54:23	05/05/2024
1840	Phone	completed	9f294b18-ff80-4777-b5fb-96c94cab7bc2			05/05/2024	12:59:16	05/05/2024
1841	Phone	completed	4146b73c-697e-4ce3-ba42-2e003a4d04df			05/05/2024	14:19:14	05/05/2024
1842	Phone	completed	d1f0060a-c548-4e7e-a47c-4c457365159e			05/05/2024	14:34:43	05/05/2024
1843	Phone	completed	23f265cf-6d5b-473f-bdfa-17401590953e			05/05/2024	15:10:48	05/05/2024
1844	Phone	completed	ec44f0a3-f888-4d6a-8188-fbc776b7d3b9			05/05/2024	15:14:43	05/05/2024
1845	Phone	completed	eaf6f6a8-4f45-40ec-a234-1e3bd2596f90			05/05/2024	15:17:43	05/05/2024
1846	Phone	completed	59668014-96f8-4eec-b2bf-655842b39e83			05/05/2024	15:58:28	05/05/2024
1847	Phone	completed	5326bf5c-f4bd-4ed1-9991-87e14cea62f5			05/05/2024	16:32:16	05/05/2024
1848	Phone	completed	af3cdce0-153b-41bd-998e-7e31addf63f4			05/05/2024	16:51:35	05/05/2024
1849	Phone	completed	9b9f9b61-8968-4974-94e0-40cf74c7f5cd			05/05/2024	19:39:38	05/05/2024
1850	PC / Laptop	completed	d65a0868-d92b-44cb-9e6e-8af1efb31455			05/05/2024	19:49:04	05/05/2024
1851	Phone	completed	c6a504ee-f669-4e41-b97d-5556d1ef778b			05/05/2024	20:20:30	05/05/2024
1852	PC / Laptop	completed	d155bc4f-6e60-4613-985a-7041ef4da248			05/05/2024	20:42:35	05/05/2024
1853	Phone	completed	6ac89a7b-02c2-43ec-b727-61fcf5e6c81a			05/05/2024	20:44:52	05/05/2024
1854	PC / Laptop	completed	2258d78a-2e0d-40f1-ada7-4c93204d6c7d			05/05/2024	20:05:50	05/05/2024
1855	Phone	completed	15bf988d-e4a5-41d6-b6d7-e33686e18038			05/05/2024	21:20:50	05/05/2024
1856	PC / Laptop	completed	02c9f8f7-1606-441b-a54d-1d09be5c865d			05/05/2024	21:39:25	05/05/2024
1857	PC / Laptop	completed	b9706c88-f2dc-4515-8b19-19948f216409			05/05/2024	21:48:15	05/05/2024

	A	B	C	D	E	F	G	H
1858	PC / Laptop	completed	8f35e7a1-1d71-4903-99c8-d24beaf60605			05/05/2024	22:27:56	05/05/2024
1859	PC / Laptop	completed	5e502ed2-8e47-407b-9fa5-06d4996c0943			05/05/2024	22:36:40	05/05/2024
1860	Phone	completed	c1694027-2c84-4342-8671-f28ea009cb12			05/05/2024	22:44:05	05/05/2024
1861	Tablet	completed	6f8674e6-8fe3-4860-abb0-a56eafea9d79			05/05/2024	22:47:26	05/05/2024
1862	PC / Laptop	completed	7337abd6-0ece-4f92-b192-1fa611d201f6			05/05/2024	23:08:11	05/05/2024
1863	Phone	completed	1af40406-a71f-4872-813c-789713c085d5			05/05/2024	23:50:47	05/05/2024
1864	Phone	completed	50095fd5-d5cb-4705-93c5-2f1acd990016			05/05/2024	23:58:00	06/05/2024
1865	Phone	completed	69bb4410-272f-4e2f-b396-5e541c13de71			06/05/2024	01:29:37	06/05/2024
1866	PC / Laptop	completed	e0dcc7a5-dfb1-4199-bb1c-c75bc3e63b68			06/05/2024	03:22:15	06/05/2024
1867	Phone	completed	b952a4fe-aca9-4f2d-acab-f3e74ab2a4c2			06/05/2024	07:21:19	06/05/2024
1868	Phone	completed	57145096-7ab8-4d70-a2f8-d69cf6a8d917			06/05/2024	07:53:38	06/05/2024
1869	Phone	completed	b20bf3df-81ae-479c-a059-3d343932d843			06/05/2024	08:54:27	06/05/2024
1870	Phone	completed	2d5839a3-25c4-4d31-8ba3-83040ae6eebc			06/05/2024	08:54:38	06/05/2024
1871	Phone	completed	1e21fa9c-f919-4d58-a3a6-67f86302ceeb			06/05/2024	09:22:52	06/05/2024
1872	PC / Laptop	completed	b4d0989c-f348-4f7f-8ec1-90d715a33688			06/05/2024	09:14:06	06/05/2024
1873	PC / Laptop	completed	df0042c4-80b5-478f-8771-03cb1d15ccc8			06/05/2024	09:43:30	06/05/2024
1874	PC / Laptop	completed	11947695-288b-4cad-8706-2633d3e7f7a6			06/05/2024	10:45:24	06/05/2024
1875	PC / Laptop	completed	3db35f96-0a9b-4431-9d4a-19e0c7e3972f			06/05/2024	11:02:34	06/05/2024
1876	PC / Laptop	completed	db236740-b0db-404b-874b-c7e90c4c42aa			06/05/2024	11:11:15	06/05/2024
1877	Phone	completed	8d711ae2-6843-4b49-889b-f4ded904fec2			06/05/2024	11:29:46	06/05/2024
1878	Phone	completed	e4b125a3-b25d-490e-a2b2-c6656f093078			06/05/2024	11:41:46	06/05/2024
1879	PC / Laptop	completed	ba794069-da2b-4c2a-b1be-fc84b12ec9dc			06/05/2024	12:01:43	06/05/2024
1880	PC / Laptop	completed	3970a671-5b0f-4e81-aa93-5ca284809415			06/05/2024	12:39:26	06/05/2024
1881	Phone	completed	71af431e-81a9-400c-ac9f-5eaf6ac4095e			06/05/2024	13:11:28	06/05/2024
1882	Phone	completed	275e356e-898b-4682-bbab-00bcfe9d4e0d			06/05/2024	13:04:26	06/05/2024
1883	PC / Laptop	completed	e4f00c4e-7b9c-4160-908b-dddb7270afcf			06/05/2024	13:32:21	06/05/2024

	A	B	C	D	E	F	G	H
1884	Phone	completed	7fb38e47-f475-41b8-b678-365873d60a6d			06/05/2024	13:28:30	06/05/2024
1885	PC / Laptop	completed	1f355060-cce6-48f0-a95e-98f40ff0448e			06/05/2024	13:37:16	06/05/2024
1886	Phone	completed	0769bdee-8dcb-4e72-8edd-9c59b8ce97f4			06/05/2024	14:33:11	06/05/2024
1887	PC / Laptop	completed	b82dcf0b-e667-4e3e-bed5-3e4c44c561dd			06/05/2024	16:09:02	06/05/2024
1888	PC / Laptop	completed	59824d61-93ff-43de-b88b-89705b4703a2			06/05/2024	15:12:36	06/05/2024
1889	Phone	completed	85080574-b094-4a09-9011-04ed655f1771			06/05/2024	16:08:40	06/05/2024
1890	PC / Laptop	completed	00b40449-cf78-498b-9047-574c6c0f4f0e			06/05/2024	16:16:13	06/05/2024
1891	Tablet	completed	e2f74c3a-598b-4558-90dd-fb50c03ac6ef			06/05/2024	17:43:15	06/05/2024
1892	Phone	completed	82a56bf6-cf89-46c8-86d6-835abb6b76d9			06/05/2024	17:43:01	06/05/2024
1893	Phone	completed	2e029b7a-de26-4f24-bfa0-6ad18ab61feb			06/05/2024	18:12:26	06/05/2024
1894	Phone	completed	332812dc-a8c3-40b8-ba28-7246f12aff10			06/05/2024	19:46:45	06/05/2024

	A	B	C	D	E	F	G	H
1895	PC / Laptop	completed	7c46e9ac-1019-4d9d-9b44-93833d1b452c			06/05/2024	19:33:52	06/05/2024
1896	PC / Laptop	completed	389d5951-cea3-43c0-b7bd-0380f3000797			06/05/2024	20:02:41	06/05/2024
1897	Tablet	completed	a30e6645-10db-4b73-b21e-9fa81dbfe404			06/05/2024	20:19:06	06/05/2024
1898	Phone	completed	6156528c-8c15-46a0-95f3-8968278813ee			06/05/2024	21:20:26	06/05/2024
1899	Phone	completed	8e33d72e-b88f-41a0-8dce-63ef415aeb44			06/05/2024	21:52:29	06/05/2024
1900	Phone	completed	3d4f12d1-5dbb-4cdc-8163-ce690e8ee581			06/05/2024	22:06:37	06/05/2024
1901	Phone	completed	9f24dc0e-87ba-4fe9-be54-2234c53eeb34			06/05/2024	22:13:10	06/05/2024

	A	B	C	D	E	F	G	H
1902	PC / Laptop	completed	c7fdc1f8-c004-48c3-81d7-22ce47506b96			06/05/2024	22:23:33	06/05/2024
1903	PC / Laptop	completed	8da7880b-b8de-42d8-82f6-2683665eef3f			06/05/2024	23:33:34	06/05/2024
1904	PC / Laptop	completed	041b0a06-753a-4535-8277-3dc96509de12			07/05/2024	00:24:35	07/05/2024
1905	PC / Laptop	completed	23b34d8b-aef4-4b58-a497-c63fbfc2d5af			07/05/2024	01:43:40	07/05/2024
1906	Phone	completed	40f0759a-5733-4797-88b8-6e6ddd478a86			07/05/2024	06:13:07	07/05/2024
1907	Phone	completed	8d235ed5-29e1-46fa-87fa-54ac0aff8f4b			07/05/2024	08:54:11	07/05/2024
1908	Phone	completed	fe7c6252-b6be-4212-a1ac-e51afbaa0536			07/05/2024	08:51:07	07/05/2024

	A	B	C	D	E	F	G	H
1909	Phone	completed	b9e5afa1-8b10-4216-b51a-39059fdc4d26			07/05/2024	09:13:15	07/05/2024
1910	PC / Laptop	completed	f0ae6b6e-4260-4e9c-bd3f-3392aad30476			07/05/2024	09:24:46	07/05/2024
1911	Phone	completed	69c8932a-93fd-4a5c-80d3-4444832bddd7			07/05/2024	09:39:46	07/05/2024
1912	PC / Laptop	completed	69cfa585-1474-4589-a4f1-d65bf23b10ba			07/05/2024	09:36:54	07/05/2024
1913	PC / Laptop	completed	b4865a5d-ff0d-4af2-a45e-1d22dcee69c1			07/05/2024	09:56:35	07/05/2024
1914	PC / Laptop	completed	2d9c6fb9-ad3c-49ec-9088-7221ac540ef7			07/05/2024	11:12:16	07/05/2024
1915	PC / Laptop	completed	e54f9a6d-854e-4451-9e7c-e463508d027c			07/05/2024	11:19:55	07/05/2024
1916	Phone	completed	af043acf-1c5e-4220-af80-61346781bc8a			07/05/2024	12:26:11	07/05/2024
1917	PC / Laptop	completed	4c170cb1-c3c4-4d81-95cf-bc91c6e6064b			07/05/2024	12:26:03	07/05/2024
1918	Phone	completed	de672744-69ea-411c-b400-bebfee8f29a5			07/05/2024	12:38:40	07/05/2024
1919	PC / Laptop	completed	eff242c2-058b-479e-9240-11ffe4d4a486			07/05/2024	12:47:23	07/05/2024
1920	Phone	completed	317a507a-d06d-400b-9f60-57a88038e2a7			07/05/2024	13:10:10	07/05/2024
1921	PC / Laptop	completed	097f43f2-c613-4193-ae2a-e667a733802f			07/05/2024	13:13:19	07/05/2024
1922	PC / Laptop	completed	438ab762-5d2b-46ce-804f-2c401bc764d3			07/05/2024	13:44:30	07/05/2024
1923	PC / Laptop	completed	db092589-c802-45bd-b563-d24aa1b42a1a			07/05/2024	13:18:10	07/05/2024
1924	Phone	completed	184360a8-e352-438f-8eeb-4e28debd8809			07/05/2024	14:01:44	07/05/2024
1925	PC / Laptop	completed	8bb49eac-e71c-484e-846a-0454c57534d9			07/05/2024	14:14:55	07/05/2024
1926	PC / Laptop	completed	a891341b-f862-4bed-a558-29a38fbded08			07/05/2024	15:11:23	07/05/2024
1927	Phone	completed	d41eb1a1-0466-468c-825a-c3658d681624			07/05/2024	15:12:20	07/05/2024
1928	PC / Laptop	completed	304708f5-ce58-44d5-93e1-45d94dfc202a			07/05/2024	14:37:57	07/05/2024

	A	B	C	D	E	F	G	H
1929	PC / Laptop	completed	7b25660b-cdb0-443d-bf92-99983f660317			07/05/2024	15:37:15	07/05/2024
1930	PC / Laptop	completed	37044601-453e-431d-990a-310f6e7fdbe5			07/05/2024	14:57:08	07/05/2024
1931	PC / Laptop	completed	40c36553-5bf6-4693-97b7-fec408f73f1d			07/05/2024	15:41:31	07/05/2024
1932	Phone	completed	a52c6845-6616-4513-bbcb-178832b6b53f			07/05/2024	18:21:47	07/05/2024
1933	Phone	completed	f085c659-08be-4bc4-b3b1-9db3c63234db			07/05/2024	18:29:17	07/05/2024
1934	PC / Laptop	completed	e7dd4c5e-e078-42bc-afbb-bc9710d039c8			07/05/2024	19:00:35	07/05/2024
1935	PC / Laptop	completed	cdd32f17-81f6-4baf-a45e-a4c214f6f95f			07/05/2024	19:07:37	07/05/2024

	A	B	C	D	E	F	G	H
1936	Phone	completed	8de9323d-55a7-4722-86b4-382d5511d2ca			07/05/2024	19:55:27	07/05/2024
1937	PC / Laptop	completed	f37a0063-e730-4434-8978-b9901d06c038			07/05/2024	18:28:51	07/05/2024
1938	Phone	completed	134e970f-16dc-47a9-b201-14733b83031b			07/05/2024	22:20:57	07/05/2024
1939	Phone	completed	5e748a8b-d5c9-4823-967b-e82298dd1ce4			07/05/2024	23:26:08	07/05/2024
1940	Phone	completed	00b9fbf3-f24d-4978-8bca-9af9634017f5			08/05/2024	00:50:54	08/05/2024
1941	PC / Laptop	completed	6c66c5ae-aa7b-463b-a16f-81b4f60ef5a7			08/05/2024	02:28:44	08/05/2024
1942	Phone	completed	4960a495-b319-4963-a926-a062f31fced			08/05/2024	07:14:35	08/05/2024
1943	Phone	completed	9bf9f40c-1b6d-4f48-a4be-c1601bac05c1			08/05/2024	08:26:59	08/05/2024
1944	PC / Laptop	completed	bffbb94c-a283-4b76-9d5a-332494edd43c			08/05/2024	09:23:20	08/05/2024
1945	PC / Laptop	completed	8aabe133-09a1-4aa4-9767-2c4ba8a309f3			08/05/2024	10:20:38	08/05/2024
1946	PC / Laptop	completed	740b4c70-0766-4772-a267-0890f4b3b1e3			08/05/2024	10:25:23	08/05/2024
1947	Phone	completed	91e0a7d3-35ab-42a7-bb5a-b1f0b8f8d6d4			08/05/2024	10:27:38	08/05/2024
1948	PC / Laptop	completed	07ea4607-5e18-480d-b420-b6ce1e54a83b			08/05/2024	10:36:42	08/05/2024
1949	Phone	completed	38f37aa0-bcd7-48ba-9b66-a40237955e7a			08/05/2024	10:34:36	08/05/2024
1950	PC / Laptop	completed	9297f433-fb92-41fe-8f4c-bab6ec745c8d			08/05/2024	10:33:21	08/05/2024
1951	Phone	completed	d6db61d6-05d7-4396-bf2d-5b6a19ad33c3			08/05/2024	10:47:16	08/05/2024
1952	PC / Laptop	completed	e8603014-b29d-44bf-903c-a70c691eac91			08/05/2024	10:43:28	08/05/2024
1953	Phone	completed	d325c2c1-b14e-4fc2-ad75-7266a3044961			08/05/2024	10:49:25	08/05/2024
1954	PC / Laptop	completed	ab1647aa-68a3-422c-ad35-fa1b4a638889			08/05/2024	10:51:57	08/05/2024
1955	PC / Laptop	completed	35cb3761-3639-4f54-b0bc-84be59653638			08/05/2024	10:29:35	08/05/2024
1956	PC / Laptop	completed	baa08fb9-462d-4771-a706-060f2b220837			08/05/2024	10:43:23	08/05/2024
1957	Tablet	completed	8f29c119-a973-42a2-b416-ed763063e183			08/05/2024	10:55:05	08/05/2024
1958	Phone	completed	cca0317f-45c2-4456-a16d-9f42f7b3c0ba			08/05/2024	10:56:19	08/05/2024
1959	PC / Laptop	completed	26cc9eec-8cfc-448e-9feb-66398df79004			08/05/2024	10:59:24	08/05/2024
1960	Phone	completed	b7a6847a-6b94-444e-8a7a-3ee2e9409ea0			08/05/2024	11:02:30	08/05/2024
1961	PC / Laptop	completed	443b469d-c73c-4b6a-a840-e6ba42701866			08/05/2024	11:08:26	08/05/2024

	A	B	C	D	E	F	G	H
1962	Phone	completed	5c761ef3-b1ca-4bd8-8a4e-a15bfee656b0			08/05/2024	11:14:11	08/05/2024
1963	PC / Laptop	completed	055ee7d6-4f4e-4f95-8058-529b908971f8			08/05/2024	11:07:59	08/05/2024
1964	PC / Laptop	completed	41002a8b-7507-4ac3-a9e0-9091b3b6b65e			08/05/2024	10:45:58	08/05/2024
1965	PC / Laptop	completed	b0fa5850-d738-4621-8e6e-6e5248947826			08/05/2024	11:17:11	08/05/2024
1966	Phone	completed	8cb9d5f0-4ea8-475d-94d4-90a00ff233fc			08/05/2024	11:21:08	08/05/2024
1967	PC / Laptop	completed	0de71b72-c88e-4344-908e-50cb29d9c9f9			08/05/2024	11:25:13	08/05/2024
1968	Phone	completed	898425bb-702e-4f67-8b1e-788cd604b394			08/05/2024	11:26:41	08/05/2024
1969	PC / Laptop	completed	1123cbba-5027-42c9-98c8-c4c470c072ad			08/05/2024	11:33:41	08/05/2024
1970	PC / Laptop	completed	66c61884-00eb-400e-a6ff-861d74074011			08/05/2024	11:38:25	08/05/2024
1971	PC / Laptop	completed	74e9abec-c788-4d6f-b736-339db32b7895			08/05/2024	11:37:17	08/05/2024
1972	Phone	completed	422efa77-2b81-44cf-a732-7aba19a3a9c0			08/05/2024	11:40:42	08/05/2024

	A	B	C	D	E	F	G	H
1973	Phone	completed	5b5887c6-dc7c-4828-a806-0aa5fba1692f			08/05/2024	10:59:26	08/05/2024
1974	Phone	completed	2dd81d8c-6533-44f4-a3db-c937a1f9834e			08/05/2024	11:50:13	08/05/2024
1975	PC / Laptop	completed	52a40a05-ab16-4f0e-b00c-1f7f8cecebd4			08/05/2024	11:47:17	08/05/2024
1976	Phone	completed	a00b2293-1e54-4091-95cd-c3d1963f6184			08/05/2024	11:59:23	08/05/2024
1977	PC / Laptop	completed	048e98b8-0597-4cfe-a221-d50af24cb39e			08/05/2024	12:01:04	08/05/2024
1978	Phone	completed	b039e49b-92b5-4aed-96fa-5cb1c7fe8d31			08/05/2024	11:58:33	08/05/2024
1979	Phone	completed	7ac517d7-9999-4b91-8550-c1ff359d1558			08/05/2024	12:12:53	08/05/2024
1980	Phone	completed	e51d0e98-a422-4a31-be2a-fde03d190c8d			08/05/2024	12:15:00	08/05/2024
1981	PC / Laptop	completed	5041e88f-e32f-4cd6-a1f4-63b4389b25b6			08/05/2024	12:04:35	08/05/2024
1982	Phone	completed	4008b595-291c-49d2-aad4-a82880f740fc			08/05/2024	12:15:05	08/05/2024

	A	B	C	D	E	F	G	H
1983	Phone	completed	12fb15e6-d36a-46ea-9f08-579b527be3d7			08/05/2024	12:00:36	08/05/2024
1984	Phone	completed	cc6b386b-95d5-47ba-a80b-d59db5cc0a0f			08/05/2024	12:17:32	08/05/2024
1985	Tablet	completed	c2aa6f20-acc9-487c-b655-cbd37a6f3987			08/05/2024	12:28:57	08/05/2024
1986	Phone	completed	dccbf121-2163-4a93-b7fb-d49c50412fd4			08/05/2024	12:33:36	08/05/2024
1987	PC / Laptop	completed	e4637cf4-8641-44e0-9ea7-29f9fc517be4			08/05/2024	12:58:23	08/05/2024
1988	PC / Laptop	completed	950e6913-8663-4fd8-af2e-2cd84da93c15			08/05/2024	12:55:59	08/05/2024
1989	Phone	completed	28598a93-0f6f-4a03-afec-3f98141470e8			08/05/2024	13:05:39	08/05/2024
1990	Phone	completed	bb59d209-57a4-4109-9c40-3aab2dfe4206			08/05/2024	13:10:22	08/05/2024
1991	Phone	completed	07718b40-9519-4cbd-ab49-f0c88520f754			08/05/2024	13:37:57	08/05/2024
1992	Phone	completed	479a2c31-2c2d-4c7c-be71-e2064e26dff8			08/05/2024	13:31:43	08/05/2024
1993	PC / Laptop	completed	147e1bf1-e8d7-4395-b988-e66a7d77880a			08/05/2024	13:31:22	08/05/2024
1994	Phone	completed	a5f30720-555e-4023-8525-96b3394aeb47			08/05/2024	13:38:09	08/05/2024
1995	Phone	completed	9c16997a-f184-4253-8c9f-03b036543dfb			08/05/2024	13:48:10	08/05/2024
1996	Phone	completed	9ecc0f1b-2e6c-41f4-902c-c04e9c8f4626			08/05/2024	13:49:42	08/05/2024
1997	Phone	completed	012a768c-a18e-4c96-9d91-f613d53d6d5c			08/05/2024	13:39:41	08/05/2024
1998	Tablet	completed	a7a363ca-0c7f-4983-a98e-d9c588284e20			08/05/2024	13:49:56	08/05/2024
1999	Phone	completed	d676eeff-7c85-4a29-bf76-f03bbdc9f388			08/05/2024	14:00:35	08/05/2024
2000	Phone	completed	cc0e8037-fa12-4dff-96f5-9cad841d0788			08/05/2024	14:06:39	08/05/2024
2001	PC / Laptop	completed	027379e5-7fa4-41b5-b9b3-52e0e1dd73a3			08/05/2024	14:10:57	08/05/2024
2002	PC / Laptop	completed	5015af14-7c4e-421f-8916-77917acc17b8			08/05/2024	14:02:17	08/05/2024
2003	PC / Laptop	completed	30e93608-745a-4cb5-a29f-a0f2dcd484df			08/05/2024	14:13:59	08/05/2024
2004	Phone	completed	9f6f7a83-d750-4ddf-9835-70eaa90b57e1			08/05/2024	14:30:05	08/05/2024
2005	PC / Laptop	completed	c3906879-fa1a-4d1f-bb95-ed3e28b4c959			08/05/2024	14:32:09	08/05/2024
2006	Phone	completed	dd612a3a-3341-4cef-973b-c967ccd5c16c			08/05/2024	14:36:32	08/05/2024

	A	B	C	D	E	F	G	H
2007	PC / Laptop	completed	aaf9842d-9de8-4d5e-bf92-9eca4f27d511			08/05/2024	14:36:32	08/05/2024
2008	PC / Laptop	completed	46b09e99-4bb3-4e63-91a9-f128a02cdeca			08/05/2024	14:48:36	08/05/2024
2009	PC / Laptop	completed	7b5f8876-90d9-4585-909e-4432ae9fcc51			08/05/2024	15:03:03	08/05/2024
2010	PC / Laptop	completed	08b9d970-76ac-4770-80f3-101a5524cd4e			08/05/2024	12:56:05	08/05/2024
2011	Phone	completed	50793130-0d91-40bb-a87f-051d21c24eba			08/05/2024	15:19:20	08/05/2024
2012	PC / Laptop	completed	f40b6886-c9d8-4ce2-9b61-318b9e37b6d4			08/05/2024	15:02:34	08/05/2024
2013	Phone	completed	b9ca73a3-9c89-4a32-8191-5d7ffc60b83			08/05/2024	15:23:26	08/05/2024
2014	PC / Laptop	completed	d2e23222-c636-4b32-abfe-2e6916eebcdc			08/05/2024	15:21:19	08/05/2024
2015	Phone	completed	234956b0-bbb9-4755-8077-53b5753cfe3f			08/05/2024	16:09:02	08/05/2024
2016	Phone	completed	b130c479-fd9a-47c8-a0c4-0bbcf886bc28			08/05/2024	16:11:55	08/05/2024
2017	PC / Laptop	completed	76c8faae-5666-4a9a-ac0c-3a12ddb9e738			08/05/2024	16:08:16	08/05/2024
2018	PC / Laptop	completed	be5c7d8a-9608-4b18-bbd6-47303d39e110			08/05/2024	16:15:54	08/05/2024
2019	PC / Laptop	completed	a60b6384-5f0d-4808-891c-aa7defd369a5			08/05/2024	16:20:13	08/05/2024
2020	PC / Laptop	completed	92267594-17c9-4ede-8bd7-d976a9fe0ea1			08/05/2024	16:16:32	08/05/2024
2021	PC / Laptop	completed	89348b03-0a20-4b1e-81e8-34deda570adc			08/05/2024	16:09:51	08/05/2024
2022	Phone	completed	2326ed0b-12eb-4414-97e8-8709f942df66			08/05/2024	16:30:04	08/05/2024
2023	PC / Laptop	completed	1555998b-7d11-4229-bd9c-1c9d3971a696			08/05/2024	16:35:43	08/05/2024
2024	PC / Laptop	completed	4f48549d-ca0a-49a7-9a83-e3fb24e34ec4			08/05/2024	16:56:36	08/05/2024
2025	PC / Laptop	completed	e318e497-97fd-41e4-b80f-3d95a2c32392			08/05/2024	17:07:01	08/05/2024
2026	Tablet	completed	06545460-b7d4-47fa-b87e-1b74fa9d6052			08/05/2024	17:10:18	08/05/2024
2027	PC / Laptop	completed	64567592-7608-4c84-99d2-e2fa67f33dc2			08/05/2024	17:07:00	08/05/2024

	A	B	C	D	E	F	G	H
2028	Tablet	completed	148cb0b0-26e4-4a9a-ad57-623471c28692			08/05/2024	17:12:20	08/05/2024
2029	PC / Laptop	completed	898b45de-3c33-481e-91fe-3dbe4fca6402			08/05/2024	17:19:02	08/05/2024
2030	Phone	completed	baf162d6-bfd0-4ceb-a695-39296572f96c			08/05/2024	17:26:37	08/05/2024
2031	PC / Laptop	completed	18b792b2-66f0-441b-bf3f-eefb3a76dc34			08/05/2024	17:24:22	08/05/2024
2032	PC / Laptop	completed	a2c70807-c751-4238-b011-38a0117ec7cb			08/05/2024	17:02:12	08/05/2024
2033	Phone	completed	5c4f8ca6-c02f-489a-be63-6f2fced14505			08/05/2024	17:36:49	08/05/2024
2034	PC / Laptop	completed	a7a22e1d-06d6-4d6d-a744-41cabaace21c			08/05/2024	17:20:34	08/05/2024
2035	Phone	completed	4c26b636-591c-41d4-89cc-8ea4c5b5785e			08/05/2024	17:40:20	08/05/2024
2036	Phone	completed	7d9a6cdf-4f0a-4b67-86b5-332bacc6778b			08/05/2024	17:44:11	08/05/2024
2037	PC / Laptop	completed	81c237da-52f5-48b9-9a89-ebcf1634a7aa			08/05/2024	17:45:51	08/05/2024
2038	PC / Laptop	completed	76652e94-fdd0-4eac-866d-a6b6224462a0			08/05/2024	17:44:59	08/05/2024
2039	Phone	completed	7e4d2e6a-0419-490d-abcc-174642051dbf			08/05/2024	18:18:26	08/05/2024
2040	Phone	completed	15a808de-dd1e-42fb-aa3c-17f1eb99d507			08/05/2024	18:23:29	08/05/2024
2041	Phone	completed	68f97663-13b1-4bf2-a34f-9d8289cfe289			08/05/2024	18:38:45	08/05/2024
2042	PC / Laptop	completed	6ce54f65-e351-45a3-8329-0415d10879c7			08/05/2024	18:18:45	08/05/2024
2043	PC / Laptop	completed	c2f897c2-36de-40b0-9ba7-b842bb4ec793			08/05/2024	18:35:05	08/05/2024
2044	Tablet	completed	a554c640-f9c7-455b-99bb-f2dff6231469			08/05/2024	19:05:24	08/05/2024
2045	PC / Laptop	completed	81e62874-b8fb-4bd0-b119-b300ca6d307f			08/05/2024	19:03:29	08/05/2024
2046	Phone	completed	893258bb-2079-47d8-a7b6-5d696239e60f			08/05/2024	19:07:17	08/05/2024
2047	Phone	completed	aaf206a2-ae24-4039-8ef5-ce4031e50f54			08/05/2024	19:22:59	08/05/2024
2048	Phone	completed	b5898efd-8407-47b2-885d-0cd0d35fdd3b			08/05/2024	19:20:57	08/05/2024
2049	PC / Laptop	completed	02120bef-1d6b-4041-ad0b-9a4c0aa907c6			08/05/2024	19:24:12	08/05/2024
2050	PC / Laptop	completed	721e810d-402c-4c6a-a81a-31162d238922			08/05/2024	19:07:31	08/05/2024

	A	B	C	D	E	F	G	H
2051	PC / Laptop	completed	8277db20-4094-4f44-a60d-5f6e44d2f45b			08/05/2024	19:17:48	08/05/2024
2052	PC / Laptop	completed	ae2cb098-4b0c-4902-b2f8-9635c31e1eeb			08/05/2024	18:20:46	08/05/2024
2053	Phone	completed	76d1cba4-ead0-4126-a806-9cec41526767			08/05/2024	19:50:05	08/05/2024
2054	PC / Laptop	completed	67ab52f6-8964-4726-89ef-d8fb7f9f1228			08/05/2024	19:49:31	08/05/2024
2055	PC / Laptop	completed	f678dbb4-4969-4d87-8014-dc6096262e01			08/05/2024	19:50:26	08/05/2024
2056	Phone	completed	e378ce5e-0e94-4a6b-b157-8adcf6cbcd61			08/05/2024	19:54:56	08/05/2024
2057	PC / Laptop	completed	72a50204-4780-446b-8e40-36094cdf3258			08/05/2024	19:57:42	08/05/2024
2058	Phone	completed	06366526-4232-4820-b47d-c5016bfe8480			08/05/2024	20:12:14	08/05/2024
2059	PC / Laptop	completed	0ff8568b-4f92-41af-8122-4f656a453e26			08/05/2024	20:12:20	08/05/2024
2060	Phone	completed	012cfca4-584d-49a9-9196-1f564d426bd8			08/05/2024	20:14:18	08/05/2024
2061	Phone	completed	c02c6e75-6fee-4585-bd38-4019fa856abc			08/05/2024	20:27:47	08/05/2024
2062	Phone	completed	d3baab52-6c8b-4714-a246-9d6f0613b15d			08/05/2024	20:40:28	08/05/2024
2063	PC / Laptop	completed	382cf041-2285-42a4-ab5e-1c204f8974ee			08/05/2024	19:55:48	08/05/2024
2064	PC / Laptop	completed	5b1901ad-710f-48e2-9ca2-92e5ff60297e			08/05/2024	21:28:01	08/05/2024
2065	PC / Laptop	completed	a3889a70-d6fe-4d59-a840-2a8b4716de27			08/05/2024	21:33:28	08/05/2024
2066	Phone	completed	e42740de-73b1-45ce-ab67-d22bdddf4537			08/05/2024	21:46:34	08/05/2024
2067	Phone	completed	5103754f-7184-4d14-a054-bb228d0ee7ce			08/05/2024	21:41:45	08/05/2024
2068	Phone	completed	964c2974-a988-4ac6-8bf2-046c6e2df3f5			08/05/2024	21:53:27	08/05/2024
2069	Phone	completed	4cbca8b8-e513-47d4-a102-a31e7bf2bd69			08/05/2024	22:29:39	08/05/2024
2070	PC / Laptop	completed	6eec806d-793f-4346-a6b1-667ebc019726			08/05/2024	22:20:28	08/05/2024
2071	Phone	completed	b9c66b71-72ae-42e9-ba59-a9bff750a826			08/05/2024	22:47:09	08/05/2024
2072	PC / Laptop	completed	cd19a937-33e0-4075-b2f2-d77ba6840835			08/05/2024	23:01:07	08/05/2024

	A	B	C	D	E	F	G	H
2073	Phone	completed	922eb0f7-a156-410a-9e22-87ce2d7f03b7			08/05/2024	23:05:43	08/05/2024
2074	PC / Laptop	completed	4c3ac01f-7cf6-4116-9403-8dd7436b1758			08/05/2024	23:07:11	08/05/2024
2075	Phone	completed	5e3ec664-d351-43eb-94d9-daea86ab6bfe			08/05/2024	23:55:45	08/05/2024
2076	Phone	completed	14a96d71-2fe7-4431-8110-4e2da72d9e4b			09/05/2024	00:09:04	09/05/2024
2077	Phone	completed	9606f3f7-db45-43d0-af73-f677258b5be8			09/05/2024	02:05:13	09/05/2024
2078	Phone	completed	6e65546e-7bd6-4512-a6c2-9c411fb17218			09/05/2024	07:08:37	09/05/2024
2079	PC / Laptop	completed	dda9ee01-bd92-4f48-8ff5-42e57e58d9cb			09/05/2024	07:06:38	09/05/2024
2080	PC / Laptop	completed	cc4c5a7f-f099-459d-98a0-f250ca2b9ae2			09/05/2024	07:20:03	09/05/2024
2081	Phone	completed	637457cc-ca92-4cfd-846a-e83061633e9d			09/05/2024	07:27:22	09/05/2024
2082	Phone	completed	d5d9eb46-c758-47e5-aa1a-25af22977918			09/05/2024	08:02:01	09/05/2024
2083	Phone	completed	10eba5f7-97bb-4b8c-9bcc-8ea53ab12ef1			09/05/2024	08:24:49	09/05/2024
2084	Phone	completed	b84a5424-6665-49aa-b2bb-d1670f62d2d8			09/05/2024	08:33:57	09/05/2024
2085	PC / Laptop	completed	f9ab78de-03c4-45a1-bfdd-857a20162995			09/05/2024	08:55:53	09/05/2024
2086	Phone	completed	788bcc67-c454-4e3b-8c70-8f5a9160ff82			09/05/2024	09:07:49	09/05/2024
2087	Phone	completed	8a3e0bc7-ad6f-457a-988e-6a58631c5c01			09/05/2024	09:05:14	09/05/2024
2088	Phone	completed	d497aeb4-4f80-4473-8dc9-54df1f5b4c30			09/05/2024	09:55:39	09/05/2024
2089	PC / Laptop	completed	4be30704-a0ae-44a1-aa13-169ce90ddcb1			09/05/2024	09:52:59	09/05/2024
2090	Phone	completed	1b797d09-bd97-4f3b-b320-72f5060cb8ce			09/05/2024	10:14:01	09/05/2024
2091	Phone	completed	4e35009c-7cc8-48b4-9823-23247bdd08dc			09/05/2024	10:14:46	09/05/2024
2092	PC / Laptop	completed	0b0bd422-d6d7-4d8c-8da2-314ec58fd46d			09/05/2024	10:24:02	09/05/2024
2093	Phone	completed	74a21e6c-783f-4204-bc8b-4ce63aecfd36			09/05/2024	10:25:36	09/05/2024
2094	Phone	completed	d11af592-ee07-46bd-88a8-c66faa8c10f2			09/05/2024	10:34:48	09/05/2024
2095	Phone	completed	5f854181-b1a3-43c4-96fb-7d690f7a403e			09/05/2024	10:48:22	09/05/2024
2096	PC / Laptop	completed	4a2c1b01-3066-4d6a-9892-52d870f14527			09/05/2024	10:28:44	09/05/2024
2097	PC / Laptop	completed	04c14c49-da9e-4d63-9c90-c6601c37e43c			09/05/2024	10:38:35	09/05/2024
2098	Phone	completed	310b58f0-a345-4dbf-a1ab-3e8ad6929535			09/05/2024	11:27:18	09/05/2024
2099	PC / Laptop	completed	6ba82217-2d47-4f7f-93c3-20bb1242eaa9			09/05/2024	11:33:49	09/05/2024
2100	PC / Laptop	completed	beb21950-1b7d-4b03-8dc1-2f4dda2ee586			09/05/2024	11:38:49	09/05/2024
2101	PC / Laptop	completed	815b9d92-05bf-4568-b880-3cfb6dc2c79a			09/05/2024	11:32:14	09/05/2024

	A	B	C	D	E	F	G	H
2102	PC / Laptop	completed	bb13f167-8764-4198-a136-b247a1b4e6ea			09/05/2024	12:08:50	09/05/2024
2103	Phone	completed	a0676764-06f2-4d6d-81a2-314b5ec0d018			09/05/2024	12:06:01	09/05/2024
2104	Phone	completed	453fa855-993f-43ec-9857-479873b86d16			09/05/2024	12:10:10	09/05/2024
2105	Phone	completed	a9f1f252-123c-49ec-b3fd-17692a896eeb			09/05/2024	12:42:24	09/05/2024
2106	PC / Laptop	completed	c5808ef7-e7fe-4095-a6d8-47fe7538258a			09/05/2024	12:44:22	09/05/2024
2107	PC / Laptop	completed	e3305c50-1ee9-44d8-b67b-a2d93ee5b785			09/05/2024	13:06:02	09/05/2024
2108	PC / Laptop	completed	f6e436c3-ceae-4181-a0a6-4709772ea152			09/05/2024	13:12:45	09/05/2024
2109	Phone	completed	b909d27e-eeb9-458a-ae85-d6b79dbd2d38			09/05/2024	13:47:46	09/05/2024
2110	Phone	completed	a008cd91-a06c-409d-9b64-c1533d42bcce			09/05/2024	13:53:37	09/05/2024
2111	PC / Laptop	completed	6f764411-23b7-4be4-ab06-21682bcf14ba			09/05/2024	14:10:25	09/05/2024
2112	PC / Laptop	completed	aab27f8c-3ede-48f0-9427-14898c0982ad			09/05/2024	14:26:36	09/05/2024
2113	Phone	completed	014e23e1-f1f5-4964-b220-441276e01ca1			09/05/2024	14:30:34	09/05/2024
2114	PC / Laptop	completed	6b5cd447-0c57-4430-9411-ae5fc558d5bb			09/05/2024	14:30:24	09/05/2024
2115	PC / Laptop	completed	e314eec9-6c60-4135-bdfe-bc056aac4cd0			09/05/2024	14:15:51	09/05/2024
2116	Phone	completed	3e012fcd-b276-4117-b1b7-f24aea74ec90			09/05/2024	14:30:21	09/05/2024
2117	PC / Laptop	completed	c462720d-d0fb-4c04-b682-a3b87c76205e			09/05/2024	14:37:11	09/05/2024
2118	Phone	completed	f5bd089f-9f64-4b69-9c02-eed364733596			09/05/2024	14:44:51	09/05/2024
2119	PC / Laptop	completed	749b7826-de24-4775-ab0e-f26506abdf8			09/05/2024	14:42:35	09/05/2024
2120	PC / Laptop	completed	01972ca9-60a5-495f-8444-ac9b17051c71			09/05/2024	14:53:37	09/05/2024
2121	PC / Laptop	completed	d55fe6d1-d72a-4a15-9b55-9a595fd6b77e			09/05/2024	15:03:38	09/05/2024
2122	Tablet	completed	938c3510-e76d-4ee3-8c51-d0af51021430			09/05/2024	15:27:49	09/05/2024
2123	PC / Laptop	completed	db6c2d27-3eda-4d90-8cac-623f265b3523			09/05/2024	15:28:26	09/05/2024
2124	Phone	completed	8ceff917-88c6-437d-8465-c52c0ef176f2			09/05/2024	16:13:46	09/05/2024
2125	PC / Laptop	completed	f4082b0d-ade2-4cd0-bc20-704c0026a609			09/05/2024	16:30:03	09/05/2024
2126	Phone	completed	728c779b-bb89-4849-bc03-2b2a74a3bd3c			09/05/2024	16:32:47	09/05/2024
2127	PC / Laptop	completed	320cee15-acbb-48ba-964f-b8470fa3a089			09/05/2024	16:06:53	09/05/2024

	A	B	C	D	E	F	G	H
2128	PC / Laptop	completed	9661860f-d659-47ea-b9ee-2443ab0801ac			09/05/2024	16:31:14	09/05/2024
2129	PC / Laptop	completed	64b6048c-616a-442f-ad42-0b73b55dc8f2			09/05/2024	16:40:20	09/05/2024
2130	PC / Laptop	completed	bdabc400-52e5-455f-8761-c2fc0eeacd1c			09/05/2024	16:21:16	09/05/2024
2131	Phone	completed	0c956310-8460-46e0-9366-033aaeebb87f			09/05/2024	17:01:51	09/05/2024
2132	Phone	completed	3ebd2115-c3c5-4146-98ef-df0a53e2b09d			09/05/2024	17:12:49	09/05/2024
2133	PC / Laptop	completed	537d357c-aa18-40cb-81a4-86679b6c7ee8			09/05/2024	17:26:39	09/05/2024
2134	Tablet	completed	e39854ff-33fe-49d6-81e6-0dd2c69dd710			09/05/2024	17:54:26	09/05/2024
2135	Phone	completed	b6d2e35f-ddcc-447b-a277-0a8766dcd876			09/05/2024	18:02:44	09/05/2024
2136	Phone	completed	31647fdf-8c64-415e-b936-a6117810db69			09/05/2024	18:20:53	09/05/2024
2137	PC / Laptop	completed	bf051fdc-939f-4c95-8295-30e152812d09			09/05/2024	18:24:06	09/05/2024
2138	PC / Laptop	completed	d2654418-ad02-4d79-ada4-d76acd0d358c			09/05/2024	18:19:06	09/05/2024
2139	PC / Laptop	completed	8822a252-fce0-4e31-892b-b8cae3d38f8a			09/05/2024	18:47:04	09/05/2024
2140	Phone	completed	e95e1e22-ce74-450e-a325-611784df184c			09/05/2024	18:56:25	09/05/2024

	A	B	C	D	E	F	G	H
2141	Phone	completed	16126c87-b1ff-42cd-ae9f-6a8ff160f44a			09/05/2024	19:10:17	09/05/2024
2142	Phone	completed	5fa93735-05a6-416f-97a5-e2b46c5556df			09/05/2024	19:26:34	09/05/2024
2143	PC / Laptop	completed	43d7c5ba-fabf-442a-b535-fb4fec802c87			09/05/2024	19:36:29	09/05/2024
2144	PC / Laptop	completed	66f99367-26f1-4390-ba2e-dfb174c3f672			09/05/2024	20:44:49	09/05/2024
2145	PC / Laptop	completed	1ffdec71-e209-48ed-b76b-1ad5de5741cd			09/05/2024	21:05:10	09/05/2024
2146	PC / Laptop	completed	b9cc57d1-dc14-440d-ae99-98c77102b815			09/05/2024	21:03:28	09/05/2024
2147	PC / Laptop	completed	04062679-1727-44e3-bab6-6c7e9e7eb3e6			09/05/2024	21:31:16	09/05/2024
2148	PC / Laptop	completed	34dddc6f-ab76-428a-86b7-f5243997918a			09/05/2024	23:04:31	09/05/2024
2149	Phone	completed	b4feabdf-7464-4083-b8cb-4b589d14a795			09/05/2024	22:53:52	09/05/2024
2150	PC / Laptop	completed	0e89bcf7-8895-4c6e-abd4-c1e358f29705			09/05/2024	23:52:39	10/05/2024
2151	Phone	completed	b6ae2245-cb53-4f68-b3ea-c7b974e913d4			10/05/2024	00:53:16	10/05/2024
2152	PC / Laptop	completed	6c741973-9d90-42e9-9554-bd02b24a78ca			10/05/2024	01:19:00	10/05/2024
2153	Phone	completed	39d4f476-b4ed-416c-adfb-98898aafd790			10/05/2024	05:45:36	10/05/2024
2154	PC / Laptop	completed	d049bedc-5314-4391-8115-8f7afe3720dd			10/05/2024	06:19:59	10/05/2024
2155	Phone	completed	5e401111-0160-4998-a745-a787a0507387			10/05/2024	06:45:59	10/05/2024
2156	Phone	completed	b15839e9-68cf-467d-8c64-40a079298901			10/05/2024	07:05:58	10/05/2024
2157	Phone	completed	53d03ee4-44a1-4f0e-9321-1b2549477713			10/05/2024	07:20:17	10/05/2024
2158	Phone	completed	ce76f61f-d599-49dd-96d8-7823bcaad7f7			10/05/2024	08:04:42	10/05/2024

	A	B	C	D	E	F	G	H
2159	Tablet	completed	effdd26-33f0-4915-ae1c-9d91a9399e50			10/05/2024	08:10:59	10/05/2024
2160	Phone	completed	8c72df7a-ec41-4fb4-b59c-ec01b445ab43			10/05/2024	09:02:08	10/05/2024
2161	PC / Laptop	completed	a24f7841-b95c-424f-9df1-dc2b99eb4c56			10/05/2024	09:52:23	10/05/2024
2162	PC / Laptop	completed	73639d45-0c7c-4610-bb2c-817bf7c50c12			10/05/2024	10:49:21	10/05/2024
2163	PC / Laptop	completed	1133b809-4b2c-460c-8d73-a1be264055bb			10/05/2024	12:31:21	10/05/2024
2164	Phone	completed	e9b43ee8-9f0b-44fc-b65f-050a877ca184			10/05/2024	12:42:46	10/05/2024
2165	Phone	completed	ea156579-8b11-42c5-86ef-7693bbcb6bfb			10/05/2024	12:52:22	10/05/2024
2166	PC / Laptop	completed	19f5c639-2aaa-467f-b092-a9320d68897d			10/05/2024	13:21:17	10/05/2024
2167	PC / Laptop	completed	929b0256-8579-4c49-b23f-d6acde3c017f			10/05/2024	13:54:56	10/05/2024

	A	B	C	D	E	F	G	H
2168	PC / Laptop	completed	59805970-0a60-48e3-8603-571df97cea86			10/05/2024	14:11:49	10/05/2024
2169	PC / Laptop	completed	c8ce261b-b153-4247-8e03-421e70613f85			10/05/2024	07:52:34	10/05/2024
2170	Phone	completed	d6fa1ad3-ad49-4add-b2c7-35e6dd81aae3			10/05/2024	14:35:44	10/05/2024
2171	PC / Laptop	completed	e8d27126-592c-42a6-8817-c452d0bf74e6			10/05/2024	14:21:58	10/05/2024

	A	B	C	D	E	F	G	H
2172	Phone	completed	a3e34fdd-8d32-4ac8-a6bc-6745ced81077			10/05/2024	15:02:51	10/05/2024
2173	PC / Laptop	completed	fff0755e-7072-4fbc-92cc-1a296ab9b6f1			10/05/2024	15:28:12	10/05/2024
2174	Phone	completed	82349643-4774-4277-bdf7-1be3a15ee106			10/05/2024	16:15:41	10/05/2024
2175	PC / Laptop	completed	17164a99-5e7c-4110-99b9-565af3e5cd9d			10/05/2024	16:18:02	10/05/2024
2176	PC / Laptop	completed	91035ce8-efc1-4f55-82dd-48b9713655c9			10/05/2024	14:36:47	10/05/2024
2177	PC / Laptop	completed	960ccc53-8c31-4e67-8aac-099a0a7156f7			10/05/2024	16:29:38	10/05/2024
2178	Phone	completed	8ba73314-299f-4364-bbff-f1980d2748b1			10/05/2024	16:44:25	10/05/2024
2179	PC / Laptop	completed	a8bec302-82d0-435f-b27c-67866cdcee4d			09/05/2024	16:43:34	10/05/2024

	A	B	C	D	E	F	G	H
2180	PC / Laptop	completed	bf33c696-6883-46ae-997f-849a0b2749d4			10/05/2024	17:21:18	10/05/2024
2181	Phone	completed	871bb2be-3bf2-4973-87eb-cd6014710339			10/05/2024	18:51:18	10/05/2024
2182	PC / Laptop	completed	ed742130-7975-4a46-a495-6e21a7339bd6			10/05/2024	20:07:49	10/05/2024
2183	Tablet	completed	4816a8ed-6d6e-4125-a52a-48542c48159a			10/05/2024	20:48:48	10/05/2024
2184	Phone	completed	2016db57-b35f-4e40-a344-daa8c5c85f06			10/05/2024	21:08:18	10/05/2024
2185	Phone	completed	f9797567-1c60-41f4-8123-360ed85a3580			10/05/2024	21:40:53	10/05/2024
2186	Phone	completed	184c67de-5018-46a4-8f3b-f469f317f2db			10/05/2024	22:25:05	10/05/2024
2187	Phone	completed	a81dd6d1-bbbc-4e5f-8287-b690d091b833			10/05/2024	23:19:47	10/05/2024
2188	Phone	completed	3bad8fba-8a67-4709-9017-a6ce3ca7e92b			11/05/2024	07:43:56	11/05/2024
2189	Phone	completed	f02f7411-b287-4caf-baef-73b774f3117a			11/05/2024	07:58:50	11/05/2024
2190	Phone	completed	45a5986e-8bab-40d3-8823-8bb642bbafab			11/05/2024	08:19:48	11/05/2024
2191	PC / Laptop	completed	7e6dc969-a0b3-45dc-a2e0-87184bdb2e60			11/05/2024	08:34:42	11/05/2024
2192	PC / Laptop	completed	722f7d56-2e6e-4863-8ceb-36e888ca866f			11/05/2024	08:43:51	11/05/2024

	A	B	C	D	E	F	G	H
2193	PC / Laptop	completed	3bb465ba-4873-40ee-ad24-8562bf323fb0			11/05/2024	08:36:29	11/05/2024
2194	Phone	completed	6f410479-2622-4120-82be-a60cbcaac0b1			11/05/2024	08:47:07	11/05/2024
2195	Phone	completed	5c5b0dd4-dcbe-49de-818d-12193e8fe9ee			11/05/2024	08:55:33	11/05/2024
2196	Phone	completed	9066a672-c946-45e9-ace8-6a5245012e60			11/05/2024	09:00:26	11/05/2024
2197	Phone	completed	36d7aaa2-2c81-483a-8f79-e27172eebde1			11/05/2024	08:57:44	11/05/2024
2198	Phone	completed	127ab6f3-8591-48ec-8d80-8cc1a297631f			11/05/2024	09:14:10	11/05/2024
2199	Phone	completed	4947824b-ea05-4d71-8fdb-7e0b625fbd9			11/05/2024	09:20:25	11/05/2024
2200	PC / Laptop	completed	7af73dcb-9492-4ff2-8c67-f8c83609c191			11/05/2024	09:26:45	11/05/2024
2201	Phone	completed	a84a8cb4-ce65-4493-ae9f-ee46acc51bf8			11/05/2024	09:32:37	11/05/2024
2202	Phone	completed	c8f06609-6852-4ba9-992b-9d0fede762bb			11/05/2024	09:37:50	11/05/2024
2203	Phone	completed	d79fedb6-5175-4365-b618-de22dd0f55f8			11/05/2024	09:39:40	11/05/2024
2204	Phone	completed	6ea28c7d-4c48-4f67-80ed-6cb959419899			11/05/2024	09:40:16	11/05/2024
2205	Phone	completed	6841dfc8-08ae-4be6-b3b6-24cb58a2a9e1			11/05/2024	09:45:22	11/05/2024
2206	Phone	completed	f1105ae7-26e9-4c80-9f96-eb40974c5e9e			11/05/2024	09:44:48	11/05/2024
2207	Phone	completed	32779676-f2bd-40a4-a805-43362f12f0c4			11/05/2024	09:45:29	11/05/2024
2208	Phone	completed	f19eb823-974c-4f3a-85bf-cab6c9011724			11/05/2024	09:55:10	11/05/2024
2209	Phone	completed	174dd301-42b4-4970-9451-fe93abf021fc			11/05/2024	09:59:11	11/05/2024
2210	Phone	completed	12769224-7e22-4bdc-9da2-bfdea6b63636			11/05/2024	10:02:32	11/05/2024
2211	Phone	completed	9d9611a6-c642-4ca8-88be-e392bf302bad			11/05/2024	09:51:06	11/05/2024

	A	B	C	D	E	F	G	H
2212	Phone	completed	c074725c-6c7e-4b5f-99a2-373b43781435			11/05/2024	10:03:32	11/05/2024
2213	PC / Laptop	completed	88a12e09-2e2d-4af5-a571-b8147b8bc17c			11/05/2024	10:13:21	11/05/2024
2214	Phone	completed	70cd1238-c1b5-4528-b33e-367a8ca4430b			11/05/2024	10:06:36	11/05/2024
2215	PC / Laptop	completed	9d303db9-0aa7-407d-9b28-ea2e35babb70			11/05/2024	10:13:02	11/05/2024
2216	Phone	completed	cfa1ce3b-9bd5-43b9-9baa-0e2a35b67e33			11/05/2024	10:13:02	11/05/2024
2217	Phone	completed	b6520ac4-2a2c-4a9c-8f38-62e00cf224fd			11/05/2024	10:16:43	11/05/2024
2218	Phone	completed	c0badfe1-63fd-4e2f-baa1-e6d5e75906dd			11/05/2024	10:17:18	11/05/2024
2219	Phone	completed	bd7e850c-c7a2-490d-9e8e-13b0832a5943			11/05/2024	10:19:41	11/05/2024
2220	Phone	completed	59af0b97-c1a5-40a3-9f74-ee5973a7b9ed			11/05/2024	10:33:25	11/05/2024
2221	Phone	completed	cc43b255-b7ac-4773-ad88-e94e51320e0c			11/05/2024	10:28:02	11/05/2024
2222	PC / Laptop	completed	5c075b10-ae95-48e4-bd0b-f69c95ecfa54			11/05/2024	10:33:04	11/05/2024
2223	Phone	completed	857a5cfa-edbe-4772-95ba-80cdb2420ac0			11/05/2024	10:38:30	11/05/2024
2224	Phone	completed	df69aee-5ef3-4134-8545-c5c645f88f82			11/05/2024	10:46:27	11/05/2024
2225	Phone	completed	d1d58480-20b7-4222-add6-4a960e1520bb			11/05/2024	10:56:54	11/05/2024
2226	Phone	completed	2715bdf1-0f69-425e-b4e5-84beb7b7e607			11/05/2024	11:03:34	11/05/2024
2227	Phone	completed	0b17ce98-cad2-471d-8265-af31aa2a78ec			11/05/2024	11:02:53	11/05/2024
2228	PC / Laptop	completed	d510318a-5890-4842-985e-b24af58f0f9e			11/05/2024	10:57:30	11/05/2024
2229	Phone	completed	af7f14f6-43f7-448f-b57d-d172ad54f86c			11/05/2024	11:09:06	11/05/2024
2230	Phone	completed	6ec67b75-b920-4c93-9277-12638b2631b7			11/05/2024	11:19:31	11/05/2024
2231	Phone	completed	770f6475-35c5-45be-af5e-de4b96ca361f			11/05/2024	11:08:30	11/05/2024
2232	Phone	completed	2838e7fc-b75d-4f9d-930d-d0ed24bc013e			11/05/2024	11:39:02	11/05/2024
2233	Phone	completed	ac547a54-1772-442e-8941-dd8609227f07			11/05/2024	11:41:06	11/05/2024
2234	Phone	completed	c09ca550-96a8-45dc-8635-c6904e7f09a8			11/05/2024	11:44:01	11/05/2024

	A	B	C	D	E	F	G	H
2235	Phone	completed	6c963192-9d9a-4a5e-a786-082d0c553016			11/05/2024	11:51:01	11/05/2024
2236	Phone	completed	ba4c3584-8c64-458b-b634-799443bb3547			11/05/2024	12:11:43	11/05/2024
2237	PC / Laptop	completed	3c50c793-1d18-47a5-a1c0-cb8c03cab644			11/05/2024	12:14:52	11/05/2024
2238	Phone	completed	b406c174-ab17-46d7-8c50-9082d61b18e6			11/05/2024	12:23:36	11/05/2024
2239	Phone	completed	7ea2c2b9-df23-4c17-a3f5-86e659f70af1			11/05/2024	12:27:52	11/05/2024
2240	Phone	completed	9fffb11e-903f-429a-8c9c-2238229319d0			11/05/2024	12:30:06	11/05/2024
2241	Phone	completed	5770aac0-ea60-41bc-93ab-916986bee7c9			11/05/2024	12:25:19	11/05/2024
2242	Phone	completed	eb54ef6a-8558-4db5-bf98-d61bdf82c998			11/05/2024	12:41:13	11/05/2024
2243	Phone	completed	51a214b1-2faf-4241-8782-c6a1c8b030d9			11/05/2024	12:40:33	11/05/2024
2244	Phone	completed	d519dd4d-37fe-4dcb-8d79-8d237aa1b4c9			11/05/2024	12:44:08	11/05/2024
2245	Phone	completed	57e797a4-1cbd-494b-a66b-d09a8119df2f			11/05/2024	13:02:47	11/05/2024
2246	PC / Laptop	completed	f2372455-9d0e-4e8d-89c4-ba3b14565407			11/05/2024	13:05:55	11/05/2024
2247	Phone	completed	3d4888a1-e8c2-4e38-bc13-831ec4272e1c			11/05/2024	13:09:49	11/05/2024
2248	PC / Laptop	completed	65ee1fe0-0991-48e3-a512-2784f3c1ac5c			11/05/2024	13:21:53	11/05/2024
2249	PC / Laptop	completed	3b6253b0-4d37-4224-9dcc-89fe90a934b7			11/05/2024	13:36:50	11/05/2024
2250	Phone	completed	78658a2f-222e-4867-801f-c633a058eebf			11/05/2024	13:39:19	11/05/2024
2251	Phone	completed	0f9b709e-2c26-436b-a347-4464e67ada4d			11/05/2024	13:55:59	11/05/2024
2252	PC / Laptop	completed	e99e5b32-45d1-4691-882c-6b9917daa6ce			11/05/2024	14:07:38	11/05/2024
2253	Phone	completed	c7f1bd88-60c5-453e-b153-d0769e6790ff			11/05/2024	14:11:20	11/05/2024
2254	Phone	completed	4c9ead58-e803-4ccd-bd7c-95aa680b6dbd			11/05/2024	14:18:05	11/05/2024
2255	Phone	completed	a84cff20-1b42-4418-9dfd-7b96fd6c96c2			11/05/2024	14:20:13	11/05/2024
2256	Phone	completed	b3a619ad-7f97-4613-bb94-8e4a7995870a			11/05/2024	14:23:08	11/05/2024
2257	Phone	completed	6235dfa2-c8ce-4a4b-9eaf-af6254c30b8a			11/05/2024	14:25:06	11/05/2024
2258	Phone	completed	8ec17fb4-61e4-4ebc-9524-79fa0d5e1182			11/05/2024	14:28:50	11/05/2024
2259	Phone	completed	ce15bbd7-e700-441b-a056-735a280c0791			11/05/2024	14:32:22	11/05/2024
2260	Phone	completed	2eea84d3-cf9b-49df-a1a3-2d132f9e8433			11/05/2024	14:33:16	11/05/2024
2261	Phone	completed	c4411ddd-3a40-437e-8e4d-b1b11541da42			11/05/2024	14:28:26	11/05/2024
2262	Phone	completed	1c9cc63d-1a0d-44ba-b097-c0219b8755ab			11/05/2024	14:45:31	11/05/2024
2263	Phone	completed	078b181e-7574-4a5c-9aa0-f752736e2463			11/05/2024	14:39:14	11/05/2024
2264	Phone	completed	73b03d19-be6a-44e6-8cad-00f250d8ef0a			11/05/2024	14:50:03	11/05/2024

	A	B	C	D	E	F	G	H
2265	PC / Laptop	completed	d701aede-6c29-4c07-9ddc-5b2a2e8d0db3			11/05/2024	14:49:29	11/05/2024
2266	Phone	completed	f58e32f5-f02c-43f2-8920-c8aed3cf28fa			11/05/2024	14:53:40	11/05/2024
2267	Phone	completed	702cdf5d-8727-423d-bb11-9532b715d402			11/05/2024	15:05:36	11/05/2024
2268	PC / Laptop	completed	eacc3df3-f4d1-46a2-8dd3-9b17c8463ef7			11/05/2024	14:59:34	11/05/2024
2269	Phone	completed	f7cc499a-e648-4c6d-9daf-99ca0fd4f69c			11/05/2024	15:07:52	11/05/2024
2270	Phone	completed	49783f2b-4f6e-4447-87a8-72924940f87f			11/05/2024	14:59:01	11/05/2024
2271	Phone	completed	43ef91a1-84f2-4cd6-bc7c-cfd6d493839f			11/05/2024	15:18:10	11/05/2024
2272	Phone	completed	4eb18e56-ee1e-496b-b15a-c04e88120587			11/05/2024	15:25:58	11/05/2024
2273	PC / Laptop	completed	ea295867-17fa-4ea0-8821-0f014d9a0991			11/05/2024	15:09:20	11/05/2024
2274	PC / Laptop	completed	5cb0cb3e-2022-4c5c-817c-dd923c366d22			11/05/2024	15:46:15	11/05/2024
2275	PC / Laptop	completed	fb868077-dc79-450d-ba8b-6dcd2c327133			11/05/2024	15:55:23	11/05/2024
2276	Phone	completed	5f8cb05e-b05d-48a2-a8df-e688ac09bb5d			11/05/2024	16:00:09	11/05/2024
2277	Phone	completed	fecc458c-687c-4af6-8160-80ec659ad09e			11/05/2024	16:07:38	11/05/2024
2278	Tablet	completed	51c66fb8-2954-4407-957a-0314705fc5a0			11/05/2024	16:17:05	11/05/2024
2279	PC / Laptop	completed	003b9b53-7ad7-49ee-bd43-132cc749592a			11/05/2024	16:19:39	11/05/2024
2280	Tablet	completed	7f3add56-e0d6-4e5c-ae5c-be25545e08ba			11/05/2024	16:22:59	11/05/2024
2281	Phone	completed	2539e9b1-3d93-4735-9f9b-da01a9a884cd			11/05/2024	16:15:53	11/05/2024
2282	Phone	completed	03b89f66-cf8e-4c9f-841e-de8512ebdcb7			11/05/2024	16:15:43	11/05/2024
2283	Phone	completed	828b3c03-7396-4509-9927-52ba3d6af5b5			11/05/2024	16:40:23	11/05/2024
2284	PC / Laptop	completed	9bec08a2-864d-43d6-94b0-da413949ad37			11/05/2024	16:39:33	11/05/2024
2285	Phone	completed	c40953aa-e4c5-45a3-8fa6-74a3d1b49d8e			11/05/2024	16:40:47	11/05/2024
2286	Phone	completed	cedec408-86d1-4f83-96fb-ca26304e07c0			11/05/2024	16:38:36	11/05/2024
2287	Phone	completed	2334e0dc-73d0-4b9b-9ffe-192bfd21b1fc			11/05/2024	16:49:50	11/05/2024

	A	B	C	D	E	F	G	H
2288	Phone	completed	7581136f-91af-4af9-b6f4-fa32a8224843			11/05/2024	16:49:03	11/05/2024
2289	PC / Laptop	completed	8a7a6d63-b2e5-4158-a687-3e4ccdb65315			11/05/2024	17:10:22	11/05/2024
2290	PC / Laptop	completed	ac36bfd9-0a28-4bf5-b996-cd5cfd2be0aa			11/05/2024	17:19:05	11/05/2024
2291	Phone	completed	a93e5108-b4c6-404d-8d06-d6923c2835e0			11/05/2024	17:23:17	11/05/2024
2292	Phone	completed	c16ab996-c147-43f3-afad-4e23f4a268b0			11/05/2024	17:29:03	11/05/2024
2293	Phone	completed	4b5e8569-e280-4282-9b49-0d09fc3a94d5			11/05/2024	17:27:18	11/05/2024
2294	Phone	completed	7c8a5d71-6e3a-4276-bbd1-cb2c07c1ae0f			11/05/2024	17:30:09	11/05/2024
2295	Phone	completed	2aedc570-3b41-4085-b38b-0abcaf9902b7			11/05/2024	17:55:26	11/05/2024
2296	Phone	completed	e0aa9072-87bb-40a2-8834-aabd21f104d8			11/05/2024	17:55:42	11/05/2024
2297	Phone	completed	fe94ca4f-b709-47f3-9908-c225bcf24d6			11/05/2024	18:00:56	11/05/2024
2298	PC / Laptop	completed	e39c43cc-3586-4afa-a75b-f041a1d18c6c			11/05/2024	18:27:51	11/05/2024
2299	PC / Laptop	completed	3d5dc05c-52c3-4688-a241-d8772243c0c8			11/05/2024	18:45:32	11/05/2024
2300	Tablet	completed	d8639f4b-a63f-4e59-ac53-6922a1824d0c			11/05/2024	18:54:44	11/05/2024
2301	Phone	completed	5fed1eef-5529-4885-859f-a72e3fa92b77			11/05/2024	19:23:39	11/05/2024
2302	Phone	completed	35cd6e71-0e4a-4c27-8a8a-014d77f503a6			11/05/2024	19:20:00	11/05/2024
2303	Phone	completed	c555622c-d62b-4917-8f18-d2359d07d077			11/05/2024	19:25:13	11/05/2024
2304	Phone	completed	ea4b8318-11de-4afb-a03f-3fcfc09a0bce			11/05/2024	19:39:12	11/05/2024
2305	PC / Laptop	completed	5bbb048d-c1eb-4c7d-a987-237368efcf11			11/05/2024	19:52:46	11/05/2024
2306	Phone	completed	273948b4-c0d9-4209-908b-f376d68d471a			11/05/2024	20:07:53	11/05/2024
2307	Phone	completed	2a3d3d95-e17b-4726-8686-e9346436c7de			11/05/2024	19:53:49	11/05/2024
2308	Phone	completed	cd61d572-1824-4ec7-9420-5c6282ba5997			11/05/2024	20:07:53	11/05/2024
2309	Tablet	completed	519d1440-0c59-45ea-84b4-1862f12ac421			11/05/2024	20:13:59	11/05/2024
2310	Phone	completed	70dc2f06-43de-4b92-b389-9ae6535fddcd			11/05/2024	20:12:29	11/05/2024
2311	Phone	completed	50b5ac3b-d1dc-41fd-93de-b5c1045e7323			11/05/2024	20:09:20	11/05/2024
2312	Phone	completed	d3f482ce-2e9e-4a89-ae33-db7695d40c84			11/05/2024	20:23:23	11/05/2024
2313	Phone	completed	320d99e3-3388-4e84-bc7b-bcdd4e0c03ee			11/05/2024	20:27:56	11/05/2024
2314	Phone	completed	dc8ea1cb-f46c-4298-ae08-a1001ceb86d4			11/05/2024	20:31:37	11/05/2024
2315	PC / Laptop	completed	4fa861fb-c908-4872-abf7-642ef3dd01d8			11/05/2024	20:32:24	11/05/2024
2316	Phone	completed	abc2cfa6-ea0a-4fe2-8679-cced2402cb7e			11/05/2024	20:37:03	11/05/2024
2317	Phone	completed	188f24fd-6215-49ea-9350-274079ffd3ea			11/05/2024	20:46:23	11/05/2024
2318	Phone	completed	aaf09cef-a1cb-4670-ae08-75c955cab74c			11/05/2024	20:47:57	11/05/2024
2319	Phone	completed	ab154868-29c6-4421-9457-550b23f2eb4c			11/05/2024	20:59:14	11/05/2024
2320	Phone	completed	331bd231-f357-4a53-8e2e-52db5a8ec5b8			11/05/2024	21:08:20	11/05/2024
2321	Phone	completed	57ecfb63-69b8-48b0-8ebc-15607f02dc46			11/05/2024	21:10:36	11/05/2024

	A	B	C	D	E	F	G	H
2322	Phone	completed	0305a493-9afe-4f8f-a9e3-329ef1f66784			11/05/2024	21:03:54	11/05/2024
2323	PC / Laptop	completed	833c1d92-3392-4882-9200-3d106f642877			11/05/2024	21:20:56	11/05/2024
2324	Phone	completed	04c1b19f-8e01-4476-ac63-e7b739345f77			11/05/2024	21:22:07	11/05/2024
2325	Phone	completed	e138e57b-92b2-4b67-8130-ea04549d289a			11/05/2024	21:46:12	11/05/2024
2326	PC / Laptop	completed	cc7035f1-a433-48dd-9983-8d85a82fb545			11/05/2024	21:50:52	11/05/2024
2327	PC / Laptop	completed	340138a9-bb39-4bf8-959b-566cf198010d			11/05/2024	21:59:38	11/05/2024
2328	PC / Laptop	completed	9d192be6-521f-43e4-b612-b598db6aeac5			11/05/2024	21:50:11	11/05/2024
2329	PC / Laptop	completed	c211f874-2f8b-40f1-a1ad-bff8049fbeb4			11/05/2024	22:24:03	11/05/2024
2330	Phone	completed	cd402e32-3d01-420b-a8a3-77016a65b825			11/05/2024	22:25:39	11/05/2024
2331	Phone	completed	18bcff4c-af37-44c7-b75c-c972ed6e1e68			11/05/2024	22:38:56	11/05/2024
2332	Phone	completed	45716ac6-b66f-4cd5-8017-143bae7a812a			11/05/2024	22:49:31	11/05/2024
2333	Phone	completed	74d1a90d-095c-4dbc-b03d-6f385e7e4392			11/05/2024	22:25:11	11/05/2024
2334	Phone	completed	8d21792b-9509-4897-9272-28597c84ab4d			11/05/2024	23:05:13	11/05/2024
2335	Phone	completed	58896258-d8df-4827-b67d-41b343a60f8f			11/05/2024	23:05:42	11/05/2024
2336	PC / Laptop	completed	3f845715-8c82-4c0d-bfb4-d038c25a75e7			11/05/2024	23:10:44	11/05/2024
2337	Phone	completed	e72cb56d-0480-4b5f-9a04-d4cec49c2e4b			11/05/2024	23:22:11	11/05/2024
2338	Phone	completed	478a85b6-a939-4268-a888-b38bbe01ccb5			11/05/2024	23:43:21	11/05/2024
2339	Phone	completed	a6c774b7-e617-4655-82d1-a48850340e12			12/05/2024	00:53:20	12/05/2024
2340	Phone	completed	ce12de5f-9a6e-4aba-8119-1a427fa0bc0d			12/05/2024	01:25:53	12/05/2024

	A	B	C	D	E	F	G	H
2341	Phone	completed	62978347-761f-49eb-ada2-bcfc3c07f895			12/05/2024	01:43:45	12/05/2024
2342	PC / Laptop	completed	412a332f-dfbc-4b60-9b73-6dffe5fbc3d8			12/05/2024	01:50:26	12/05/2024
2343	Phone	completed	892bf32c-3a8f-4e2b-80f0-f50e56ca5009			12/05/2024	01:56:11	12/05/2024
2344	Phone	completed	41c8813f-58f9-4200-8741-7e7c09204f5e			12/05/2024	02:03:50	12/05/2024
2345	Phone	completed	2d189eb9-2d38-4309-89d3-2a328088e4c7			12/05/2024	02:17:13	12/05/2024
2346	Phone	completed	ebf13f8e-b864-41c8-8016-9ca13551a6cf			12/05/2024	05:59:45	12/05/2024
2347	Phone	completed	54c3f2c0-1219-42ad-ae24-ef199afa4745			12/05/2024	07:07:22	12/05/2024
2348	Phone	completed	2a860e4f-96ff-439a-880d-e0d1ef0e7c35			12/05/2024	07:35:29	12/05/2024
2349	Phone	completed	6728b4bd-b5ba-45fa-9f4e-ce290bf92c73			12/05/2024	07:48:54	12/05/2024
2350	Phone	completed	8de0c3f1-1c3f-43aa-ac63-19d6c25d3e66			12/05/2024	07:50:50	12/05/2024
2351	Phone	completed	892b64df-ad4b-4ee6-9a50-7ce860339dbb			12/05/2024	07:56:52	12/05/2024
2352	Phone	completed	713f6652-f007-4568-b8f3-3f4cb940c811			12/05/2024	08:00:26	12/05/2024
2353	Phone	completed	85eb8478-f0e4-4b59-b03e-c5d6c3f5750b			12/05/2024	08:01:56	12/05/2024
2354	Phone	completed	2153121e-c483-4e4b-a7d7-1c4f29764645			12/05/2024	08:01:23	12/05/2024
2355	Phone	completed	4549165d-0107-41f5-95f1-057dd0c8eba5			12/05/2024	08:02:43	12/05/2024
2356	Phone	completed	9e96f821-8000-4181-8276-95f5ea8096b3			12/05/2024	08:01:28	12/05/2024
2357	PC / Laptop	completed	658e74c5-2983-4dc1-b044-bf844c97ade3			12/05/2024	08:33:06	12/05/2024
2358	Phone	completed	671db36c-6054-40f4-88bb-bbdfc247f361			12/05/2024	09:55:56	12/05/2024
2359	Phone	completed	962e7405-cfe2-4334-ba46-09ab6abbac55			12/05/2024	09:58:12	12/05/2024
2360	PC / Laptop	completed	ef24af58-2b5c-471a-b73e-b8e39b0d7ad4			12/05/2024	10:20:45	12/05/2024
2361	Phone	completed	90c4b59b-5f0a-4528-afa5-b27872d2bfaa			12/05/2024	10:48:16	12/05/2024
2362	Phone	completed	bf2a01d7-5f6d-499f-b715-dd4d541a83bb			12/05/2024	10:55:13	12/05/2024
2363	Phone	completed	a6de8c61-b466-42fb-a248-35c292ab213f			12/05/2024	11:09:08	12/05/2024
2364	Phone	completed	1c6e41bf-dd77-4782-bb94-69dcc021c601			12/05/2024	11:17:24	12/05/2024

	A	B	C	D	E	F	G	H
2365	Phone	completed	c612d562-a142-46c0-a071-c89880d12320			12/05/2024	11:50:49	12/05/2024
2366	Phone	completed	837127fb-4842-41bc-a594-a2be2e92bf25			12/05/2024	12:15:30	12/05/2024
2367	Phone	completed	46d14b48-cfb5-45a3-aa5b-672133a09423			12/05/2024	12:14:35	12/05/2024
2368	Phone	completed	7e1fa039-e20d-4992-9c45-27e22f040930			12/05/2024	12:15:14	12/05/2024
2369	Phone	completed	3daaf8bf-9bbd-4c1c-a3a8-83e625f4a8f6			12/05/2024	12:30:48	12/05/2024
2370	Phone	completed	0a624b81-e830-4cba-9c86-ff251dcd4ff6			12/05/2024	12:26:32	12/05/2024
2371	Phone	completed	bda3dd65-39db-4837-a5e0-08327f873374			12/05/2024	12:38:10	12/05/2024
2372	Tablet	completed	b518aada-35fa-4a3d-bb3a-cb5265acdf36			12/05/2024	12:27:28	12/05/2024
2373	Phone	completed	be5aa761-71ec-4389-8e7f-b82405ed7fe2			12/05/2024	12:41:35	12/05/2024
2374	PC / Laptop	completed	f0280c35-cfec-47c3-b7b3-5fe5eb59a17d			12/05/2024	12:36:17	12/05/2024
2375	Phone	completed	ae23c7ed-7bb4-4755-b835-6115570f6bd6			12/05/2024	12:58:35	12/05/2024
2376	Phone	completed	c8da638f-afac-4d23-8fa2-8dc1981ab00d			12/05/2024	13:23:07	12/05/2024
2377	PC / Laptop	completed	e2da00ae-922b-4e5f-a68f-cb05aad53f1			12/05/2024	13:50:24	12/05/2024
2378	Phone	completed	446b8a6d-1cac-419c-ae26-ebfa7b21e71b			12/05/2024	14:03:53	12/05/2024
2379	Phone	completed	403e603e-db15-4656-a7cf-63b479b41ab0			12/05/2024	13:58:28	12/05/2024
2380	PC / Laptop	completed	9d8cf5f0-520d-48b3-bcb4-418aeb179ee8			12/05/2024	14:03:44	12/05/2024
2381	Phone	completed	70390b51-231d-48b0-aad8-836863e911f0			12/05/2024	14:27:21	12/05/2024
2382	Phone	completed	5b0414c1-a68d-4110-a95b-a2f3ccffd4e			12/05/2024	14:33:27	12/05/2024
2383	Phone	completed	95cbf2d9-e6fa-4fa2-9510-125ac67ef77e			12/05/2024	14:44:30	12/05/2024
2384	Phone	completed	58daab52-81c5-4919-9117-23b3717a7d15			12/05/2024	15:34:28	12/05/2024
2385	PC / Laptop	completed	413c6d23-e1f5-438d-989e-c5a593778fad			12/05/2024	16:05:15	12/05/2024
2386	Phone	completed	3623ccdd-342a-4f38-9820-19eed645a07b			12/05/2024	16:21:41	12/05/2024
2387	Tablet	completed	f2014192-caa0-40c4-b26d-f0c25629097b			12/05/2024	16:19:56	12/05/2024
2388	PC / Laptop	completed	036f5662-92d8-4529-8e36-e9bb89735d73			12/05/2024	16:29:53	12/05/2024

	A	B	C	D	E	F	G	H
2389	PC / Laptop	completed	c6d06a5e-d8ae-4b7a-b44f-3bab08dcccdbb			12/05/2024	16:37:30	12/05/2024
2390	PC / Laptop	completed	56833427-df82-4ce5-af0c-f7a9f7522f87			12/05/2024	16:52:39	12/05/2024
2391	Phone	completed	e506cbc0-122c-4424-8068-cda258b96163			12/05/2024	16:55:59	12/05/2024
2392	Phone	completed	ea139ea4-4948-416a-994f-4ca03df95fe4			12/05/2024	17:10:51	12/05/2024
2393	PC / Laptop	completed	38a28d6f-5cd0-44e3-a0e5-04cfd68d7bf5			12/05/2024	17:19:27	12/05/2024
2394	Phone	completed	697d1266-fb16-4817-8ab6-0cce1d460cc3			12/05/2024	17:28:42	12/05/2024
2395	PC / Laptop	completed	569776a5-4ddb-491c-afe8-236c3cbadab3			12/05/2024	16:29:40	12/05/2024
2396	Phone	completed	ac77124a-6b2b-4614-ab90-4d5e493e01f0			12/05/2024	17:56:08	12/05/2024
2397	Phone	completed	0e6c37f3-98ed-43e5-b2cf-4317cff5d46			12/05/2024	17:56:51	12/05/2024
2398	Phone	completed	4ebcd8da-735d-40b2-8e20-24a9d4206a3f			12/05/2024	17:57:22	12/05/2024
2399	PC / Laptop	completed	ef1b27c7-d189-48fa-b8ad-8d47b0eedca4			12/05/2024	18:13:34	12/05/2024
2400	Phone	completed	4107fba1-e31d-4ddf-9732-485fc4966837			12/05/2024	18:31:12	12/05/2024
2401	Phone	completed	94823c92-3c94-4dff-b49e-0df833d41333			12/05/2024	18:40:11	12/05/2024
2402	Phone	completed	bbc33db8-3182-418e-a55e-71f0bdb50520			12/05/2024	18:48:51	12/05/2024
2403	Phone	completed	4d168d4f-3ff9-42c2-9774-491390ec1ee7			12/05/2024	18:53:56	12/05/2024
2404	Phone	completed	97192a21-2861-48ad-befd-f91dee31cd2b			12/05/2024	19:00:50	12/05/2024
2405	Phone	completed	70e863c7-b0d5-491f-a43c-3578062f700c			12/05/2024	19:13:59	12/05/2024
2406	Phone	completed	5e3a0c7a-40bd-492a-8ff3-d18d64aba0a8			12/05/2024	19:41:53	12/05/2024
2407	Phone	completed	aa85afdf-dd6a-4767-9be6-ca7288671678			12/05/2024	19:50:53	12/05/2024
2408	Phone	completed	4a9651bc-bbc5-4553-b9b8-259f690baa30			12/05/2024	19:56:47	12/05/2024
2409	PC / Laptop	completed	3eb59189-3138-4615-b2f4-f47e1bfe70c1			12/05/2024	20:36:53	12/05/2024
2410	PC / Laptop	completed	2e4466b3-74b5-4f07-b633-98d944091888			12/05/2024	20:14:57	12/05/2024

	A	B	C	D	E	F	G	H
2411	PC / Laptop	completed	ffade089-8c22-4d6d-add6-94314837b10a			12/05/2024	20:50:36	12/05/2024
2412	PC / Laptop	completed	dd877c4e-f7d2-4293-aedd-ec6f4ac600e3			12/05/2024	21:10:10	12/05/2024
2413	PC / Laptop	completed	2ba23629-4a29-49c8-8f67-3d8030173855			12/05/2024	20:59:22	12/05/2024
2414	Tablet	completed	acad08c4-dd2e-4fe8-9dd5-2ed1179d3da5			12/05/2024	21:31:00	12/05/2024
2415	Phone	completed	04aada89-096e-48a3-b6d8-1d899fd504c3			12/05/2024	22:00:40	12/05/2024
2416	Phone	completed	413b77c2-d303-4c3b-84ff-a53e2812a0c0			12/05/2024	22:03:25	12/05/2024
2417	Phone	completed	e3a6ee7c-0644-4b2e-8653-1e16eb5ed960			12/05/2024	21:52:31	12/05/2024
2418	Phone	completed	d56713cc-afee-45e1-a937-487f60ac243f			12/05/2024	22:08:00	12/05/2024
2419	PC / Laptop	completed	0e4abb5f-bc9e-4dfc-8f71-a32d4f48aa2d			12/05/2024	22:24:11	12/05/2024
2420	PC / Laptop	completed	4c735ebf-ebc7-4722-b349-e44636a4ee6f			12/05/2024	21:42:13	12/05/2024
2421	Phone	completed	a6e34023-b00c-4c10-b9c8-3403655768f5			12/05/2024	22:27:06	12/05/2024
2422	PC / Laptop	completed	778e2ba5-5b1b-430b-8552-e47960ac7283			12/05/2024	22:30:23	12/05/2024
2423	Phone	completed	ec5dfa81-fbbf-4f18-93e5-f54ddc606557			12/05/2024	23:01:56	12/05/2024
2424	Phone	completed	b4725d09-c810-4fbc-938e-7061c04a6b25			12/05/2024	23:08:24	12/05/2024
2425	Phone	completed	2a41650d-8270-4d62-89a0-088cc49898b9			12/05/2024	23:42:16	12/05/2024
2426	Phone	completed	22fc7a24-441a-4363-9e71-0f8c517848dc			13/05/2024	00:00:14	13/05/2024
2427	PC / Laptop	completed	88cf9a6a-c7ea-4c3f-ae7e-4a12cba2e602			13/05/2024	00:23:48	13/05/2024

	A	B	C	D	E	F	G	H
2428	PC / Laptop	completed	b3290589-8643-4ecd-a022-26f41d4d971d			13/05/2024	01:21:07	13/05/2024
2429	PC / Laptop	completed	f78ad75b-8b68-442d-95aa-2297f005eca9			13/05/2024	03:07:05	13/05/2024
2430	Phone	completed	4e7077c7-837d-4657-a8e4-fb88c4f912da			13/05/2024	05:47:48	13/05/2024
2431	Phone	completed	5dd7dfb2-be08-40c6-a8a9-b013bc2f9d5f			13/05/2024	06:10:28	13/05/2024
2432	Phone	completed	68d036de-ecd6-4304-8342-c3e544c69e68			13/05/2024	06:24:06	13/05/2024
2433	Phone	completed	24dc2394-81a8-4188-8ec8-022442c8b552			13/05/2024	06:38:52	13/05/2024
2434	Phone	completed	0faefec1-aae3-4c2b-ba43-2bbfda224d8a			13/05/2024	06:46:37	13/05/2024
2435	Phone	completed	07b1a349-20ce-4dbc-8c79-be66c087dd51			13/05/2024	06:45:33	13/05/2024
2436	PC / Laptop	completed	86812db6-e77c-4f26-904c-d8bc5195a631			13/05/2024	06:48:55	13/05/2024
2437	Phone	completed	2f14fc1d-a8c2-4434-984e-809f02ef8a54			13/05/2024	06:56:02	13/05/2024
2438	Phone	completed	24ee3e00-d54c-4bd6-98c5-d3f1fc379bbd			13/05/2024	06:56:14	13/05/2024
2439	Phone	completed	7015e9ad-1a90-42c5-bd2d-3095a03adc0c			13/05/2024	07:14:57	13/05/2024
2440	PC / Laptop	completed	9c67e7f9-af9b-44af-9cf4-a7e43189854c			13/05/2024	07:25:35	13/05/2024
2441	Phone	completed	b3c16289-1637-4e30-b612-114004618a78			13/05/2024	07:23:25	13/05/2024
2442	Phone	completed	0b891119-31c9-4bc8-a9be-1bc60130cbd3			13/05/2024	07:09:02	13/05/2024
2443	Phone	completed	707d96a7-0ab4-4c5b-8509-2c687b82e475			13/05/2024	07:32:07	13/05/2024
2444	Phone	completed	164b8b18-4525-443b-9cd7-64c2a19d4be8			13/05/2024	07:35:53	13/05/2024

	A	B	C	D	E	F	G	H
2445	Phone	completed	35fbefde-b2e8-44b1-b0e3-7eb68772dac2			13/05/2024	07:31:20	13/05/2024
2446	Phone	completed	a55273b8-4a7d-433a-83fc-e6fa85c83f29			13/05/2024	07:42:51	13/05/2024
2447	Phone	completed	e012fb86-b2b2-471d-a165-f7e90b66e475			13/05/2024	07:37:26	13/05/2024
2448	Phone	completed	429b2fec-15a9-4901-957e-5188f4f16847			13/05/2024	07:40:20	13/05/2024
2449	Phone	completed	30abf9f1-81b8-4e84-8a6d-65cbfbc5078b			13/05/2024	07:38:34	13/05/2024
2450	Phone	completed	b3ce7ffc-69a1-4d58-878b-548c2b77b2d6			13/05/2024	07:38:42	13/05/2024
2451	Phone	completed	43f15ee1-cff0-4504-98ac-33987ae6f45f			13/05/2024	07:49:33	13/05/2024
2452	Phone	completed	16c0c7ac-0835-4953-a8c1-375b6f5d5b22			13/05/2024	07:45:54	13/05/2024
2453	Phone	completed	bb4963ef-a84b-44c5-8a02-5821ac699a35			13/05/2024	08:04:40	13/05/2024
2454	Phone	completed	f530b71b-d2c3-4e37-ab0b-6ea86c0a5183			13/05/2024	08:07:30	13/05/2024
2455	Phone	completed	072c3b94-3db6-42c8-9721-5328986157c5			13/05/2024	08:13:42	13/05/2024
2456	PC / Laptop	completed	5998a34e-0b5b-43ed-9306-5610b5c5ba10			13/05/2024	08:10:47	13/05/2024
2457	Phone	completed	a1fce8d1-802e-46d7-bb9f-81d08276a6a2			13/05/2024	08:18:25	13/05/2024

	A	B	C	D	E	F	G	H
2458	PC / Laptop	completed	ff66be52-9e18-43b5-b7a7-0f2248add1bd			13/05/2024	08:12:32	13/05/2024
2459	Phone	completed	f9e8c37b-c37a-4a3a-b595-310ebd857289			13/05/2024	08:25:03	13/05/2024
2460	Phone	completed	8fe00121-1de7-4fdc-b729-76a454a93c31			13/05/2024	08:33:41	13/05/2024
2461	Phone	completed	e7fd63d9-54b8-43fe-acc6-b8c15b39310e			13/05/2024	08:19:46	13/05/2024
2462	PC / Laptop	completed	7527ed46-ae21-413e-b916-d10abf48d653			13/05/2024	08:39:38	13/05/2024
2463	PC / Laptop	completed	1c437559-7845-4590-803b-35c58de3ff9e			13/05/2024	08:37:55	13/05/2024
2464	PC / Laptop	completed	528444f5-66cc-4f4d-82b6-6ae022e6b25e			13/05/2024	08:43:26	13/05/2024
2465	Phone	completed	6ede14c8-62a9-4c24-b4bc-a7e35274f2ab			13/05/2024	08:45:42	13/05/2024
2466	Phone	completed	09169edf-c290-4b81-a3d1-0b5678ed1a16			13/05/2024	08:46:31	13/05/2024
2467	Phone	completed	949b9db4-4e72-403c-b5b7-83cb96ee63ee			13/05/2024	09:01:36	13/05/2024

	A	B	C	D	E	F	G	H
2468	Phone	completed	8debe459-0888-4051-9e73-d43bf8de7f72			13/05/2024	09:11:45	13/05/2024
2469	Phone	completed	d4935e5d-41d9-4839-b3bf-6cbca1ac8c1b			13/05/2024	09:04:33	13/05/2024
2470	Phone	completed	21219234-aeb5-427c-8917-e242e6d2ff88			13/05/2024	08:50:25	13/05/2024
2471	Phone	completed	a1cfb0b8-3615-4951-aac3-bbb5fea581ae			13/05/2024	09:23:37	13/05/2024
2472	Phone	completed	c84c6e6a-afa5-4278-8cd1-7043aca84db4			13/05/2024	09:09:16	13/05/2024
2473	Phone	completed	4d26f340-889b-4024-9bf5-1816f917f1fc			13/05/2024	09:22:30	13/05/2024
2474	Phone	completed	b28bbb12-38d0-42cf-b2e3-0ae2caab05df			13/05/2024	09:31:58	13/05/2024
2475	PC / Laptop	completed	0900e93e-1ccc-47ff-9f5b-1efa446e4552			13/05/2024	09:37:24	13/05/2024
2476	Phone	completed	21626f38-0c28-4143-ad74-2f7926f47e47			13/05/2024	09:34:58	13/05/2024
2477	PC / Laptop	completed	5fb878a3-6384-4dfb-9f8f-c9f2dfa19a09			13/05/2024	09:52:01	13/05/2024
2478	Phone	completed	8f96903e-0aa9-4e76-a90a-8ee8d516138e			13/05/2024	09:47:30	13/05/2024
2479	Phone	completed	b3f77d6a-9b01-4423-8fe9-2c67c1cd4ff7			13/05/2024	09:51:00	13/05/2024
2480	Phone	completed	f863a8d2-2745-48b8-88e7-ca8be0af8d61			13/05/2024	09:49:58	13/05/2024
2481	Phone	completed	3e1a9304-2d16-4d41-a6ac-d7418b561eb0			13/05/2024	09:59:16	13/05/2024
2482	Phone	completed	9107bdaf-53c5-416f-9c92-dbb732dbc65b			13/05/2024	09:58:18	13/05/2024
2483	Phone	completed	9ab6cfb1-bdb8-4245-afa8-e3d26070a009			13/05/2024	09:58:18	13/05/2024
2484	PC / Laptop	completed	f9fe5392-ad5c-4f8b-a7fc-dfbc1743ae1d			13/05/2024	10:05:25	13/05/2024

	A	B	C	D	E	F	G	H
2485	Phone	completed	466289c7-9199-47b2-ba24-9a0fdfab7f85			13/05/2024	09:58:51	13/05/2024
2486	Phone	completed	33b505ba-3d33-49e9-9453-0f79f54a9539			13/05/2024	09:47:45	13/05/2024
2487	Phone	completed	45ee0528-d259-4214-8a05-d4bd524ef75e			13/05/2024	10:09:30	13/05/2024
2488	Phone	completed	c5caa2bf-6cf9-49f6-b97f-aeb3b03d0e2d			13/05/2024	10:14:53	13/05/2024
2489	PC / Laptop	completed	f159e7c7-4a76-4abf-b655-08d0897f517d			13/05/2024	10:10:18	13/05/2024
2490	PC / Laptop	completed	54803939-eaff-4c7b-839a-de26b75da487			13/05/2024	10:10:15	13/05/2024
2491	Phone	completed	a6ee338b-5425-40c4-b5bd-700a11b77107			13/05/2024	10:17:10	13/05/2024
2492	Phone	completed	a02c709e-3eff-4fc6-a054-844959db7217			13/05/2024	10:03:06	13/05/2024
2493	Phone	completed	c56d22d0-5e6e-4d75-bd97-8b2dc9a1a622			13/05/2024	10:18:23	13/05/2024
2494	Phone	completed	4ff0495e-74c9-463c-99ec-a5bca99b01b7			13/05/2024	10:22:30	13/05/2024
2495	Phone	completed	744c7a73-5d57-42d2-9bf7-a1e40939ee44			13/05/2024	10:22:29	13/05/2024
2496	Phone	completed	bc450644-fc03-4d3d-b55c-648398efd9d6			13/05/2024	10:35:28	13/05/2024
2497	PC / Laptop	completed	4b1ea46d-00c6-4de8-83db-584ee2912857			13/05/2024	10:35:00	13/05/2024
2498	Phone	completed	647c5cdc-48ac-4087-868c-dd55e906b753			13/05/2024	10:40:01	13/05/2024
2499	Phone	completed	26f67692-564e-4899-a52f-f6a6d77b1704			13/05/2024	10:42:47	13/05/2024
2500	Phone	completed	9867777f-fcb4-4b68-bfe2-de5593b7d143			13/05/2024	10:49:32	13/05/2024
2501	Phone	completed	67881847-b4fc-4713-9dda-a665de666ad3			13/05/2024	10:44:48	13/05/2024
2502	Tablet	completed	22e98848-fe5e-4124-969f-a6097e553ed4			13/05/2024	10:36:55	13/05/2024
2503	PC / Laptop	completed	7e8f9177-1ed0-49b7-9f4b-0d132d44f35a			13/05/2024	11:00:11	13/05/2024
2504	Phone	completed	d710c72b-362a-4d56-9b05-fe8112cb8e56			13/05/2024	10:56:36	13/05/2024
2505	Phone	completed	09eaa3ee-ea8c-4ee5-8c37-a1296136936c			13/05/2024	11:00:46	13/05/2024
2506	Phone	completed	5eaa89e7-b2d1-4924-829e-305c8cd0687d			13/05/2024	11:09:41	13/05/2024
2507	Phone	completed	751fe4dc-3f9d-4003-98f8-fc4ff5719d54			13/05/2024	11:14:25	13/05/2024

	A	B	C	D	E	F	G	H
2508	Phone	completed	1ebce3f1-9ca8-4504-b610-9e386abc4a05			13/05/2024	11:22:38	13/05/2024
2509	PC / Laptop	completed	43c792ed-ca60-4b06-a337-9e2818b304b8			13/05/2024	11:29:55	13/05/2024
2510	Phone	completed	84878051-a760-4f0c-94db-6a6c5902f67a			13/05/2024	11:38:43	13/05/2024
2511	Phone	completed	6d926d06-0c18-4530-8eaa-f229ca597098			13/05/2024	11:45:57	13/05/2024
2512	Phone	completed	1228302c-552c-46f9-a9d7-9477b5ca5828			13/05/2024	12:00:14	13/05/2024
2513	Phone	completed	6537cfd-856f-4df0-bce3-1fc1c8ccc209			13/05/2024	11:47:22	13/05/2024
2514	PC / Laptop	completed	f4a26a07-ec68-466b-be24-c35af45d33a3			13/05/2024	11:53:23	13/05/2024
2515	PC / Laptop	completed	664240f1-2ac9-49c0-aca0-4446a080fce3			13/05/2024	12:03:03	13/05/2024
2516	Phone	completed	f09b603b-607f-48d5-8891-9565bec8907a			13/05/2024	12:01:11	13/05/2024
2517	Phone	completed	17456e20-5995-4217-8af3-8ecd7638f693			13/05/2024	12:02:39	13/05/2024
2518	Tablet	completed	3932764c-3319-4065-a28c-37d0a3809f47			13/05/2024	12:02:33	13/05/2024
2519	Phone	completed	65570206-0f7b-4389-a045-9cf300e5d44b			13/05/2024	12:02:51	13/05/2024
2520	Phone	completed	c7f45efc-e855-4823-ae86-de543f0bdbdd			13/05/2024	12:06:54	13/05/2024
2521	Tablet	completed	5b00c0b0-9b5c-4c01-ae4e-0541cf07fd37			13/05/2024	12:00:21	13/05/2024
2522	PC / Laptop	completed	ad778690-df3f-4d6a-b582-2a4382639abd			13/05/2024	11:54:08	13/05/2024
2523	PC / Laptop	completed	e7d82566-be21-47a0-b7e3-4d323a53edc4			13/05/2024	12:00:20	13/05/2024
2524	PC / Laptop	completed	55d373df-fe51-4687-aff3-e03ea0466f6d			13/05/2024	12:04:32	13/05/2024
2525	Phone	completed	651938b3-30db-4875-ad6c-c5d5833b3ebb			13/05/2024	12:09:00	13/05/2024
2526	PC / Laptop	completed	11e0b9aa-f4a8-491a-8a50-210e2d960902			13/05/2024	12:05:52	13/05/2024
2527	Phone	completed	4b08e533-74f6-457c-ad3b-5fb6d6dbd9c7			13/05/2024	12:06:42	13/05/2024
2528	PC / Laptop	completed	41b1fb49-7202-461f-9634-d5a5f2bc35f1			13/05/2024	12:10:00	13/05/2024
2529	PC / Laptop	completed	bd839f16-f7d7-4cfc-b7f6-5fab54fe3b44			13/05/2024	12:04:25	13/05/2024
2530	Phone	completed	7a683df1-ba8d-4d50-aa34-04a8cd485dac			13/05/2024	12:10:25	13/05/2024
2531	PC / Laptop	completed	45dd8e22-3825-4f1e-931b-d30f8705092f			13/05/2024	12:03:47	13/05/2024

	A	B	C	D	E	F	G	H
2532	PC / Laptop	completed	f8961c12-5b49-4e4e-b18b-9489ab443537			13/05/2024	12:10:13	13/05/2024
2533	Phone	completed	c7ef5215-91b2-47d0-9799-aa70e4c7e66c			13/05/2024	12:04:25	13/05/2024
2534	Phone	completed	84f3d70c-9921-4088-8f78-7329623b9d49			13/05/2024	12:08:41	13/05/2024
2535	Phone	completed	d8ab023c-3484-4555-8e79-d22342d1a9a6			13/05/2024	12:14:18	13/05/2024
2536	PC / Laptop	completed	fd48c5dd-90ef-41a2-9079-4bc0e74756fc			13/05/2024	12:14:38	13/05/2024
2537	Phone	completed	ec1ea2a9-cf98-40d1-9d21-7237e39d954c			13/05/2024	12:14:22	13/05/2024
2538	Phone	completed	e0796c98-7bb6-40bc-84be-8b2c460d4b2b			13/05/2024	12:11:26	13/05/2024
2539	PC / Laptop	completed	e83d0ff2-249d-45d1-9881-996d7cb85598			13/05/2024	12:18:11	13/05/2024
2540	Phone	completed	fd202abb-3959-40ed-a052-cef6d750e9a4			13/05/2024	12:20:10	13/05/2024
2541	PC / Laptop	completed	a3aaa8e2-22e8-4bf0-8ce6-93c781969eeb			13/05/2024	12:12:11	13/05/2024
2542	PC / Laptop	completed	6ae4633a-228a-4324-9408-51e1c9875e40			13/05/2024	12:22:45	13/05/2024
2543	Phone	completed	c0b45065-59e2-41ff-ad62-18cb3d3543d7			13/05/2024	12:22:53	13/05/2024
2544	Phone	completed	67975ab1-897f-4dc1-98fb-3e511ec58237			13/05/2024	12:23:29	13/05/2024
2545	Phone	completed	81d33c1e-87cd-4c67-80a2-c2d9c261347b			13/05/2024	12:25:31	13/05/2024
2546	Phone	completed	6d23a930-0e29-4662-a13f-16e4cf9e5b16			13/05/2024	12:25:31	13/05/2024

	A	B	C	D	E	F	G	H
2547	Phone	completed	565c274b-1a80-4b7a-8dda-bea68ddc2b23			13/05/2024	12:16:03	13/05/2024
2548	Tablet	completed	3f687fad-2c4b-4fbc-bcdd-5fab41b42245			13/05/2024	12:10:26	13/05/2024
2549	PC / Laptop	completed	668b9448-2c1e-40aa-903c-39d8d5c7dd71			13/05/2024	12:16:27	13/05/2024
2550	Phone	completed	b4bf6f7b-eec2-4f93-8da5-63c7a7232912			13/05/2024	12:26:32	13/05/2024
2551	Phone	completed	43ad4aa8-c3ed-49ac-a842-2a0ec998cd7a			13/05/2024	12:29:23	13/05/2024
2552	Phone	completed	daf03beb-186d-4d56-b01b-3960cda0e92b			13/05/2024	12:27:02	13/05/2024
2553	PC / Laptop	completed	6819f7f3-a3a8-4d8d-9efa-340bb7a966d8			13/05/2024	12:19:16	13/05/2024
2554	PC / Laptop	completed	3c9947f9-1504-4c67-93e9-1549adfc9efc			13/05/2024	12:28:33	13/05/2024
2555	Phone	completed	d841d934-85a9-4a84-9d04-b6c3a7aa49ac			13/05/2024	12:23:00	13/05/2024
2556	PC / Laptop	completed	ad1bcf3f-4c9d-4e42-a320-694642291deb			13/05/2024	12:26:50	13/05/2024
2557	Phone	completed	be9ba3d8-7947-4242-98ad-dda416e60031			13/05/2024	12:31:14	13/05/2024
2558	PC / Laptop	completed	166f78f0-9b1b-4f72-a663-93ae030a8efd			13/05/2024	12:31:02	13/05/2024
2559	PC / Laptop	completed	525d2415-3ded-4d7c-a4cf-bd0639e30b14			13/05/2024	12:01:38	13/05/2024
2560	PC / Laptop	completed	29d6d3a8-f2f2-4f5e-910b-1e5c70e9c35d			13/05/2024	12:34:48	13/05/2024
2561	PC / Laptop	completed	eca8f2bc-b1c1-4a7a-8475-89509960ed88			13/05/2024	12:22:11	13/05/2024
2562	Phone	completed	c30edec5-0a73-4b22-975d-d088edc8046e			13/05/2024	12:28:18	13/05/2024
2563	Phone	completed	fa8e06e8-50b3-45d0-9973-0e9fbeb45b19			13/05/2024	12:20:15	13/05/2024
2564	PC / Laptop	completed	92d6e25d-6d0d-4bb4-91a4-2c7c0b8e78ec			13/05/2024	12:36:10	13/05/2024
2565	PC / Laptop	completed	e8eba47c-2b22-43f8-8540-4d13d6dbcf11			13/05/2024	12:28:01	13/05/2024
2566	PC / Laptop	completed	32b0a972-6c8c-4676-9eb8-c4c283bae3d8			13/05/2024	12:22:35	13/05/2024

	A	B	C	D	E	F	G	H
2567	PC / Laptop	completed	03f5306b-1da7-4db7-a212-391e09886e11			13/05/2024	12:22:29	13/05/2024
2568	Tablet	completed	37f80bf8-77ed-41a9-bb9c-67a1d952ad1e			13/05/2024	12:34:04	13/05/2024
2569	Phone	completed	dc996c6b-2a78-4f69-a593-2bba172bb434			13/05/2024	12:36:57	13/05/2024
2570	Phone	completed	d44b72bf-2da9-41eb-8c25-3b4164a0c507			13/05/2024	12:34:42	13/05/2024
2571	Phone	completed	c7fc7a36-94e7-4d12-a365-03b585bea9b7			13/05/2024	12:30:11	13/05/2024
2572	Tablet	completed	88ee1c73-6e78-4775-826e-5a44da6bcec5			13/05/2024	12:39:03	13/05/2024
2573	Phone	completed	97496a51-7aba-4301-9c1c-59e0c3ee7273			13/05/2024	12:38:41	13/05/2024
2574	Phone	completed	02c39afc-3849-4063-9a01-b86aa704272e			13/05/2024	12:34:01	13/05/2024
2575	Tablet	completed	137ce90d-32ee-4c4c-8ebf-bd6326bfd9f0			13/05/2024	12:40:24	13/05/2024
2576	PC / Laptop	completed	e2ca1d07-ef1b-445b-8794-6dcb33938606			13/05/2024	12:38:26	13/05/2024
2577	PC / Laptop	completed	4c05c2ec-70dd-4e35-b3e2-523d54abd96b			13/05/2024	12:37:34	13/05/2024
2578	PC / Laptop	completed	bb244179-0e1f-4912-af8f-3cf8728b6bb0			13/05/2024	12:43:07	13/05/2024
2579	Phone	completed	84cc2d10-4dcc-4729-80dc-6c62d09fdb56			13/05/2024	12:42:48	13/05/2024
2580	Phone	completed	df85f62b-66b5-4039-aadb-02bf718c0968			13/05/2024	12:43:39	13/05/2024
2581	Phone	completed	bac49b6f-0f43-4fb9-b675-62cf78362299			13/05/2024	12:44:26	13/05/2024
2582	PC / Laptop	completed	d0fd5794-85c2-4461-97c0-43a2048b8a1f			13/05/2024	12:45:19	13/05/2024
2583	Phone	completed	880eaab0-70fb-41d5-9cce-2c1597c9f0b3			13/05/2024	12:44:47	13/05/2024
2584	Phone	completed	cebce3f0-d66d-4103-a1a0-89d50ff54940			13/05/2024	12:45:44	13/05/2024
2585	Phone	completed	0a838a54-904c-407a-a400-da53203d44c1			13/05/2024	12:37:05	13/05/2024
2586	PC / Laptop	completed	ae12aee0-7724-4672-b49d-3265d4628205			13/05/2024	12:46:54	13/05/2024
2587	Tablet	completed	f90fd59c-4bb7-4aa8-b0b4-6c25c8bd67b8			13/05/2024	12:46:39	13/05/2024
2588	Phone	completed	ec7acf68-5ffc-4402-ae33-68d01e460845			13/05/2024	12:47:27	13/05/2024
2589	PC / Laptop	completed	a79cafe6-4d10-4ce0-ace0-5d533e894313			13/05/2024	12:44:05	13/05/2024
2590	Phone	completed	f500f803-115d-408e-b3f8-5c6ef3109271			13/05/2024	12:45:39	13/05/2024
2591	Phone	completed	c3ffe173-392f-453e-9faa-d21ddde19f8a			13/05/2024	12:46:55	13/05/2024
2592	Phone	completed	c7009e33-6110-4305-a2c5-c1282b910db3			13/05/2024	12:48:19	13/05/2024
2593	Phone	completed	0cc37386-efc7-4fa6-84d6-89b41246d747			13/05/2024	12:47:52	13/05/2024
2594	Phone	completed	f08d1cb0-f51c-4b8e-a75d-0f0cb792f00a			13/05/2024	12:49:40	13/05/2024
2595	Phone	completed	0092162a-6b92-41f5-a97f-b15bc60d8fb8			13/05/2024	12:30:27	13/05/2024
2596	PC / Laptop	completed	6a92ab8d-9212-42c0-a0e8-f62b20894cef			13/05/2024	12:49:14	13/05/2024
2597	PC / Laptop	completed	4fdf96ab-f94f-4559-88cc-07b5b8df3242			13/05/2024	12:52:40	13/05/2024

	A	B	C	D	E	F	G	H
2598	PC / Laptop	completed	f8cd9ce8-66db-4764-abb8-12a7f597f3c2			13/05/2024	12:46:09	13/05/2024
2599	PC / Laptop	completed	d9b43230-fa3a-48b9-8716-cba9956d0362			13/05/2024	12:53:29	13/05/2024
2600	Phone	completed	a9db35bf-f07b-4158-aa0a-10c936346832			13/05/2024	12:55:15	13/05/2024
2601	PC / Laptop	completed	03c477a2-4739-43b1-9c18-7c49824f0dcb			13/05/2024	12:32:57	13/05/2024
2602	PC / Laptop	completed	56c04561-64a2-4f52-a0eb-c78d27367ad6			13/05/2024	12:53:02	13/05/2024
2603	Phone	completed	cc12e905-73c2-494f-bf69-947ca8dc98b2			13/05/2024	12:56:01	13/05/2024
2604	Phone	completed	dc93efb5-7b11-49c1-8e8a-6649a5b165e4			13/05/2024	12:59:38	13/05/2024
2605	Phone	completed	5415df61-23f0-4828-978c-9295da3539f2			13/05/2024	13:03:56	13/05/2024
2606	PC / Laptop	completed	7bdebb1b-a0ea-4952-995f-45d6ec40d236			13/05/2024	12:59:56	13/05/2024
2607	Phone	completed	3ad15545-f9a3-4c24-b91c-5370d4e3037f			13/05/2024	13:06:20	13/05/2024
2608	Phone	completed	2cc6ed99-84d0-4823-b141-aa7b110df8ed			13/05/2024	12:59:57	13/05/2024
2609	Phone	completed	4daf553a-a98b-4912-a57d-858ac80c2118			13/05/2024	13:05:53	13/05/2024
2610	Phone	completed	f1b932ad-2e5c-4ddb-bed2-8f732db6e608			13/05/2024	13:09:38	13/05/2024
2611	PC / Laptop	completed	bda9c50b-7cb1-449d-b099-08e3a3866eda			13/05/2024	13:12:54	13/05/2024
2612	PC / Laptop	completed	16e8c864-69a4-48d9-8273-2e8dd4f6d5e2			13/05/2024	13:12:57	13/05/2024
2613	PC / Laptop	completed	a512815a-2005-480a-bf4c-e33b02cf984a			13/05/2024	13:13:38	13/05/2024
2614	PC / Laptop	completed	04105e91-eeda-43b4-a02a-fea88dea9276			13/05/2024	13:12:28	13/05/2024
2615	Phone	completed	06d82b39-700f-4362-8acb-774e841b4fb9			13/05/2024	13:16:18	13/05/2024
2616	PC / Laptop	completed	17db4ce3-6575-4818-88cd-4c958259417c			13/05/2024	13:16:28	13/05/2024
2617	PC / Laptop	completed	5d404616-5d64-41ce-97f9-d1c0a07e3ade			13/05/2024	13:16:21	13/05/2024
2618	PC / Laptop	completed	0c2ef86c-8011-4135-9b53-be44bba4fc07			13/05/2024	13:12:17	13/05/2024
2619	Phone	completed	32bfc20f-a9a9-4be3-a3e0-121d23f33324			13/05/2024	13:17:03	13/05/2024
2620	PC / Laptop	completed	4d452e70-d848-4801-8df8-a05f119cbb6d			13/05/2024	13:13:52	13/05/2024
2621	Phone	completed	8ddccf1e-5d1c-4a01-99c4-f67820c30242			13/05/2024	13:17:31	13/05/2024
2622	PC / Laptop	completed	6750e619-4076-49e3-afa8-003cd42422a4			13/05/2024	13:11:49	13/05/2024
2623	PC / Laptop	completed	e5fcfb1b-559c-4907-86bb-50f8c1beb58f			13/05/2024	13:20:29	13/05/2024
2624	Phone	completed	b7b5480c-7a85-4d2a-a9c2-2eb853ae3bfb			13/05/2024	13:20:17	13/05/2024
2625	Phone	completed	a45c2cfc-7625-41e0-8721-a2581b8a94b0			13/05/2024	13:19:58	13/05/2024
2626	Phone	completed	c638a2b9-d85c-4994-9152-a3e6c47f10cb			13/05/2024	13:22:13	13/05/2024
2627	Phone	completed	9c75afa6-3f0a-455a-85b6-cab72c5cbc62			13/05/2024	13:19:25	13/05/2024
2628	Phone	completed	064ec71e-17c4-4c9c-8b53-82208bcada48			13/05/2024	13:24:45	13/05/2024
2629	PC / Laptop	completed	4c44c82c-a9e0-4573-85e1-c75c155344ee			13/05/2024	13:23:47	13/05/2024

	A	B	C	D	E	F	G	H
2630	PC / Laptop	completed	220382b6-897a-45a9-b7b2-1d550ec6fa39			13/05/2024	13:28:00	13/05/2024
2631	Phone	completed	bc611b6b-54f7-4890-86f2-0eb0c16cd6e4			13/05/2024	13:25:28	13/05/2024
2632	Phone	completed	9869f2fd-dd9a-4f2b-b1b3-2f06102645c4			13/05/2024	12:50:07	13/05/2024
2633	PC / Laptop	completed	be083039-d023-49c2-9819-1cf8258316aa			13/05/2024	13:17:14	13/05/2024
2634	Phone	completed	1ace1e1a-f0e5-4972-9e48-d8fa19d874b6			13/05/2024	13:26:27	13/05/2024
2635	Phone	completed	44f5eb1f-2e34-4b40-a7d8-b06f6b97a536			13/05/2024	13:31:04	13/05/2024
2636	Phone	completed	0d51f566-2669-422f-b50e-358a490a6bd4			13/05/2024	13:33:47	13/05/2024
2637	Phone	completed	84c5c57a-0e0f-4c52-be70-bc1cfe4b99ff			13/05/2024	13:20:56	13/05/2024
2638	Phone	completed	c8bea3bd-7f3f-4d03-8702-2f71d7fd5c88			13/05/2024	13:32:57	13/05/2024
2639	Phone	completed	63f1702e-6416-4130-84b4-496ac7f352bf			13/05/2024	13:35:12	13/05/2024
2640	PC / Laptop	completed	a896b911-006f-4cde-b82d-6f150fc94a25			13/05/2024	13:35:43	13/05/2024
2641	PC / Laptop	completed	af3d22a7-7c1e-4a4e-8484-c470b7616bf2			13/05/2024	13:39:01	13/05/2024
2642	Phone	completed	083933d1-dfc9-41b3-8df0-f1fb5452e2ee			13/05/2024	13:35:29	13/05/2024
2643	Phone	completed	1e7d9bdf-2a27-4688-a416-ce568510856c			13/05/2024	13:22:10	13/05/2024
2644	PC / Laptop	completed	a9b7ff71-501d-410e-954b-8d13f4546d41			13/05/2024	13:40:02	13/05/2024
2645	Phone	completed	05a7ac0a-0ef8-4e29-bffc-99942f11e61c			13/05/2024	13:39:03	13/05/2024
2646	Tablet	completed	379af7f2-f3ea-42dd-9ea3-70c1bcde37f4			13/05/2024	13:38:51	13/05/2024
2647	PC / Laptop	completed	4352c6c0-26d7-4635-91da-3f1c35d5433c			13/05/2024	13:37:33	13/05/2024
2648	PC / Laptop	completed	7a7903c2-d69e-41bc-bf37-4ab94dee9edd			13/05/2024	13:43:31	13/05/2024
2649	Phone	completed	07b2c830-ef21-4e52-bdd8-4964e95c338a			13/05/2024	13:46:33	13/05/2024
2650	Phone	completed	29080e7e-8e4a-4f90-8b48-ddf3f361f0f8			13/05/2024	13:36:44	13/05/2024
2651	Phone	completed	0779bdca-246f-421e-829c-60dc14c89b35			13/05/2024	13:49:07	13/05/2024
2652	PC / Laptop	completed	ba60dff0-2338-461d-a57b-8a8a4b6d029a			13/05/2024	13:21:37	13/05/2024
2653	PC / Laptop	completed	3d0da7f7-c050-43e6-b98c-b69dd9959652			13/05/2024	13:27:58	13/05/2024
2654	PC / Laptop	completed	92a4d69a-7eed-420e-b6a8-4d0a88f78962			13/05/2024	13:53:34	13/05/2024
2655	Phone	completed	24d7692d-02f4-4080-8adc-1a6e3817fe22			13/05/2024	13:49:34	13/05/2024
2656	Phone	completed	ebe473a0-4ac1-43ec-a484-06e6668e6260			13/05/2024	13:54:46	13/05/2024
2657	Phone	completed	4b15ebe6-b9d8-40ed-9001-34b32ca87435			13/05/2024	13:53:46	13/05/2024
2658	Phone	completed	737998fa-5703-4b8e-8c98-e0a05f343fe6			13/05/2024	13:56:51	13/05/2024
2659	PC / Laptop	completed	192a0cfd-5cf2-49cd-bf9d-5ab89fe264be			13/05/2024	13:54:54	13/05/2024
2660	Phone	completed	83d40859-b451-4e41-8b0e-ee96e544606a			13/05/2024	13:57:20	13/05/2024
2661	Phone	completed	1f96aa27-8e1b-4c54-bd57-3e80d6524add			13/05/2024	13:58:55	13/05/2024
2662	Phone	completed	f48ac404-c028-4300-bafa-823fd664e617			13/05/2024	13:58:19	13/05/2024
2663	PC / Laptop	completed	4fb37f12-65fd-4b65-9b68-b2c92a2f4f1f			13/05/2024	14:02:49	13/05/2024
2664	PC / Laptop	completed	1f91870e-18f5-4ed4-854f-4cd6659f4060			13/05/2024	14:03:58	13/05/2024

	A	B	C	D	E	F	G	H
2665	PC / Laptop	completed	ed38f707-e65f-44dd-b80f-8a9fce2130b9			13/05/2024	13:55:20	13/05/2024
2666	Phone	completed	46fef835-00bd-4114-bdf3-8a08e8e9489d			13/05/2024	14:06:00	13/05/2024
2667	Tablet	completed	922d46d3-fc95-44e7-b555-b708ddd4faf9			13/05/2024	14:07:13	13/05/2024
2668	Phone	completed	815d1de1-a356-447b-b967-65fcf933bb2a			13/05/2024	14:14:57	13/05/2024
2669	Phone	completed	057fb15c-1c07-4d18-8e92-2b0602068672			13/05/2024	14:02:20	13/05/2024
2670	PC / Laptop	completed	dc97716b-d69a-4416-94e2-cd6983ef2e85			13/05/2024	14:12:23	13/05/2024
2671	Phone	completed	091082e3-2257-4d5d-a226-5e6821c2ab3e			13/05/2024	14:03:39	13/05/2024
2672	Phone	completed	c5888609-65f4-4823-b726-d54a0f6e464f			13/05/2024	14:17:55	13/05/2024
2673	Phone	completed	ad7ab304-db95-49ee-9f7c-2f245116e1ce			13/05/2024	13:49:11	13/05/2024
2674	PC / Laptop	completed	4af5ebb5-262d-4018-8a1f-e94cd2a74229			13/05/2024	14:03:11	13/05/2024
2675	PC / Laptop	completed	5b968a08-df7d-4fad-87ed-dc492f1572d7			13/05/2024	14:17:21	13/05/2024
2676	Phone	completed	75e74db3-5936-423a-94aa-ecb6fdf8a71b			13/05/2024	14:18:12	13/05/2024
2677	PC / Laptop	completed	73bf2b80-8dc0-4ed4-9f70-587dc107105b			13/05/2024	14:03:39	13/05/2024
2678	Phone	completed	38382fbb-fe38-4609-b8f6-ea245265ccfd			13/05/2024	14:19:53	13/05/2024
2679	Phone	completed	e05e06fc-5df0-4638-a664-87af7dc31ef1			13/05/2024	14:23:53	13/05/2024
2680	PC / Laptop	completed	c3e248a3-0637-4846-94d9-20d9c7ebd634			13/05/2024	14:17:06	13/05/2024
2681	PC / Laptop	completed	f4e7f1d4-750c-45a8-a7dd-4fe619e8722a			13/05/2024	14:25:23	13/05/2024
2682	PC / Laptop	completed	c9a07c5a-4b43-4be7-972d-98e5347283d7			13/05/2024	14:23:03	13/05/2024
2683	Phone	completed	29ba3244-6372-44d2-b77a-e58b0ed61c13			13/05/2024	14:27:54	13/05/2024

	A	B	C	D	E	F	G	H
2684	Phone	completed	70dced73-91ae-4ce6-a90c-9d4089afeee7			13/05/2024	14:16:37	13/05/2024
2685	PC / Laptop	completed	ceeb026a-0475-458b-ae86-44f46165e157			13/05/2024	13:21:00	13/05/2024
2686	PC / Laptop	completed	725a7856-312d-4b3d-a673-61db7e646b51			13/05/2024	14:28:11	13/05/2024
2687	PC / Laptop	completed	d4e998d5-a2dd-40b6-8608-8978e595fc35			13/05/2024	14:26:29	13/05/2024
2688	PC / Laptop	completed	4466a85d-ea5c-4544-9a53-51b726a76e96			13/05/2024	13:59:37	13/05/2024
2689	Phone	completed	cce1b909-f0a5-4f14-877f-bcf6affd7d9d			13/05/2024	14:27:29	13/05/2024
2690	Phone	completed	0a2581ae-3ab3-46ae-a69c-2acc4e8128fe			13/05/2024	14:30:57	13/05/2024
2691	PC / Laptop	completed	3c2289c3-6d07-4a87-82cc-4302e42d2663			13/05/2024	14:20:19	13/05/2024
2692	PC / Laptop	completed	82e4d94e-55a1-4f7c-a952-282732504017			13/05/2024	14:33:02	13/05/2024
2693	Phone	completed	dbf76124-30f4-4d2a-bbdf-cdb9d45662ee			13/05/2024	14:27:45	13/05/2024
2694	PC / Laptop	completed	dd2d8f81-2c13-445b-b8cf-d3c39307086f			13/05/2024	14:35:30	13/05/2024
2695	Phone	completed	127896c2-1917-4f36-9547-9cff9b7759b4			13/05/2024	14:16:38	13/05/2024
2696	Phone	completed	091ac8cd-1a7a-4732-9411-ac13976abfe7			13/05/2024	14:34:58	13/05/2024
2697	Tablet	completed	e599404b-0c18-48f0-9fe0-77bc4a3c108b			13/05/2024	14:38:56	13/05/2024
2698	PC / Laptop	completed	caef27be-d248-41e7-940a-27b7d2040abf			13/05/2024	14:38:39	13/05/2024
2699	PC / Laptop	completed	838af16d-55d5-43bb-bcb3-0caa59c14b78			13/05/2024	14:39:18	13/05/2024
2700	PC / Laptop	completed	e4bbd5cd-0e2e-492e-ba78-b4b80668118a			13/05/2024	14:32:35	13/05/2024
2701	Phone	completed	4fae93b5-4aee-42f6-91e2-afc8b783949d			13/05/2024	14:39:03	13/05/2024
2702	PC / Laptop	completed	e6cea8e6-6544-491e-beb6-3358109a93b3			13/05/2024	14:23:11	13/05/2024
2703	Phone	completed	36b6d014-9931-4a82-9538-3f9a2ff6db2c			13/05/2024	14:39:30	13/05/2024
2704	Phone	completed	8c1c0a7a-1534-41d6-ab56-5f89d9a7a79d			13/05/2024	14:43:53	13/05/2024
2705	PC / Laptop	completed	6b141522-dec6-4e73-88bf-bbbd0b81a179			13/05/2024	14:47:03	13/05/2024
2706	Phone	completed	51b71304-bef2-4e85-8d48-1205e71a1968			13/05/2024	14:47:22	13/05/2024

	A	B	C	D	E	F	G	H
2707	PC / Laptop	completed	12363a89-ea7b-491e-a92d-ba0f7f4e2576			13/05/2024	14:47:47	13/05/2024
2708	PC / Laptop	completed	a0fe174c-2f2c-46f4-8371-8e2cd5004a06			13/05/2024	14:46:56	13/05/2024
2709	PC / Laptop	completed	d65599c2-4e2b-4b23-87c4-6ef89cddeef			13/05/2024	14:38:14	13/05/2024
2710	Phone	completed	d61f4321-e8c5-4621-bfe6-e83654da18a6			13/05/2024	14:52:38	13/05/2024
2711	PC / Laptop	completed	28ab0e95-972c-4e22-99f4-be0558363e6f			13/05/2024	14:56:55	13/05/2024
2712	Phone	completed	2e6bb2c6-036d-4a7e-ab3a-fef992e6fec9			13/05/2024	14:55:38	13/05/2024
2713	Phone	completed	e6fdac17-7e23-48b0-aa9e-a6a6d5b6e638			13/05/2024	14:55:40	13/05/2024
2714	Tablet	completed	c75c27db-7cbf-49ae-9027-e155ca0c89ce			13/05/2024	15:01:20	13/05/2024
2715	Phone	completed	c192b384-63eb-4df3-a93b-ec54153ee70a			13/05/2024	15:02:14	13/05/2024
2716	PC / Laptop	completed	ce236513-8b7d-4879-a5db-2e69c2500ff5			13/05/2024	14:59:58	13/05/2024
2717	Phone	completed	b4490085-292f-4ec1-b32a-9bceaaeadcfb			13/05/2024	15:03:45	13/05/2024
2718	Phone	completed	878fed7a-a84c-4147-b0f4-f83f763128a2			13/05/2024	15:04:22	13/05/2024
2719	PC / Laptop	completed	e240a488-2b0f-4d14-b561-d34e14a8d137			13/05/2024	15:04:59	13/05/2024
2720	Phone	completed	98b56135-5263-43ca-9cf5-fd8514e3c705			13/05/2024	15:07:20	13/05/2024
2721	PC / Laptop	completed	b3b9f2bd-38c5-40ed-ba3d-3a4ac55307e8			13/05/2024	15:10:00	13/05/2024
2722	Phone	completed	d7a9b227-1393-4452-b01d-a4529428c15c			13/05/2024	15:00:18	13/05/2024
2723	Phone	completed	08141e62-e221-4553-be76-7c9aba9f14df			13/05/2024	15:15:51	13/05/2024
2724	PC / Laptop	completed	95e01132-e280-462c-9726-9869ffdf3e72			13/05/2024	15:14:42	13/05/2024
2725	Phone	completed	3bcefc6a-95ea-4b0f-9018-d696db8fccf9			13/05/2024	15:19:45	13/05/2024
2726	Phone	completed	30401caa-38cc-4862-8025-d7ad90c6ca9b			13/05/2024	15:21:23	13/05/2024
2727	PC / Laptop	completed	1f6d6a9f-bb3f-41ba-9d5a-6ee36bd4aaba			13/05/2024	15:21:35	13/05/2024

	A	B	C	D	E	F	G	H
2728	Phone	completed	07588615-2fcf-4182-b956-281b6ff10d06			13/05/2024	15:15:08	13/05/2024
2729	PC / Laptop	completed	7162e6bd-0201-46ec-96a3-d8f69f9fcf33			13/05/2024	15:26:39	13/05/2024
2730	Phone	completed	b2273a7c-b2da-4c8a-94f5-02d8e25d378c			13/05/2024	15:29:00	13/05/2024
2731	PC / Laptop	completed	fd6b455d-0faa-4709-acb4-a3c670960085			13/05/2024	15:29:31	13/05/2024
2732	PC / Laptop	completed	dd138a75-7f8e-4c7e-9e37-45c03d3ebf3e			13/05/2024	15:32:24	13/05/2024
2733	Phone	completed	512b9d68-f4f4-43b4-b655-b43c6aaab421			13/05/2024	15:31:52	13/05/2024
2734	Phone	completed	ccf865de-a161-4d4d-b922-6cf36347504a			13/05/2024	15:28:50	13/05/2024
2735	PC / Laptop	completed	796f07bf-b814-4717-a8ad-8902dd108e1b			13/05/2024	15:34:48	13/05/2024
2736	PC / Laptop	completed	d501b697-aa3b-4de9-a441-2e3e18f15669			13/05/2024	15:29:20	13/05/2024
2737	Phone	completed	43c75bb7-92b4-4177-88fb-3ccf325735db			13/05/2024	15:41:11	13/05/2024
2738	Phone	completed	dd7b6f5d-808f-47ee-b0e7-fb3555bbf157			13/05/2024	15:40:15	13/05/2024

	A	B	C	D	E	F	G	H
2739	PC / Laptop	completed	e15588ad-94e0-4aca-9e29-29c0683e5331			13/05/2024	15:27:16	13/05/2024
2740	Phone	completed	f31aa2c2-8f34-4d70-baf4-c5ceed284587			13/05/2024	15:45:09	13/05/2024
2741	Phone	completed	1331bbc8-d1da-478a-8ebe-1b54260fde03			13/05/2024	15:42:08	13/05/2024
2742	PC / Laptop	completed	64b89128-6c64-4a32-9162-c92efa2009df			13/05/2024	15:47:48	13/05/2024
2743	PC / Laptop	completed	3d6cca36-25cd-44c4-b6b4-8d8f80b2932f			13/05/2024	15:48:25	13/05/2024
2744	Phone	completed	5e7df77c-00ed-4b76-8036-ce4692749d66			13/05/2024	15:49:36	13/05/2024
2745	Phone	completed	0bd962ae-75d7-45fb-a00f-3dec555822f8			13/05/2024	15:47:31	13/05/2024
2746	PC / Laptop	completed	049b5a35-10ad-4569-b146-c30f1b6073da			13/05/2024	15:51:10	13/05/2024
2747	Phone	completed	6248bce4-06f6-4607-aeb0-dbb687912c3d			13/05/2024	15:43:46	13/05/2024
2748	Phone	completed	6b557ab7-5098-42e4-b6a1-78a516df8e94			13/05/2024	15:57:12	13/05/2024
2749	Phone	completed	5bfe95f8-3744-4c0a-8e8c-2a4868683dc4			13/05/2024	15:56:06	13/05/2024
2750	PC / Laptop	completed	a1e546bc-9abf-45f8-b0d7-45f001d068d2			13/05/2024	15:51:40	13/05/2024
2751	Phone	completed	0d2c45f5-3219-46d4-b38f-6ddf66ada6e8			13/05/2024	15:36:30	13/05/2024
2752	Phone	completed	6ba00bb6-63ea-4c00-9446-b0b1caad9843			13/05/2024	15:59:09	13/05/2024
2753	PC / Laptop	completed	061b50c5-f1fa-4ef6-b371-4aa3a841e7c7			13/05/2024	15:32:45	13/05/2024
2754	PC / Laptop	completed	b813ef96-3f70-4bd5-8adc-7bdca971706d			13/05/2024	10:20:51	13/05/2024

	A	B	C	D	E	F	G	H
2755	PC / Laptop	completed	8342f9af-9603-4e8d-ae04-2508daa5c03c			13/05/2024	15:46:15	13/05/2024
2756	Phone	completed	fef17c26-6560-4b2d-95f9-bf5ac4bd950e			13/05/2024	16:03:24	13/05/2024
2757	PC / Laptop	completed	2ae140d9-f174-46e8-9cfd-efbf2b323b8b			13/05/2024	16:09:11	13/05/2024
2758	PC / Laptop	completed	d54ed013-bb5f-44c1-bcd1-bdc31f5d69e3			13/05/2024	16:11:32	13/05/2024
2759	PC / Laptop	completed	4f331dab-19a2-467a-9fe5-0c90818586aa			13/05/2024	12:31:55	13/05/2024
2760	PC / Laptop	completed	31aae075-9a6e-4aa8-ad1b-352b6754d183			13/05/2024	16:14:59	13/05/2024
2761	PC / Laptop	completed	0ab3c430-9a68-4231-83a8-a570109660a1			13/05/2024	15:57:08	13/05/2024
2762	Phone	completed	0965c37b-1f0f-4a8a-9362-f539481c1411			13/05/2024	16:19:18	13/05/2024
2763	PC / Laptop	completed	21cf1d7e-0279-49d2-8bb2-075b8db51006			13/05/2024	16:14:56	13/05/2024

	A	B	C	D	E	F	G	H
2764	PC / Laptop	completed	2ab67a1b-87a1-4f9b-8f53-4ab4e4897e9c			13/05/2024	15:28:20	13/05/2024
2765	Phone	completed	e878d160-29ff-4f64-89f3-00dcb887d006			13/05/2024	16:20:15	13/05/2024
2766	PC / Laptop	completed	3b007ff4-8bec-4d97-9605-ee94346605c6			13/05/2024	16:25:31	13/05/2024
2767	PC / Laptop	completed	f4c343a3-0ab5-4d75-a9e8-65667d433018			13/05/2024	16:24:47	13/05/2024
2768	PC / Laptop	completed	ba8385b6-6509-4676-bd61-e1725acd15ba			13/05/2024	16:29:22	13/05/2024
2769	PC / Laptop	completed	8812b1ca-8370-4793-9267-9bec510d80ac			13/05/2024	16:33:04	13/05/2024

	A	B	C	D	E	F	G	H
2770	PC / Laptop	completed	41fe3260-b93e-4bfc-95a2-7ddd78dc7f53			13/05/2024	16:32:57	13/05/2024
2771	Phone	completed	0d6dcee4-9f3c-4f49-9d85-d36da0d1aab			13/05/2024	16:35:58	13/05/2024
2772	PC / Laptop	completed	f522c071-3d8c-4c2c-b755-f38df8ccadd6			13/05/2024	16:36:03	13/05/2024
2773	PC / Laptop	completed	e7b20991-bac3-4a9b-ad9c-14bd0d929b2f			13/05/2024	16:28:54	13/05/2024
2774	PC / Laptop	completed	fec4c085-1561-4d14-838a-8bf9aab3c3df			13/05/2024	16:39:35	13/05/2024
2775	Phone	completed	15fab29b-b07c-432a-8845-bfbc950cf1b0			13/05/2024	16:38:50	13/05/2024
2776	PC / Laptop	completed	482e7747-bbe6-4eb5-a652-7609b5c1ab0a			13/05/2024	16:45:09	13/05/2024
2777	PC / Laptop	completed	d3a68f45-6cbd-4a02-9081-076bfc674ade			13/05/2024	16:43:46	13/05/2024
2778	PC / Laptop	completed	2c65edc0-cd64-4438-a88b-714c393a3f54			13/05/2024	16:44:49	13/05/2024
2779	PC / Laptop	completed	f6eec325-7de2-4b79-90fc-9c4f05820045			13/05/2024	16:55:22	13/05/2024
2780	PC / Laptop	completed	0066504b-2ca3-407e-bcd2-fb6856f54352			13/05/2024	16:43:20	13/05/2024
2781	Phone	completed	5b394432-5903-4c00-a49a-220147d722a1			13/05/2024	16:53:09	13/05/2024
2782	Phone	completed	ae0f5aba-94d0-4596-9a9d-3576166d98cc			13/05/2024	16:58:36	13/05/2024
2783	Phone	completed	acf5c5de-f02a-4228-9634-e37f1f8cddb8			13/05/2024	17:00:36	13/05/2024

	A	B	C	D	E	F	G	H
2792	Phone	completed	c34d94f2-6266-4363-bde2-521a9b5c589d			13/05/2024	17:21:01	13/05/2024
2793	PC / Laptop	completed	c4177d27-2db9-4370-b6c3-346f2bb2cc24			13/05/2024	17:00:34	13/05/2024

	A	B	C	D	E	F	G	H
2794	PC / Laptop	completed	9a53ef4b-5fb3-4f03-bed6-ff15c606517e			13/05/2024	17:02:34	13/05/2024
2795	PC / Laptop	completed	9bf03dc4-301a-4dd2-ba0f-48bb5b76960f			13/05/2024	17:17:28	13/05/2024
2796	Phone	completed	df269e50-d76b-4507-8cbf-9813585724c7			13/05/2024	17:22:04	13/05/2024
2797	Phone	completed	5b03e14a-a958-4513-9188-2234a0990d38			13/05/2024	17:25:05	13/05/2024
2798	PC / Laptop	completed	b4a90b35-657d-4f1a-8127-0267e9c3bce4			13/05/2024	17:22:07	13/05/2024
2799	Phone	completed	6139064e-5488-43b1-a91f-dfd0fa35c5f8			13/05/2024	17:28:24	13/05/2024
2800	PC / Laptop	completed	dd93701c-0333-4a41-a857-97b19ef53eed			13/05/2024	17:33:37	13/05/2024
2801	Phone	completed	4207db97-3273-4df6-8697-091b8afad382			13/05/2024	17:39:04	13/05/2024
2802	PC / Laptop	completed	4e849031-0ca9-44f4-9e35-285ddb630e9b			13/05/2024	17:31:17	13/05/2024
2803	PC / Laptop	completed	23eda1f8-c4b7-4608-b7bc-be5de81a5258			13/05/2024	14:18:22	13/05/2024
2804	Phone	completed	f6be13d3-8ce3-4dce-8e00-8c325301bc7d			13/05/2024	17:43:37	13/05/2024

	A	B	C	D	E	F	G	H
2805	Phone	completed	d38a07d9-92c0-4f91-bc03-e4183679476f			13/05/2024	17:47:29	13/05/2024
2806	Phone	completed	5371aba1-4901-4b0c-b271-ea999d6032f4			13/05/2024	17:41:55	13/05/2024
2807	Phone	completed	f9bb67fc-ad4a-4fff-a7cd-23dba1723aea			13/05/2024	17:53:48	13/05/2024
2808	PC / Laptop	completed	abf44c87-e8fe-4688-b3b7-23fa1a77045e			13/05/2024	17:43:36	13/05/2024
2809	Phone	completed	b6649c82-3ef1-43ce-90f3-9edd84bdb03d			13/05/2024	17:55:25	13/05/2024
2810	PC / Laptop	completed	d1690c71-5ef1-4439-99a2-189312e5a304			13/05/2024	17:45:14	13/05/2024
2811	PC / Laptop	completed	d3b7703b-d043-432e-9037-3197ab691f6a			13/05/2024	17:45:09	13/05/2024
2812	PC / Laptop	completed	247225a0-8324-4d25-9ca4-54e9ffd105ab			13/05/2024	17:18:09	13/05/2024
2813	Phone	completed	adb6b522-c256-40e5-9619-5d07d6d26536			13/05/2024	17:58:23	13/05/2024
2814	Tablet	completed	fc3fa707-f31a-4f47-860b-187ed4da4d2f			13/05/2024	17:47:06	13/05/2024
2815	PC / Laptop	completed	4514936e-469f-450c-9e3b-284400d93a6a			13/05/2024	17:55:17	13/05/2024
2816	PC / Laptop	completed	7244dbb4-5eda-4377-8079-5dfcb254a63c			13/05/2024	18:02:54	13/05/2024
2817	PC / Laptop	completed	5138b5d9-c397-442a-aa9c-e0aed9d560bb			13/05/2024	17:20:32	13/05/2024
2818	Phone	completed	dc3d6044-3eb3-4997-9096-d6d2ca8d9fa3			13/05/2024	18:05:40	13/05/2024
2819	Phone	completed	199404b8-05f2-4bbe-b43b-705878528160			13/05/2024	18:07:57	13/05/2024
2820	Phone	completed	366b7738-4ac1-40d6-977b-8ce31fcb75a			13/05/2024	18:13:36	13/05/2024
2821	PC / Laptop	completed	d7b127d2-b7aa-476e-b99e-b4b5a08956ac			13/05/2024	17:23:27	13/05/2024
2822	Phone	completed	3316c2b4-ed83-4c82-ae28-432006e024e8			13/05/2024	18:21:20	13/05/2024
2823	Phone	completed	384d0c1f-4da2-464b-ab71-eae8acdfaf92			13/05/2024	18:28:21	13/05/2024
2824	Phone	completed	5a096e53-6a9d-4ec8-a663-643a61e31cee			13/05/2024	18:17:00	13/05/2024
2825	Phone	completed	044d9d01-7648-4692-babe-e52f12e00984			13/05/2024	18:30:57	13/05/2024

	A	B	C	D	E	F	G	H
2826	PC / Laptop	completed	63e33760-cbfd-45c0-be9d-6c0e22842d6e			13/05/2024	18:31:39	13/05/2024
2827	Phone	completed	8545e3d1-24c0-4b96-a353-514bae145b1f			13/05/2024	18:34:10	13/05/2024
2828	PC / Laptop	completed	eaefe820-0bdf-4bed-b723-de569f5fa607			13/05/2024	17:10:56	13/05/2024
2829	Phone	completed	a34c28f5-9acd-4f10-ace5-894551b1e53b			13/05/2024	18:40:41	13/05/2024
2830	Phone	completed	4b6169f6-b605-4b4c-b274-ab41c3c950cf			13/05/2024	18:43:07	13/05/2024
2831	PC / Laptop	completed	99dad7e7-1b3e-4201-bbd7-112f3f55027b			13/05/2024	18:07:33	13/05/2024
2832	PC / Laptop	completed	6309114f-7d2e-4523-87ab-1a2b7cc94587			13/05/2024	18:43:58	13/05/2024
2833	PC / Laptop	completed	fc2e84c-79d0-4019-8f72-3daa1eac7c02			13/05/2024	18:37:01	13/05/2024
2834	Phone	completed	55143540-92f6-4cff-89a8-3d697256284b			13/05/2024	18:42:38	13/05/2024
2835	Phone	completed	b40e37ab-ebb3-4fe0-8ee6-e3186732c9fc			13/05/2024	18:49:18	13/05/2024
2836	Phone	completed	f706455c-ffcf-4418-aeff-a5963d30a381			13/05/2024	18:40:54	13/05/2024
2837	Tablet	completed	937a1f01-368a-4c1a-918f-03260261f2d5			13/05/2024	18:35:25	13/05/2024
2838	PC / Laptop	completed	f87fe009-327f-4a92-a9b8-c7ed5810394a			13/05/2024	18:52:46	13/05/2024
2839	PC / Laptop	completed	0c88d6fc-d2a1-4fff-9ca2-43938191c6dc			13/05/2024	18:47:35	13/05/2024
2840	PC / Laptop	completed	17c0c765-b372-4584-83f2-ddaea01c7986			13/05/2024	18:52:26	13/05/2024
2841	PC / Laptop	completed	d1611a58-9734-48fe-87d4-fcb4a30cd354			13/05/2024	18:17:19	13/05/2024
2842	Phone	completed	91216dc3-df7d-4963-8a20-fbe1df291b27			13/05/2024	18:50:50	13/05/2024
2843	Phone	completed	3a3dc994-29cb-49c0-a74c-80ed78ddc2ab			13/05/2024	18:43:49	13/05/2024
2844	Phone	completed	ede41882-0811-467c-8376-5e26de3bbfe8			13/05/2024	18:57:47	13/05/2024
2845	Phone	completed	7bbefa87-41ac-48be-ac1f-15c8c0780102			13/05/2024	19:09:01	13/05/2024

	A	B	C	D	E	F	G	H
2846	Phone	completed	ef2bb8d5-0c16-4b7b-b570-0a4e3166dc74			13/05/2024	19:09:46	13/05/2024
2847	Phone	completed	892e108e-322b-4e47-9d6a-e657ca1b7329			13/05/2024	19:10:42	13/05/2024
2848	Phone	completed	30162328-a7d6-4d54-bcc3-cf61c06f0ffc			13/05/2024	19:13:15	13/05/2024
2849	Phone	completed	7456af37-3ab1-4e2d-a217-3152d1289eb2			13/05/2024	19:24:40	13/05/2024
2850	Phone	completed	fe1f33fd-5b1f-429b-bd60-af6ab9e1cf78			13/05/2024	19:29:21	13/05/2024
2851	Tablet	completed	7a13035e-a768-4427-98f6-225709137ff2			13/05/2024	19:23:52	13/05/2024
2852	Phone	completed	d0620f5b-1fe7-4290-b8d6-06460a7b57de			13/05/2024	19:30:44	13/05/2024
2853	Phone	completed	c164582c-e971-439c-ac23-aadcb167b840			13/05/2024	19:31:29	13/05/2024
2854	Phone	completed	ef5d091a-85c3-479c-92a7-24b37915a7aa			13/05/2024	19:28:34	13/05/2024
2855	Tablet	completed	650a3886-2c0a-4646-a35d-4b5e84ca50c1			13/05/2024	19:32:15	13/05/2024
2856	PC / Laptop	completed	c05f5c90-fb48-4325-bd91-3b94904ed242			13/05/2024	19:36:08	13/05/2024
2857	Phone	completed	beeb59fc-7051-4440-ba63-22ae9c17e810			13/05/2024	19:34:30	13/05/2024
2858	PC / Laptop	completed	d3c96e45-6567-49a6-be0f-78d8ecfe15e6			13/05/2024	19:30:40	13/05/2024
2859	Phone	completed	c8ff11c4-03f4-4875-b041-b45d9d9ae1e2			13/05/2024	19:37:49	13/05/2024
2860	PC / Laptop	completed	75029c9f-399f-4831-93c2-bd5332c7f08c			13/05/2024	19:35:56	13/05/2024
2861	Phone	completed	3c81f428-8b01-40ab-a0c2-a3c6f7ee2453			13/05/2024	19:37:04	13/05/2024
2862	PC / Laptop	completed	f79bf97f-bb38-4c59-8c6b-d0b196529870			13/05/2024	19:42:45	13/05/2024
2863	PC / Laptop	completed	5e3d1527-7b71-4df5-82c6-8fa895f0c62b			13/05/2024	19:47:59	13/05/2024
2864	PC / Laptop	completed	da29542f-8b4a-46ec-8ccc-0c1b1a004283			13/05/2024	19:34:31	13/05/2024
2865	Phone	completed	0fe375a8-a422-4af9-8603-0faa94ec981e			13/05/2024	19:47:48	13/05/2024
2866	PC / Laptop	completed	ca224dde-ab9a-45b0-bb09-8321539fef26			13/05/2024	19:44:37	13/05/2024
2867	PC / Laptop	completed	433b482d-b3e5-4763-a910-eecf913f23df			13/05/2024	13:37:46	13/05/2024
2868	PC / Laptop	completed	bd27de81-d5ac-4f63-8fd3-46d61b73e54f			13/05/2024	19:50:04	13/05/2024
2869	Phone	completed	6201cc6c-9793-4c2b-9e77-4798018853e3			13/05/2024	19:35:04	13/05/2024
2870	Phone	completed	e0eb289d-2406-4f3c-aa4f-269db60d551f			13/05/2024	19:50:15	13/05/2024
2871	Phone	completed	739ada8f-544c-414b-ab1d-de47140e09af			13/05/2024	19:48:57	13/05/2024
2872	PC / Laptop	completed	effe1810-3a7d-44d0-a897-62d18f688017			13/05/2024	19:51:41	13/05/2024
2873	Phone	completed	9725c436-442b-414f-83ab-4f358e2bd183			13/05/2024	19:52:24	13/05/2024
2874	Tablet	completed	ea49c295-8890-4422-a58f-5c8e0e6701bd			13/05/2024	19:44:38	13/05/2024

	A	B	C	D	E	F	G	H
2875	PC / Laptop	completed	cb67a9e3-dec9-48a4-bf0b-d8361935af00			13/05/2024	19:38:52	13/05/2024
2876	Phone	completed	d920c479-78a2-4c44-aa84-33fbf0f25037			13/05/2024	19:52:15	13/05/2024
2877	Phone	completed	058f3bc2-56bc-4728-a2fc-60cb9eef8b36			13/05/2024	20:04:56	13/05/2024
2878	Phone	completed	66241d7e-b6e4-4cc7-93b2-efd5231d37f4			13/05/2024	20:06:33	13/05/2024
2879	Phone	completed	8cefa12a-d062-45d2-971c-b45d4d117a25			13/05/2024	20:02:05	13/05/2024
2880	PC / Laptop	completed	b7548e7e-0721-46a2-8d35-39d754b03709			13/05/2024	20:13:00	13/05/2024
2881	Tablet	completed	4fcd68a8-bcba-4510-a7e4-0b6b516d93dc			13/05/2024	20:12:23	13/05/2024
2882	PC / Laptop	completed	40017fe6-e6d8-4bd4-a79a-4b531fd19895			13/05/2024	20:03:11	13/05/2024
2883	Phone	completed	72212e47-78ab-4d4e-a1a0-f8a5f75c3cac			13/05/2024	20:27:39	13/05/2024
2884	Phone	completed	5e609476-a5a8-4bad-a838-1b4fbf1b8ce6			13/05/2024	20:28:37	13/05/2024
2885	Phone	completed	689344aa-4327-418a-93b2-ac3af9b17356			13/05/2024	20:30:13	13/05/2024
2886	Phone	completed	cda9ecdb-5644-41ec-aed6-4c0d91346115			13/05/2024	20:35:18	13/05/2024
2887	Phone	completed	67589c26-794c-4038-8e80-70c7eb0e248d			13/05/2024	14:32:33	13/05/2024
2888	PC / Laptop	completed	01eb6116-7d7e-46f0-9a4d-51fc414819cd			13/05/2024	20:36:18	13/05/2024
2889	Phone	completed	bfdc4eae-8074-4e69-9a50-fd4a484d5487			13/05/2024	20:33:07	13/05/2024
2890	PC / Laptop	completed	e6ba81e6-915c-4127-9430-f620f640f7b5			13/05/2024	20:34:27	13/05/2024
2891	PC / Laptop	completed	ae9b5b53-61cf-437e-9870-4930046d92de			13/05/2024	20:41:57	13/05/2024
2892	Phone	completed	ff2aa423-a7c3-4c89-a54f-7bfb8c903aa7			13/05/2024	20:38:04	13/05/2024

	A	B	C	D	E	F	G	H
2893	PC / Laptop	completed	f697eae3-2d9c-407a-9b50-45b0fa772130			13/05/2024	13:43:46	13/05/2024
2894	Phone	completed	d00a50c0-27b5-4e44-826a-110b223f87b4			13/05/2024	20:45:26	13/05/2024
2895	PC / Laptop	completed	1dcdc792-8e77-4499-ab8c-bc63471eee3b			13/05/2024	20:39:28	13/05/2024
2896	Phone	completed	4941955a-6693-4545-a21d-bfd431e22531			13/05/2024	20:45:16	13/05/2024
2897	Phone	completed	674679c3-84c9-450f-8eae-eb8d78754ce0			13/05/2024	20:50:09	13/05/2024
2898	PC / Laptop	completed	b880d5a8-60c4-44f5-8589-1008485aa34f			13/05/2024	20:25:49	13/05/2024
2899	Phone	completed	01d13981-a49b-41cf-9e31-948b4195d4af			13/05/2024	20:52:40	13/05/2024
2900	Phone	completed	7ba4c406-8e8f-4e50-8075-adf2cf4cfb0a			13/05/2024	20:52:13	13/05/2024
2901	Phone	completed	2188bddc-a119-4f85-8fe9-d132543af1be			13/05/2024	20:53:28	13/05/2024
2902	Phone	completed	bedc94bd-4aef-463a-a503-b1d34f61e6d3			13/05/2024	20:51:37	13/05/2024
2903	Phone	completed	4aede63e-30e8-4c51-9104-65e08ba2248c			13/05/2024	20:55:53	13/05/2024
2904	PC / Laptop	completed	9ea97c90-211a-4182-a628-5c791060bd56			13/05/2024	20:51:26	13/05/2024
2905	Phone	completed	3bc5f409-81ea-40a1-bd49-4539e3bf6d3c			13/05/2024	20:59:41	13/05/2024
2906	Phone	completed	6901cc2a-c3b6-46ec-8f0a-d45b0dcf9f82			13/05/2024	20:55:18	13/05/2024
2907	Phone	completed	6efbcd60-2148-4f85-ad55-132696ffe308			13/05/2024	21:00:34	13/05/2024
2908	Phone	completed	b162f32b-faeb-432c-b0ee-8cf222c494da			13/05/2024	20:57:55	13/05/2024
2909	Phone	completed	bd4f14ad-0874-4d1d-b22d-dacbe4ad1ae1			13/05/2024	21:02:12	13/05/2024
2910	Phone	completed	54915c41-151f-4a88-99c7-0a3b54de1866			13/05/2024	20:54:06	13/05/2024
2911	Phone	completed	6c2ea4d7-4749-4d41-9ae6-95ccf6f7518c			13/05/2024	20:50:42	13/05/2024
2912	PC / Laptop	completed	3cd82584-4d31-4625-9e9b-91193542cc1b			13/05/2024	20:37:46	13/05/2024
2913	Phone	completed	2590fbad-e3e3-4b2f-8c5d-18c55d3eebb7			13/05/2024	21:06:49	13/05/2024
2914	Phone	completed	44865167-0455-4091-8311-05b460f06cfa			13/05/2024	21:07:05	13/05/2024
2915	Phone	completed	fe9e7b71-08ab-482b-91be-57b0055ca494			13/05/2024	18:25:07	13/05/2024
2916	Phone	completed	92192327-5ea9-4056-b6de-64d4657c5cf2			13/05/2024	20:54:26	13/05/2024
2917	PC / Laptop	completed	64cdf0e-05f8-47d2-be1b-26f58af928f3			13/05/2024	20:49:03	13/05/2024
2918	Phone	completed	013238fd-5fc0-4b8c-85c4-5862e9453f3f			13/05/2024	20:48:36	13/05/2024
2919	PC / Laptop	completed	e3fd0f54-bf36-47a8-b17c-103e15a7cea8			13/05/2024	21:10:04	13/05/2024

	A	B	C	D	E	F	G	H
2920	Phone	completed	d6c8a009-fc66-4dc0-acde-6efb6fd6a21d			13/05/2024	21:10:11	13/05/2024
2921	PC / Laptop	completed	5befbb74-d33c-449e-930c-f6325b5f31bd			13/05/2024	21:15:59	13/05/2024
2922	PC / Laptop	completed	db477ab7-161b-4e1c-9fa9-dfe4e085ed2a			13/05/2024	21:15:16	13/05/2024
2923	PC / Laptop	completed	2210c20c-bd07-4a8e-9792-54e8299ea43a			13/05/2024	21:14:50	13/05/2024
2924	Phone	completed	a32c034b-7d3b-4e53-83a7-e46873553bf5			13/05/2024	21:18:20	13/05/2024
2925	PC / Laptop	completed	d8e59e30-49c7-420b-bea1-72d6464ba2ae			13/05/2024	21:23:03	13/05/2024
2926	Phone	completed	c09ee1be-3e5d-4a40-b910-47bcc1be607d			13/05/2024	21:26:08	13/05/2024
2927	Phone	completed	35b1ae77-c5c7-4d17-8ebe-4eff40f275e4			13/05/2024	21:21:39	13/05/2024
2928	Phone	completed	94d336cc-83af-42ec-a08c-b1336998df90			13/05/2024	21:24:48	13/05/2024
2929	Tablet	completed	1e4880f3-f764-49ec-99ea-2b21b47a47a2			13/05/2024	21:18:46	13/05/2024
2930	PC / Laptop	completed	d9aebbf7-6d48-44cc-9636-68da7e0d19ca			13/05/2024	19:47:59	13/05/2024

	A	B	C	D	E	F	G	H
2931	Phone	completed	048caae3-07ed-4b26-8a86-a228b90a668b			13/05/2024	21:33:40	13/05/2024
2932	Phone	completed	4dfdf61b-8a63-4a8a-a33a-770260b965d6			13/05/2024	21:37:34	13/05/2024
2933	Phone	completed	55206cba-1043-4345-8824-aaf017e83d17			13/05/2024	21:35:43	13/05/2024
2934	Phone	completed	4c27ebe4-77ee-4d6b-a77e-53ca1ef875e6			13/05/2024	21:35:23	13/05/2024
2935	Tablet	completed	77ed8f51-2b81-4a0f-a507-046a21849e3c			13/05/2024	21:33:01	13/05/2024
2936	Phone	completed	4222cf87-4363-49f1-8721-443c292d686f			13/05/2024	21:37:40	13/05/2024
2937	PC / Laptop	completed	047e114d-2581-4893-9d8e-3be466ab04d4			13/05/2024	21:42:02	13/05/2024
2938	Phone	completed	8ba1dff7-6c28-4a1f-bdc9-05cd96736a62			13/05/2024	21:41:41	13/05/2024
2939	PC / Laptop	completed	72c80a0e-c6c0-4a84-b41f-fa164c4f9d95			13/05/2024	21:42:38	13/05/2024
2940	Phone	completed	def9e4d9-107e-4cfe-a31e-1a3a37e59f36			13/05/2024	21:53:53	13/05/2024
2941	PC / Laptop	completed	5ca94074-0ea2-4e5e-b30d-2cc94ba7b226			13/05/2024	21:39:20	13/05/2024
2942	Phone	completed	d08daf24-f066-4463-b01c-092af578d035			13/05/2024	21:53:32	13/05/2024
2943	Phone	completed	1c75df45-9255-495e-b96e-808b928f22b7			13/05/2024	21:59:22	13/05/2024
2944	Phone	completed	25bf646e-7cef-4b02-be5e-c8698335cf35			13/05/2024	21:57:15	13/05/2024
2945	Phone	completed	997ca315-909f-41bb-b825-a95b79d66882			13/05/2024	22:01:17	13/05/2024
2946	Phone	completed	dd1d2bb1-98e9-4396-87a5-a4661f92dcae			13/05/2024	21:23:09	13/05/2024
2947	Phone	completed	516c7a00-fa2b-4aaf-b8fc-34592024d6aa			13/05/2024	22:11:03	13/05/2024
2948	Phone	completed	645684c0-1551-4e25-b48a-109c3b23827f			13/05/2024	22:03:49	13/05/2024
2949	Phone	completed	e533155a-69fc-458f-94fe-0927981fed11			13/05/2024	22:03:53	13/05/2024
2950	Phone	completed	765ad2a9-8e71-4055-a0f9-8ca35893c027			13/05/2024	22:03:48	13/05/2024
2951	Phone	completed	081132dd-9e2e-4ec5-bbc1-42b5ac8ea0d0			13/05/2024	22:09:12	13/05/2024
2952	Tablet	completed	dd0a5877-a460-4310-8b8f-0c571a02dd61			13/05/2024	22:07:30	13/05/2024
2953	PC / Laptop	completed	51cd77b2-665e-4c69-99bf-6ef517af516e			13/05/2024	22:14:51	13/05/2024
2954	PC / Laptop	completed	60046c58-f238-4efd-9286-fcc2b82ea9f7			13/05/2024	22:22:21	13/05/2024

	A	B	C	D	E	F	G	H
2955	PC / Laptop	completed	4399c135-e715-4a5d-a49f-4bcb2734a711			13/05/2024	21:24:55	13/05/2024
2956	Phone	completed	992b1e8c-10bd-4075-b572-6d7da602586c			13/05/2024	22:26:43	13/05/2024
2957	Phone	completed	f0560df9-35cc-4bf4-9a33-bab7eaf9b850			13/05/2024	22:21:22	13/05/2024
2958	Phone	completed	ee315470-8aaa-4595-9cce-af9c41f5133e			13/05/2024	22:29:52	13/05/2024
2959	PC / Laptop	completed	27106e3d-bf91-4593-a162-b8e8d7e3baff			13/05/2024	22:31:47	13/05/2024
2960	Phone	completed	d6988975-1367-4b36-b2b1-d5ebf85b60a5			13/05/2024	22:26:07	13/05/2024
2961	PC / Laptop	completed	b54f25f4-0e9c-4ac8-ab75-b30cd1278dbe			13/05/2024	22:30:26	13/05/2024
2962	PC / Laptop	completed	56aaee26-3c97-4d27-916b-654a2437efa4			13/05/2024	16:45:44	13/05/2024
2963	PC / Laptop	completed	0921efe3-21f1-4f7d-9b08-0162352c6bb7			13/05/2024	22:32:39	13/05/2024
2964	Phone	completed	6cc3d2f8-f80b-44a2-8134-4ef0e79f8ed3			13/05/2024	22:41:05	13/05/2024

	A	B	C	D	E	F	G	H
2965	PC / Laptop	completed	fc4f5a76-d7b6-4e4e-80ef-f02d90500bcc			13/05/2024	22:30:52	13/05/2024
2966	Phone	completed	9898013b-68ad-43e4-a7d9-c29806be93df			13/05/2024	22:41:30	13/05/2024
2967	Phone	completed	9072c2fc-6701-45d9-b44a-73db0d66f0c8			13/05/2024	22:02:26	13/05/2024
2968	Phone	completed	78064b73-90fc-4cac-b3d7-77389136ccbc			13/05/2024	22:38:30	13/05/2024
2969	Phone	completed	a198a36d-7681-4acd-81d5-18e5c22848e2			13/05/2024	22:46:47	13/05/2024
2970	PC / Laptop	completed	9cb8d12b-b2ca-40ce-b8cd-59558a09e3f7			13/05/2024	22:39:45	13/05/2024
2971	PC / Laptop	completed	781b45cd-ebcf-4a92-bcad-6c3c5762cc86			13/05/2024	22:31:34	13/05/2024
2972	Phone	completed	2ecf0a97-94a5-4a06-b66d-d34825238642			13/05/2024	22:50:49	13/05/2024
2973	Phone	completed	2d63d6d4-38fd-49e0-b367-9507e38d5f44			13/05/2024	22:44:46	13/05/2024
2974	Phone	completed	6f46cd98-a6c0-4ca2-b933-287ee87106f3			13/05/2024	22:56:24	13/05/2024
2975	Phone	completed	bb2d5024-c3fa-43c8-a111-e6b7c58ae2b7			13/05/2024	22:54:56	13/05/2024
2976	Phone	completed	2b233403-c10b-4770-9242-74d1e8f18936			13/05/2024	22:59:34	13/05/2024
2977	Phone	completed	19a51089-237e-4ee6-8308-f6c563dd1e65			13/05/2024	22:57:36	13/05/2024

	A	B	C	D	E	F	G	H
2978	PC / Laptop	completed	b733013d-e558-4101-8cd7-36e52eaad806			13/05/2024	21:57:31	13/05/2024
2979	Tablet	completed	3e3be59a-e891-4045-98c8-ddb570ee8fdc			13/05/2024	22:52:34	13/05/2024
2980	Phone	completed	378ad315-9951-46b6-a034-a207d3d87aa8			13/05/2024	22:58:50	13/05/2024
2981	Tablet	completed	93e717c3-845b-4495-b913-33a237abb7c8			13/05/2024	23:01:22	13/05/2024
2982	Phone	completed	800a563a-0291-48e7-9405-452e2fddac98			13/05/2024	22:49:41	13/05/2024
2983	Phone	completed	83390ba1-4880-4179-ba10-01e10c5303a9			13/05/2024	23:03:05	13/05/2024
2984	Phone	completed	bec9c2a1-912c-4f1e-9cf7-524773f3cd0a			13/05/2024	21:21:52	13/05/2024
2985	Phone	completed	4384dd27-77fc-4fa4-bc00-a49f0c5c3004			13/05/2024	23:02:41	13/05/2024
2986	Tablet	completed	14fb35af-22ec-40f3-9df6-7fd5351cbe2e			13/05/2024	23:05:36	13/05/2024
2987	Phone	completed	c2f6b550-809c-4997-b1b0-8e8b126b639d			13/05/2024	23:08:50	13/05/2024
2988	Phone	completed	26bdde78-b7a5-402c-b9d0-57790f33d2ce			13/05/2024	23:11:15	13/05/2024
2989	PC / Laptop	completed	7dbb82c4-f984-4426-99e3-2fadcbf247e6			13/05/2024	23:11:41	13/05/2024
2990	Phone	completed	d49a037d-55b5-4272-842b-18db3e6e921e			13/05/2024	22:54:29	13/05/2024
2991	Tablet	completed	194d1d7a-b42d-4498-8dfb-b1aa6d86b347			13/05/2024	23:10:57	13/05/2024
2992	Phone	completed	511c8da1-f068-4223-b774-e37675e7551d			13/05/2024	23:06:33	13/05/2024

	A	B	C	D	E	F	G	H
2993	Phone	completed	ea435fcd-14b1-460c-8f87-2a5f3477a999			13/05/2024	23:29:59	13/05/2024
2994	Phone	completed	7389bf0a-f542-4d6d-9e97-646576c638e9			13/05/2024	23:30:41	13/05/2024
2995	Phone	completed	2e33b296-0225-433a-9270-e5089aa1a7f8			13/05/2024	23:24:26	13/05/2024
2996	Phone	completed	aaf9c914-5000-4a18-89f5-0cdca378a849			13/05/2024	23:39:04	13/05/2024
2997	PC / Laptop	completed	a489e75f-ebc1-4778-917b-c300351802ac			13/05/2024	23:44:10	13/05/2024
2998	PC / Laptop	completed	9ae87868-1958-4abb-ac78-0190b8560463			13/05/2024	23:27:46	13/05/2024
2999	Phone	completed	5e9fa2f9-d55e-46a0-96a8-c7d10a8e9a90			13/05/2024	23:20:07	13/05/2024
3000	Phone	completed	c97401b8-80d1-4325-8760-f2c6e771feb7			13/05/2024	23:45:57	13/05/2024
3001	Phone	completed	99a26631-b275-4672-8604-016bf80062ff			13/05/2024	23:53:06	13/05/2024
3002	Phone	completed	473d103b-eea0-4128-88aa-6f1e43e8069f			13/05/2024	23:56:29	13/05/2024
3003	Phone	completed	d84d9978-0672-46b9-9357-b8d378cb2f04			14/05/2024	00:45:43	14/05/2024
3004	PC / Laptop	completed	dd2ca605-c29f-4013-9b3e-1ca2b6dffaa9			14/05/2024	01:02:11	14/05/2024
3005	Phone	completed	8c5fbc5b-6048-4d41-85a7-f2ac26688b72			14/05/2024	01:59:28	14/05/2024
3006	Phone	completed	ac8f9e2b-3d47-43d4-98ee-025d7906872e			14/05/2024	06:43:57	14/05/2024
3007	Phone	completed	62bc99f7-84e6-4b0f-bb1c-1b10da157dc4			14/05/2024	06:43:52	14/05/2024
3008	Tablet	completed	b8b3915b-9a84-407d-a115-baba58012002			14/05/2024	07:20:21	14/05/2024
3009	Phone	completed	20bfee07-ad2f-4b5b-89ab-fd0a3d6ab224			14/05/2024	07:20:57	14/05/2024
3010	Phone	completed	9487c2bb-8b5a-4b03-b774-60c0d30aa28d			14/05/2024	07:22:59	14/05/2024
3011	Phone	completed	efd7505e-8f06-4eb6-9b9c-b2d61b55e647			14/05/2024	07:33:33	14/05/2024
3012	Phone	completed	5d5ed62f-4067-4be5-bb79-82d519b18e7f			14/05/2024	07:37:16	14/05/2024
3013	Phone	completed	bf7692bc-a1fd-40ac-8a30-ed2989048449			14/05/2024	07:59:16	14/05/2024
3014	Phone	completed	1375e380-c118-47df-b7dc-5a3743f18cb7			14/05/2024	08:12:35	14/05/2024
3015	Phone	completed	871012d7-2573-4031-9364-443d3c314e94			14/05/2024	08:11:23	14/05/2024
3016	Phone	completed	69262179-9c1d-4133-beb8-722772903696			14/05/2024	08:16:54	14/05/2024
3017	Phone	completed	02d0d6e0-91ca-4f85-8353-0eb3ca3f5211			14/05/2024	08:18:28	14/05/2024
3018	Phone	completed	60e78108-d178-41bc-b2dd-d54378b84d69			14/05/2024	08:54:58	14/05/2024
3019	PC / Laptop	completed	2dcfc165-e24d-42d9-8d39-36a092b6f3a6			14/05/2024	09:08:22	14/05/2024

	A	B	C	D	E	F	G	H
3020	Hard copy		HC1			14/05/2024		
3021	Hard copy		HC2			13/05/2024		

	A	B	C	D	E	F	G	H
3022	Hard copy		HC3			13/05/2024		
3023	Hard copy		HC4			08/05/2024		

	A	B	C	D	E	F	G	H
3024	Hard copy		HC5			17/05/2024		
3025	Hard copy		HC6			15/05/2024		
3026	Hard copy		HC7			17/05/2024		
3027	Hard copy		HC8			24/05/2024		

	I	J	K	L	M	N
1	ID.end	ID.time	Q1	Q2	Q3	Q4
2	Time interview ended	Duration of interview	Are you happy to proceed with the survey? Please select one	Are you completing this questionnaire as an individual or...	What is the name of the organisation that you are respond...	Which of the following best describes your organisation? ...
3	17:45:17	20.03	Yes	I am responding on behalf of an organisation		
4	18:33:18	32.25	Yes	I am responding on behalf of an organisation		
5	20:28:55	6.57	Yes	I am responding as an individual		
6	20:29:20	15.5	Yes	I am responding as an individual		
7	22:45:56	19.4	Yes	I am responding as an individual		
8	08:09:39	6.4	Yes	I am responding as an individual		
9	08:12:42	3.77	Yes	I am responding as an individual		
10	09:10:23	6.48	Yes	I am responding on behalf of an organisation		Local authority
11	09:25:42	9.47	Yes	I am responding as an individual		
12	09:39:01	17.05	Yes	I am responding as an individual		
13	09:52:07	31.6	Yes	I am responding as an individual		
14	10:03:29	2.75	Yes	I am responding as an individual		
15	10:49:28	5.23	Yes	I am responding as an individual		
16	10:55:59	9.1	Yes	I am responding as an individual		
17	11:08:13	10.77	Yes	I am responding as an individual		
18	11:16:23	12.78	Yes	I am responding as an individual		
19	11:24:57	13.07	Yes	I am responding as an individual		

	I	J	K	L	M	N
20	11:28:58	4.87	Yes	I am responding as an individual		
21	11:47:50	3.08	Yes	I am responding on behalf of an organisation		Local authority
22	11:55:36	4.38	Yes	I am responding as an individual		
23	11:56:02	3.48	Yes	I am responding as an individual		
24	11:56:10	18.18	Yes	I am responding as an individual		
25	12:31:38	4.43	Yes	I am responding as an individual		
26	13:03:37	4.87	Yes	I am responding as an individual		
27	13:06:49	7.98	Yes	I am responding as an individual		
28	13:08:18	3.03	Yes	I am responding as an individual		
29	13:22:13	4.45	Yes	I am responding as an individual		
30	13:25:25	8.95	Yes	I am responding as an individual		
31	13:26:14	3.38	Yes	I am responding as an individual		
32	13:26:25	10.55	Yes	I am responding as an individual		
33	13:29:31	13.28	Yes	I am responding as an individual		
34	13:42:29	11.6	Yes	I am responding as an individual		
35	13:52:54	6.85	Yes	I am responding as an individual		
36	13:55:16	5.17	Yes	I am responding as an individual		
37	14:03:28	4.63	Yes	I am responding as an individual		
38	14:06:57	2.52	Yes	I am responding as an individual		
39	14:07:25	11.32	Yes	I am responding as an individual		
40	14:10:33	5.47	Yes	I am responding as an individual		
41	14:18:57	5.25	Yes	I am responding as an individual		
42	14:21:58	6.98	Yes	I am responding as an individual		
43	14:26:55	4.13	Yes	I am responding as an individual		
44	14:27:21	13.92	Yes	I am responding as an individual		

	I	J	K	L	M	N
45	14:37:15	9.92	Yes	I am responding as an individual		
46	14:54:08	5.3	Yes	I am responding as an individual		
47	15:08:15	5.63	Yes	I am responding as an individual		
48	15:16:58	48.27	Yes	I am responding as an individual		
49	15:40:28	24.58	Yes	I am responding as an individual		
50	15:49:03	6.77	Yes	I am responding as an individual		
51	15:55:51	21.08	Yes	I am responding as an individual		
52	16:04:37	2.22	Yes	I am responding as an individual		
53	16:28:23	2.57	Yes	I am responding as an individual		
54	16:28:39	2.6	Yes	I am responding as an individual		
55	16:32:45	6.4	Yes	I am responding as an individual		
56	16:33:40	2.85	Yes	I am responding as an individual		
57	16:39:30	29.15	Yes	I am responding as an individual		
58	16:39:56	4.02	Yes	I am responding as an individual		
59	16:41:17	4.57	Yes	I am responding as an individual		
60	16:41:49	2.27	Yes	I am responding as an individual		
61	17:13:52	6.1	Yes	I am responding as an individual		
62	17:31:35	3.18	Yes	I am responding as an individual		

	I	J	K	L	M	N
63	17:39:52	9.95	Yes	I am responding as an individual		
64	17:53:31	4.15	Yes	I am responding as an individual		
65	18:06:19	5.9	Yes	I am responding as an individual		
66	18:33:28	3.85	Yes	I am responding as an individual		
67	18:39:56	4.05	Yes	I am responding as an individual		
68	18:43:22	9.37	Yes	I am responding as an individual		
69	18:47:52	4.83	Yes	I am responding as an individual		
70	18:48:40	14.23	Yes	I am responding as an individual		
71	18:53:37	10.23	Yes	I am responding as an individual		
72	18:56:06	2.78	Yes	I am responding as an individual		
73	19:03:57	7.92	Yes	I am responding as an individual		
74	19:17:56	13.57	Yes	I am responding as an individual		
75	19:48:38	10.72	Yes	I am responding as an individual		
76	19:53:42	5.77	Yes	I am responding as an individual		
77	19:58:04	4.23	Yes	I am responding as an individual		
78	20:14:05	219.6	Yes	I am responding as an individual		
79	20:23:17	13.05	Yes	I am responding as an individual		
80	20:28:43	12.15	Yes	I am responding as an individual		
81	20:29:35	10.72	Yes	I am responding as an individual		
82	20:29:46	2.75	Yes	I am responding as an individual		
83	20:32:56	4.67	Yes	I am responding as an individual		
84	20:35:48	13.4	Yes	I am responding as an individual		
85	20:36:35	1.85	Yes	I am responding as an individual		
86	20:37:33	4.88	Yes	I am responding as an individual		
87	20:51:45	23.35	Yes	I am responding as an individual		
88	20:54:00	4.02	Yes	I am responding as an individual		

	I	J	K	L	M	N
89	20:55:25	8.07	Yes	I am responding as an individual		
90	21:03:56	17.58	Yes	I am responding as an individual		
91	21:04:54	2.38	Yes	I am responding as an individual		
92	21:08:51	3.52	Yes	I am responding as an individual		
93	21:11:10	3.9	Yes	I am responding as an individual		
94	21:21:07	22.97	Yes	I am responding as an individual		
95	21:22:00	2.22	Yes	I am responding as an individual		
96	21:48:11	1.78	Yes	I am responding as an individual		
97	21:50:06	7.3	Yes	I am responding as an individual		
98	22:07:51	3.8	Yes	I am responding as an individual		
99	22:19:25	34.77	Yes	I am responding on behalf of an organisation		Other organisation
100	22:31:15	2.53	Yes	I am responding as an individual		
101	22:42:37	8.35	Yes	I am responding as an individual		
102	22:44:56	7.03	Yes	I am responding as an individual		
103	22:47:05	5.8	Yes	I am responding as an individual		
104	22:50:28	4.55	Yes	I am responding as an individual		
105	23:02:41	4.17	Yes	I am responding as an individual		
106	23:13:59	4.52	Yes	I am responding as an individual		
107	23:56:55	5.03	Yes	I am responding as an individual		
108	01:01:21	2.1	Yes	I am responding as an individual		
109	02:11:53	12.1	Yes	I am responding as an individual		
110	03:34:24	3.95	Yes	I am responding as an individual		
111	04:50:52	4.67	Yes	I am responding as an individual		

	I	J	K	L	M	N
112	05:59:29	3.82	Yes	I am responding as an individual		
113	07:17:42	14.67	Yes	I am responding as an individual		
114	08:03:04	5.9	Yes	I am responding as an individual		
115	08:55:07	4.88	Yes	I am responding as an individual		
116	09:04:06	6.02	Yes	I am responding as an individual		
117	09:12:00	3.87	Yes	I am responding as an individual		
118	09:21:59	3.73	Yes	I am responding on behalf of an organisation		Local authority
119	09:25:41	5.52	Yes	I am responding as an individual		
120	09:39:16	4.25	Yes	I am responding as an individual		
121	09:39:20	12.6	Yes	I am responding as an individual		
122	10:02:39	2.12	Yes	I am responding as an individual		
123	10:22:23	8.37	Yes	I am responding as an individual		
124	10:34:20	7.72	Yes	I am responding as an individual		
125	10:37:51	7.35	Yes	I am responding as an individual		
126	11:10:35	1.87	Yes	I am responding as an individual		
127	11:11:32	5.83	Yes	I am responding as an individual		
128	11:12:15	4.3	Yes	I am responding as an individual		
129	11:23:30	4.32	Yes	I am responding as an individual		
130	11:37:07	10.08	Yes	I am responding as an individual		
131	11:48:35	2.75	Yes	I am responding as an individual		
132	11:57:36	13.58	Yes	I am responding as an individual		
133	12:20:08	13.47	Yes	I am responding as an individual		

	I	J	K	L	M	N
134	12:32:07	3.02	Yes	I am responding as an individual		
135	12:45:50	8.72	Yes	I am responding as an individual		
136	13:16:09	11.05	Yes	I am responding as an individual		
137	13:18:49	8.03	Yes	I am responding as an individual		
138	13:30:05	16.75	Yes	I am responding as an individual		
139	13:56:48	15.73	Yes	I am responding as an individual		
140	14:01:06	17.9	Yes	I am responding as an individual		
141	14:01:12	2.38	Yes	I am responding as an individual		
142	14:03:59	6.78	Yes	I am responding as an individual		
143	14:08:56	1.37	Yes	I am responding as an individual		
144	14:11:35	4.12	Yes	I am responding as an individual		
145	14:31:17	1.85	Yes	I am responding as an individual		
146	14:44:21	19.7	Yes	I am responding as an individual		
147	14:47:10	16.4	Yes	I am responding as an individual		
148	15:07:23	3	Yes	I am responding as an individual		
149	15:58:04	3.57	Yes	I am responding as an individual		
150	16:12:38	5.32	Yes	I am responding as an individual		
151	16:19:20	13.32	Yes	I am responding on behalf of an organisation		Other organisation
152	16:20:03	2.62	Yes	I am responding as an individual		
153	16:23:46	2.4	Yes	I am responding as an individual		
154	16:23:54	2.83	Yes	I am responding as an individual		
155	16:37:34	7.33	Yes	I am responding as an individual		
156	16:48:08	2.18	Yes	I am responding as an individual		
157	16:51:39	5.82	Yes	I am responding as an individual		
158	17:22:14	4.22	Yes	I am responding as an individual		

	I	J	K	L	M	N
159	17:40:36	7.53	Yes	I am responding as an individual		
160	17:51:14	27	Yes	I am responding as an individual		
161	17:59:53	4	Yes	I am responding as an individual		
162	18:03:21	3.47	Yes	I am responding as an individual		
163	18:25:32	17.63	Yes	I am responding as an individual		
164	18:26:10	3.1	Yes	I am responding as an individual		
165	18:27:44	4.02	Yes	I am responding as an individual		
166	18:46:57	4.5	Yes	I am responding as an individual		
167	19:09:43	6.72	Yes	I am responding as an individual		
168	19:19:13	5.37	Yes	I am responding as an individual		
169	20:29:36	6.85	Yes	I am responding as an individual		
170	20:47:47	2.72	Yes	I am responding as an individual		
171	21:18:58	2.75	Yes	I am responding as an individual		
172	21:19:02	3.62	Yes	I am responding as an individual		
173	22:32:17	3.33	Yes	I am responding as an individual		
174	22:38:08	1.67	Yes	I am responding as an individual		
175	22:44:48	2.07	Yes	I am responding as an individual		
176	22:50:35	3.83	Yes	I am responding as an individual		
177	00:09:40	5.23	Yes	I am responding as an individual		
178	01:27:06	3.45	Yes	I am responding as an individual		
179	04:32:44	5.02	Yes	I am responding as an individual		
180	06:29:42	5.3	Yes	I am responding as an individual		
181	07:26:20	5.42	Yes	I am responding as an individual		
182	08:09:35	11.63	Yes	I am responding as an individual		
183	08:10:06	2.45	Yes	I am responding as an individual		
184	08:10:44	29.3	Yes	I am responding as an individual		
185	08:14:59	10.1	Yes	I am responding as an individual		

	I	J	K	L	M	N
186	08:21:50	6.53	Yes	I am responding as an individual		
187	08:22:46	3.67	Yes	I am responding as an individual		
188	08:24:18	5.72	Yes	I am responding as an individual		
189	08:35:31	2.25	Yes	I am responding as an individual		
190	08:37:49	3.1	Yes	I am responding as an individual		
191	08:45:23	2.73	Yes	I am responding as an individual		
192	08:49:03	2.97	Yes	I am responding as an individual		
193	08:55:54	3.2	Yes	I am responding as an individual		
194	09:01:00	1.97	Yes	I am responding as an individual		
195	09:06:07	2.48	Yes	I am responding as an individual		
196	09:21:50	1.62	Yes	I am responding as an individual		
197	09:22:57	4.73	Yes	I am responding as an individual		
198	09:24:49	2.4	Yes	I am responding as an individual		
199	09:25:58	7.4	Yes	I am responding as an individual		
200	09:27:30	7.9	Yes	I am responding as an individual		
201	09:28:17	34.03	Yes	I am responding on behalf of an organisation		Other organisation
202	09:30:54	6.28	Yes	I am responding as an individual		
203	09:36:53	12.5	Yes	I am responding as an individual		
204	09:38:44	2.5	Yes	I am responding as an individual		
205	09:43:30	12.92	Yes	I am responding as an individual		
206	09:45:09	4.87	Yes	I am responding as an individual		

	I	J	K	L	M	N
207	09:55:32	4.17	Yes	I am responding as an individual		
208	09:57:52	3.32	Yes	I am responding as an individual		
209	10:00:43	4.7	Yes	I am responding as an individual		
210	10:00:48	3.03	Yes	I am responding as an individual		
211	10:04:23	12.17	Yes	I am responding as an individual		
212	10:05:59	14.17	Yes	I am responding as an individual		
213	10:07:46	3.62	Yes	I am responding as an individual		
214	10:07:59	16.02	Yes	I am responding as an individual		
215	10:08:04	5.75	Yes	I am responding as an individual		
216	10:12:00	2.4	Yes	I am responding as an individual		
217	10:14:03	2.32	Yes	I am responding as an individual		
218	10:14:03	2.53	Yes	I am responding as an individual		
219	10:14:27	5.58	Yes	I am responding as an individual		
220	10:18:33	4.77	Yes	I am responding as an individual		
221	10:21:17	6.52	Yes	I am responding as an individual		
222	10:35:16	31.82	Yes	I am responding as an individual		
223	10:35:44	5.9	Yes	I am responding as an individual		
224	10:51:18	8.42	Yes	I am responding as an individual		
225	10:55:28	3.8	Yes	I am responding as an individual		
226	10:56:12	2.57	Yes	I am responding as an individual		
227	11:05:16	5.95	Yes	I am responding as an individual		
228	11:05:36	10	Yes	I am responding as an individual		
229	11:07:53	8.72	Yes	I am responding as an individual		

	I	J	K	L	M	N
230	11:09:31	6.53	Yes	I am responding as an individual		
231	11:11:08	3.6	Yes	I am responding as an individual		
232	11:13:23	2.52	Yes	I am responding as an individual		
233	11:18:57	3.17	Yes	I am responding as an individual		
234	11:25:50	13.37	Yes	I am responding as an individual		
235	11:33:31	20.08	Yes	I am responding as an individual		
236	11:35:55	9.42	Yes	I am responding as an individual		
237	11:38:26	4.95	Yes	I am responding as an individual		
238	11:43:13	22.13	Yes	I am responding as an individual		
239	11:45:11	13.45	Yes	I am responding as an individual		
240	11:47:15	7.25	Yes	I am responding as an individual		
241	11:48:23	3.08	Yes	I am responding as an individual		
242	11:50:35	2.88	Yes	I am responding as an individual		
243	11:51:01	3.63	Yes	I am responding as an individual		
244	11:51:44	8.6	Yes	I am responding as an individual		
245	11:52:08	10.07	Yes	I am responding as an individual		
246	11:52:35	11.25	Yes	I am responding as an individual		
247	11:54:14	6.73	Yes	I am responding as an individual		
248	11:59:06	4.02	Yes	I am responding as an individual		
249	12:02:30	8.7	Yes	I am responding as an individual		
250	12:02:56	2.57	Yes	I am responding as an individual		
251	12:08:07	1.87	Yes	I am responding as an individual		
252	12:08:50	6.82	Yes	I am responding as an individual		

	I	J	K	L	M	N
253	12:10:58	2.8	Yes	I am responding as an individual		
254	12:13:51	16.72	Yes	I am responding as an individual		
255	12:17:47	2.33	Yes	I am responding as an individual		
256	12:25:15	4.3	Yes	I am responding as an individual		
257	12:28:38	13.98	Yes	I am responding as an individual		
258	12:29:12	10.4	Yes	I am responding as an individual		
259	12:35:10	5.5	Yes	I am responding as an individual		
260	12:40:11	7.22	Yes	I am responding as an individual		
261	12:44:53	3.73	Yes	I am responding as an individual		
262	12:46:52	8.25	Yes	I am responding as an individual		
263	12:49:46	8.73	Yes	I am responding as an individual		
264	12:54:24	4.17	Yes	I am responding as an individual		
265	12:55:33	8.5	Yes	I am responding as an individual		
266	13:06:07	6.4	Yes	I am responding as an individual		
267	13:08:11	6.55	Yes	I am responding as an individual		
268	13:11:18	2.62	Yes	I am responding as an individual		
269	13:11:29	5.13	Yes	I am responding as an individual		
270	13:17:40	5.47	Yes	I am responding as an individual		
271	13:27:57	147.72	Yes	I am responding as an individual		
272	13:36:21	5.83	Yes	I am responding as an individual		
273	13:43:34	7.52	Yes	I am responding as an individual		

	I	J	K	L	M	N
274	13:45:35	7.03	Yes	I am responding as an individual		
275	13:55:16	11.5	Yes	I am responding as an individual		
276	13:57:07	5.17	Yes	I am responding as an individual		
277	14:02:41	2.6	Yes	I am responding as an individual		
278	14:05:07	18.28	Yes	I am responding as an individual		
279	14:17:48	6.82	Yes	I am responding as an individual		
280	15:08:06	6.15	Yes	I am responding as an individual		
281	15:08:21	32.78	Yes	I am responding as an individual		
282	15:09:52	2.72	Yes	I am responding as an individual		
283	15:10:10	2.95	Yes	I am responding as an individual		
284	15:26:48	5.37	Yes	I am responding as an individual		
285	15:30:15	9.1	Yes	I am responding as an individual		
286	15:45:23	4.8	Yes	I am responding as an individual		
287	16:07:05	27.38	Yes	I am responding as an individual		
288	16:27:24	2.68	Yes	I am responding as an individual		

	I	J	K	L	M	N
289	16:29:12	2.1	Yes	I am responding as an individual		
290	16:37:09	7.27	Yes	I am responding as an individual		
291	16:38:24	5.07	Yes	I am responding as an individual		
292	16:40:06	3.1	Yes	I am responding as an individual		
293	16:43:53	128.3	Yes	I am responding as an individual		
294	17:01:03	1.65	Yes	I am responding as an individual		
295	17:05:03	10.63	Yes	I am responding as an individual		
296	17:08:41	2.42	Yes	I am responding as an individual		
297	17:14:09	2.02	Yes	I am responding as an individual		
298	17:22:26	24.27	Yes	I am responding as an individual		
299	17:25:38	2.25	Yes	I am responding as an individual		
300	18:30:42	2.62	Yes	I am responding as an individual		
301	18:39:12	1.52	Yes	I am responding as an individual		
302	18:45:17	0.82	Yes	I am responding as an individual		
303	18:48:57	4.32	Yes	I am responding as an individual		
304	18:50:37	4.02	Yes	I am responding as an individual		
305	19:10:17	2.9	Yes	I am responding as an individual		
306	19:25:25	22.55	Yes	I am responding on behalf of an organisation		Other organisation
307	19:34:34	3.67	Yes	I am responding as an individual		
308	19:37:29	6.02	Yes	I am responding as an individual		
309	19:42:00	2	Yes	I am responding as an individual		
310	20:02:52	2.02	Yes	I am responding as an individual		
311	20:19:45	20.38	Yes	I am responding as an individual		
312	20:33:17	17.33	Yes	I am responding as an individual		
313	20:39:11	4.6	Yes	I am responding as an individual		
314	20:43:19	2.33	Yes	I am responding as an individual		
315	21:18:04	6.47	Yes	I am responding as an individual		

	I	J	K	L	M	N
316	21:56:06	4.65	Yes	I am responding as an individual		
317	22:04:49	32.7	Yes	I am responding as an individual		
318	22:21:15	11.5	Yes	I am responding as an individual		
319	22:50:00	14.08	Yes	I am responding as an individual		
320	23:04:35	7.78	Yes	I am responding as an individual		
321	23:26:34	10.15	Yes	I am responding as an individual		
322	23:29:37	2.23	Yes	I am responding as an individual		
323	23:40:00	3.45	Yes	I am responding as an individual		
324	00:03:58	11.6	Yes	I am responding as an individual		
325	00:06:42	5.28	Yes	I am responding as an individual		
326	00:19:43	6.6	Yes	I am responding as an individual		
327	00:27:39	5.02	Yes	I am responding as an individual		
328	01:44:14	2.12	Yes	I am responding as an individual		
329	04:06:39	51.53	Yes	I am responding as an individual		
330	07:05:10	14.33	Yes	I am responding as an individual		
331	08:31:01	5.45	Yes	I am responding as an individual		
332	09:12:51	9.1	Yes	I am responding as an individual		
333	09:31:13	3	Yes	I am responding as an individual		

	I	J	K	L	M	N
334	10:01:42	19.37	Yes	I am responding as an individual		
335	10:18:15	2.88	Yes	I am responding as an individual		
336	10:38:46	12.25	Yes	I am responding as an individual		
337	10:45:27	14.53	Yes	I am responding as an individual		
338	11:14:58	24.33	Yes	I am responding as an individual		
339	11:24:20	6.05	Yes	I am responding as an individual		
340	11:44:17	10.78	Yes	I am responding as an individual		
341	12:34:33	4.18	Yes	I am responding as an individual		
342	12:43:56	2.33	Yes	I am responding as an individual		
343	12:44:41	9.73	Yes	I am responding as an individual		
344	12:46:08	11.87	Yes	I am responding as an individual		
345	12:50:40	21.17	Yes	I am responding as an individual		
346	13:01:42	9.72	Yes	I am responding as an individual		

	I	J	K	L	M	N
347	13:45:49	2.77	Yes	I am responding as an individual		
348	14:33:37	3.43	Yes	I am responding as an individual		
349	15:11:41	3.8	Yes	I am responding as an individual		
350	15:33:15	4.67	Yes	I am responding as an individual		
351	17:01:29	16.42	Yes	I am responding as an individual		
352	19:40:06	3.43	Yes	I am responding as an individual		
353	19:52:00	3.28	Yes	I am responding as an individual		
354	19:53:27	14.48	Yes	I am responding as an individual		
355	20:36:41	6.23	Yes	I am responding as an individual		
356	22:16:54	11.12	Yes	I am responding as an individual		
357	22:19:06	32.43	Yes	I am responding as an individual		
358	22:59:52	21.45	Yes	I am responding as an individual		
359	09:00:45	3.22	Yes	I am responding as an individual		
360	09:59:37	9.4	Yes	I am responding as an individual		
361	10:57:13	11.3	Yes	I am responding as an individual		
362	11:15:11	16.65	Yes	I am responding as an individual		
363	11:17:10	7.35	Yes	I am responding as an individual		
364	11:45:22	7.22	Yes	I am responding as an individual		
365	12:57:19	3.65	Yes	I am responding as an individual		
366	13:28:15	8.35	Yes	I am responding as an individual		

	I	J	K	L	M	N
367	13:31:37	16.7	Yes	I am responding as an individual		
368	15:39:36	4.77	Yes	I am responding as an individual		
369	16:44:00	3.63	Yes	I am responding as an individual		
370	18:08:54	19.65	Yes	I am responding as an individual		
371	20:43:40	6.02	Yes	I am responding as an individual		
372	20:59:53	8.28	Yes	I am responding as an individual		
373	21:17:49	5.32	Yes	I am responding as an individual		
374	00:12:35	3.8	Yes	I am responding as an individual		
375	06:22:01	5.23	Yes	I am responding as an individual		
376	08:43:06	8	Yes	I am responding as an individual		
377	08:46:15	7.3	Yes	I am responding as an individual		
378	14:13:16	4.63	Yes	I am responding as an individual		
379	14:23:56	10.92	Yes	I am responding as an individual		
380	14:34:29	12.58	Yes	I am responding as an individual		
381	15:33:51	2.7	Yes	I am responding as an individual		
382	15:36:53	7.12	Yes	I am responding as an individual		
383	16:27:23	6.88	Yes	I am responding as an individual		

	I	J	K	L	M	N
384	17:04:00	34.2	Yes	I am responding as an individual		
385	17:28:48	330.38	Yes	I am responding as an individual		
386	17:59:11	2.9	Yes	I am responding as an individual		
387	18:20:50	4.55	Yes	I am responding as an individual		
388	20:52:52	10.6	Yes	I am responding as an individual		
389	22:29:17	6.53	Yes	I am responding as an individual		
390	23:44:28	1.53	Yes	I am responding as an individual		
391	23:45:13	4.17	Yes	I am responding as an individual		
392	23:49:51	9.03	Yes	I am responding as an individual		
393	23:53:01	2.33	Yes	I am responding as an individual		
394	06:44:14	4.3	Yes	I am responding as an individual		
395	06:53:19	5.47	Yes	I am responding as an individual		
396	07:15:08	3.45	Yes	I am responding as an individual		
397	09:56:22	7.6	Yes	I am responding as an individual		
398	10:08:20	4.73	Yes	I am responding as an individual		
399	12:27:38	7.5	Yes	I am responding as an individual		
400	12:47:16	8.5	Yes	I am responding as an individual		
401	13:25:14	5.78	Yes	I am responding as an individual		
402	14:33:37	10.78	Yes	I am responding as an individual		
403	14:48:33	7.5	Yes	I am responding as an individual		
404	15:10:17	4.8	Yes	I am responding as an individual		

	I	J	K	L	M	N
405	18:23:24	8.18	Yes	I am responding as an individual		
406	22:15:20	7.37	Yes	I am responding as an individual		
407	22:55:40	2.12	Yes	I am responding as an individual		
408	22:58:00	9.3	Yes	I am responding as an individual		
409	23:25:07	3.38	Yes	I am responding as an individual		
410	07:28:43	4.05	Yes	I am responding as an individual		
411	07:33:54	10.93	Yes	I am responding as an individual		
412	08:28:13	5.25	Yes	I am responding as an individual		
413	10:19:22	6.98	Yes	I am responding as an individual		
414	10:46:18	30.92	Yes	I am responding as an individual		
415	11:17:15	5.7	Yes	I am responding as an individual		
416	11:54:27	13.88	Yes	I am responding as an individual		
417	12:56:44	9.83	Yes	I am responding as an individual		

	I	J	K	L	M	N
418	14:38:48	136.45	Yes	I am responding as an individual		
419	17:54:33	2.55	Yes	I am responding as an individual		
420	18:39:34	2.27	Yes	I am responding as an individual		
421	19:29:04	3.9	Yes	I am responding as an individual		
422	19:32:12	5.17	Yes	I am responding as an individual		
423	19:33:38	5.4	Yes	I am responding as an individual		
424	20:00:42	21.7	Yes	I am responding as an individual		
425	20:18:49	3.5	Yes	I am responding as an individual		
426	20:20:49	11.77	Yes	I am responding as an individual		
427	21:20:17	2.45	Yes	I am responding as an individual		
428	21:21:23	78.2	Yes	I am responding as an individual		

	I	J	K	L	M	N
429	22:15:14	2.95	Yes	I am responding as an individual		
430	22:26:03	9.15	Yes	I am responding as an individual		
431	22:42:38	4.97	Yes	I am responding as an individual		
432	23:29:50	2.97	Yes	I am responding as an individual		
433	01:20:23	6.67	Yes	I am responding as an individual		
434	07:35:13	2.07	Yes	I am responding as an individual		
435	09:17:44	7.77	Yes	I am responding as an individual		
436	09:23:46	5.03	Yes	I am responding as an individual		
437	10:15:49	50.53	Yes	I am responding as an individual		
438	11:26:53	6.43	Yes	I am responding as an individual		
439	11:43:42	9.42	Yes	I am responding as an individual		
440	11:43:42	12.5	Yes	I am responding as an individual		
441	11:50:30	20.3	Yes	I am responding as an individual		
442	11:54:55	32.37	Yes	I am responding as an individual		
443	12:23:03	3.63	Yes	I am responding as an individual		
444	13:03:56	10.37	Yes	I am responding as an individual		
445	13:12:18	37.17	Yes	I am responding as an individual		
446	13:18:11	5.32	Yes	I am responding as an individual		
447	13:56:02	8.62	Yes	I am responding as an individual		
448	15:08:38	4.77	Yes	I am responding as an individual		
449	17:21:42	3.03	Yes	I am responding as an individual		

	I	J	K	L	M	N
450	18:44:11	8.32	Yes	I am responding as an individual		
451	19:06:34	8.82	Yes	I am responding as an individual		
452	19:14:58	3.18	Yes	I am responding as an individual		
453	20:02:30	2.4	Yes	I am responding as an individual		
454	20:52:33	4.7	Yes	I am responding as an individual		
455	22:09:17	14.48	Yes	I am responding as an individual		
456	22:51:16	17.48	Yes	I am responding as an individual		
457	23:06:12	4.13	Yes	I am responding as an individual		
458	23:06:51	4.65	Yes	I am responding as an individual		
459	00:35:03	26.53	Yes	I am responding as an individual		
460	05:27:30	1.43	Yes	I am responding as an individual		
461	10:17:19	4.87	Yes	I am responding as an individual		
462	11:14:38	4.57	Yes	I am responding as an individual		
463	11:41:20	63.57	Yes	I am responding as an individual		
464	15:40:10	1.92	Yes	I am responding as an individual		
465	15:57:47	20.62	Yes	I am responding on behalf of an organisation		Other organisation
466	17:43:16	2.85	Yes	I am responding as an individual		
467	20:31:03	9	Yes	I am responding as an individual		
468	21:31:07	2.13	Yes	I am responding as an individual		
469	21:57:36	4.1	Yes	I am responding as an individual		
470	03:00:10	3.28	Yes	I am responding as an individual		
471	09:11:24	5.32	Yes	I am responding as an individual		

	I	J	K	L	M	N
472	10:35:12	10.73	Yes	I am responding as an individual		
473	11:19:08	13.32	Yes	I am responding as an individual		
474	13:30:18	6.37	Yes	I am responding as an individual		
475	14:24:55	2.48	Yes	I am responding as an individual		
476	15:13:58	2.32	Yes	I am responding as an individual		
477	15:17:10	14.33	Yes	I am responding as an individual		
478	16:15:44	2.97	Yes	I am responding as an individual		
479	16:24:49	9.67	Yes	I am responding as an individual		
480	16:44:02	4.4	Yes	I am responding as an individual		
481	17:35:12	3.63	Yes	I am responding as an individual		
482	19:18:02	21.4	Yes	I am responding as an individual		
483	21:22:23	13.75	Yes	I am responding as an individual		
484	21:38:57	16.05	Yes	I am responding as an individual		
485	22:46:35	9.32	Yes	I am responding as an individual		
486	06:45:25	2.83	Yes	I am responding as an individual		
487	07:34:50	5.18	Yes	I am responding as an individual		
488	08:26:34	19.22	Yes	I am responding as an individual		

	I	J	K	L	M	N
489	09:47:08	4.03	Yes	I am responding as an individual		
490	09:48:56	7.33	Yes	I am responding as an individual		
491	10:41:34	3.4	Yes	I am responding as an individual		
492	11:56:36	3.82	Yes	I am responding as an individual		
493	12:57:26	3.5	Yes	I am responding as an individual		
494	13:52:22	1.92	Yes	I am responding as an individual		
495	17:48:40	5.83	Yes	I am responding as an individual		
496	18:08:16	5.58	Yes	I am responding as an individual		
497	18:59:09	30.83	Yes	I am responding as an individual		
498	19:11:30	2.93	Yes	I am responding as an individual		
499	19:17:40	17.72	Yes	I am responding as an individual		
500	20:20:39	14.47	Yes	I am responding as an individual		
501	23:39:51	7.27	Yes	I am responding as an individual		
502	08:12:52	10.47	Yes	I am responding as an individual		
503	08:39:42	21.47	Yes	I am responding as an individual		
504	11:37:09	2.28	Yes	I am responding as an individual		
505	13:03:29	5.08	Yes	I am responding as an individual		
506	13:07:59	5.08	Yes	I am responding as an individual		
507	13:49:14	8.32	Yes	I am responding as an individual		
508	13:54:07	9.05	Yes	I am responding on behalf of an organisation		Other organisation
509	14:05:37	3.92	Yes	I am responding as an individual		
510	15:41:40	4.87	Yes	I am responding as an individual		
511	15:43:08	3.13	Yes	I am responding as an individual		
512	15:51:02	4.37	Yes	I am responding as an individual		

	I	J	K	L	M	N
513	16:04:23	19.08	Yes	I am responding as an individual		
514	16:08:30	39.78	Yes	I am responding as an individual		
515	16:19:19	7.9	Yes	I am responding as an individual		
516	16:21:11	4.8	Yes	I am responding as an individual		
517	16:41:10	8.02	Yes	I am responding as an individual		
518	16:42:11	4.83	Yes	I am responding as an individual		
519	16:46:20	3.23	Yes	I am responding as an individual		
520	17:06:34	7.32	Yes	I am responding as an individual		
521	17:24:07	6.05	Yes	I am responding as an individual		
522	17:25:28	40.75	Yes	I am responding as an individual		
523	17:27:42	5.88	Yes	I am responding as an individual		
524	17:29:25	4.93	Yes	I am responding as an individual		
525	17:35:15	1.98	Yes	I am responding as an individual		
526	17:37:59	2.28	Yes	I am responding as an individual		
527	17:48:31	2.58	Yes	I am responding as an individual		
528	18:01:42	2.9	Yes	I am responding as an individual		
529	18:06:20	17.15	Yes	I am responding as an individual		
530	18:07:20	8.37	Yes	I am responding as an individual		
531	18:28:54	9.47	Yes	I am responding as an individual		
532	18:38:17	4.02	Yes	I am responding as an individual		
533	18:43:19	3.75	Yes	I am responding as an individual		
534	18:44:06	2	Yes	I am responding as an individual		
535	18:56:17	4.25	Yes	I am responding as an individual		
536	19:25:50	3.67	Yes	I am responding as an individual		
537	19:30:26	3.47	Yes	I am responding as an individual		
538	19:30:58	197.67	Yes	I am responding as an individual		
539	19:48:03	1.7	Yes	I am responding as an individual		
540	19:59:41	488.32	Yes	I am responding as an individual		

	I	J	K	L	M	N
541	20:02:33	23	Yes	I am responding as an individual		
542	20:05:06	6.52	Yes	I am responding as an individual		
543	20:06:15	2.75	Yes	I am responding as an individual		
544	20:09:22	3.42	Yes	I am responding as an individual		
545	20:22:08	1.47	Yes	I am responding as an individual		
546	20:49:08	18.97	Yes	I am responding as an individual		
547	20:53:13	5.12	Yes	I am responding as an individual		
548	20:56:27	1.65	Yes	I am responding as an individual		
549	21:02:28	4.9	Yes	I am responding as an individual		
550	21:08:43	12.37	Yes	I am responding as an individual		
551	21:11:29	2.53	Yes	I am responding as an individual		
552	21:14:25	2.67	Yes	I am responding as an individual		
553	21:23:29	6.03	Yes	I am responding as an individual		
554	21:36:30	9.72	Yes	I am responding as an individual		
555	21:47:35	2.08	Yes	I am responding as an individual		
556	21:54:44	4.22	Yes	I am responding as an individual		
557	22:10:33	4.05	Yes	I am responding as an individual		
558	22:17:47	3.28	Yes	I am responding as an individual		
559	22:23:00	8.23	Yes	I am responding as an individual		
560	22:32:41	4.98	Yes	I am responding as an individual		
561	22:37:44	3.68	Yes	I am responding as an individual		
562	23:10:39	3.1	Yes	I am responding as an individual		
563	23:30:15	2.27	Yes	I am responding as an individual		
564	23:44:11	1.98	Yes	I am responding as an individual		
565	23:56:08	2.73	Yes	I am responding as an individual		
566	00:30:53	2	Yes	I am responding as an individual		
567	01:46:36	1.85	Yes	I am responding as an individual		
568	07:09:39	2.43	Yes	I am responding as an individual		
569	07:41:07	7.2	Yes	I am responding as an individual		
570	08:02:41	10.03	Yes	I am responding as an individual		
571	09:23:59	1.77	Yes	I am responding as an individual		

	I	J	K	L	M	N
572	09:31:58	13.17	Yes	I am responding as an individual		
573	09:40:35	1.35	Yes	I am responding as an individual		
574	09:41:22	2.77	Yes	I am responding as an individual		
575	09:42:28	1.73	Yes	I am responding as an individual		
576	09:43:48	1.7	Yes	I am responding as an individual		
577	09:44:20	5.18	Yes	I am responding as an individual		
578	09:44:50	2.5	Yes	I am responding as an individual		
579	09:45:02	2.8	Yes	I am responding as an individual		
580	09:45:12	5.68	Yes	I am responding as an individual		
581	09:45:28	3.77	Yes	I am responding as an individual		
582	09:45:35	3.8	Yes	I am responding as an individual		
583	09:45:41	2.35	Yes	I am responding as an individual		
584	09:45:59	6.43	Yes	I am responding as an individual		
585	09:46:05	7.18	Yes	I am responding as an individual		
586	09:46:19	2.98	Yes	I am responding as an individual		
587	09:46:27	3.82	Yes	I am responding as an individual		
588	09:46:47	3.4	Yes	I am responding as an individual		
589	09:47:15	2.33	Yes	I am responding as an individual		
590	09:47:21	7.5	Yes	I am responding as an individual		
591	09:48:12	4.27	Yes	I am responding as an individual		
592	09:48:22	4.93	Yes	I am responding as an individual		
593	09:48:23	4.87	Yes	I am responding as an individual		
594	09:48:48	1.75	Yes	I am responding as an individual		
595	09:48:58	2.03	Yes	I am responding as an individual		
596	09:49:43	5.93	Yes	I am responding as an individual		
597	09:49:46	5.83	Yes	I am responding as an individual		
598	09:50:09	2.52	Yes	I am responding as an individual		
599	09:50:34	2.97	Yes	I am responding as an individual		
600	09:50:36	2.83	Yes	I am responding as an individual		
601	09:50:37	3.43	Yes	I am responding as an individual		
602	09:50:38	5.48	Yes	I am responding as an individual		
603	09:50:46	6.72	Yes	I am responding as an individual		
604	09:50:48	3.83	Yes	I am responding as an individual		
605	09:50:55	1.82	Yes	I am responding as an individual		
606	09:50:56	2.28	Yes	I am responding as an individual		
607	09:51:05	3.28	Yes	I am responding as an individual		
608	09:51:39	7.52	Yes	I am responding as an individual		

	I	J	K	L	M	N
609	09:51:44	1.82	Yes	I am responding as an individual		
610	09:52:43	11.5	Yes	I am responding as an individual		
611	09:53:07	12.83	Yes	I am responding as an individual		
612	09:53:29	2.48	Yes	I am responding as an individual		
613	09:54:11	2.82	Yes	I am responding as an individual		
614	09:54:13	3.37	Yes	I am responding as an individual		
615	09:54:59	11.48	Yes	I am responding as an individual		
616	09:55:39	1.98	Yes	I am responding as an individual		
617	09:55:44	9.95	Yes	I am responding as an individual		
618	09:56:39	4.3	Yes	I am responding as an individual		
619	09:56:50	3.87	Yes	I am responding as an individual		
620	09:57:06	5.53	Yes	I am responding as an individual		
621	09:57:16	10.4	Yes	I am responding as an individual		
622	09:57:51	2.15	Yes	I am responding as an individual		
623	09:59:33	3.02	Yes	I am responding as an individual		
624	10:00:29	2.7	Yes	I am responding as an individual		
625	10:00:40	1.75	Yes	I am responding as an individual		
626	10:00:55	4.25	Yes	I am responding as an individual		
627	10:00:59	3.12	Yes	I am responding as an individual		
628	10:01:28	2.55	Yes	I am responding as an individual		
629	10:02:01	3.47	Yes	I am responding as an individual		
630	10:02:08	3.37	Yes	I am responding as an individual		
631	10:02:23	2.12	Yes	I am responding as an individual		
632	10:02:26	3.73	Yes	I am responding as an individual		
633	10:02:27	15.18	Yes	I am responding as an individual		
634	10:02:36	10.9	Yes	I am responding as an individual		
635	10:03:28	6.1	Yes	I am responding as an individual		
636	10:03:47	3.07	Yes	I am responding as an individual		

	I	J	K	L	M	N
637	10:04:05	17.17	Yes	I am responding as an individual		
638	10:04:08	6.55	Yes	I am responding as an individual		
639	10:04:09	6.6	Yes	I am responding as an individual		
640	10:04:34	9.55	Yes	I am responding as an individual		
641	10:04:51	5.53	Yes	I am responding as an individual		
642	10:04:55	2.92	Yes	I am responding as an individual		
643	10:05:17	4.57	Yes	I am responding as an individual		
644	10:05:30	4.5	Yes	I am responding as an individual		
645	10:06:33	12.13	Yes	I am responding as an individual		
646	10:06:43	6.58	Yes	I am responding as an individual		
647	10:06:50	1.83	Yes	I am responding as an individual		
648	10:06:56	4.92	Yes	I am responding as an individual		
649	10:06:56	9.3	Yes	I am responding as an individual		
650	10:07:32	2.53	Yes	I am responding as an individual		
651	10:07:56	4.57	Yes	I am responding as an individual		
652	10:08:39	1.63	Yes	I am responding as an individual		
653	10:09:08	2.93	Yes	I am responding as an individual		
654	10:09:18	9.5	Yes	I am responding as an individual		
655	10:10:07	10.15	Yes	I am responding as an individual		
656	10:10:30	6.75	Yes	I am responding as an individual		
657	10:10:41	5.02	Yes	I am responding as an individual		
658	10:10:51	5.22	Yes	I am responding as an individual		
659	10:12:14	5.85	Yes	I am responding as an individual		
660	10:13:04	2.03	Yes	I am responding as an individual		
661	10:14:06	23.53	Yes	I am responding as an individual		
662	10:14:28	1.67	Yes	I am responding as an individual		

	I	J	K	L	M	N
663	10:16:33	4.2	Yes	I am responding as an individual		
664	10:16:46	14.52	Yes	I am responding as an individual		
665	10:17:31	5.23	Yes	I am responding as an individual		
666	10:17:32	9.6	Yes	I am responding as an individual		
667	10:18:48	4.5	Yes	I am responding as an individual		
668	10:19:14	12.87	Yes	I am responding as an individual		
669	10:19:19	2.63	Yes	I am responding as an individual		
670	10:19:27	3.98	Yes	I am responding as an individual		
671	10:20:04	5.65	Yes	I am responding as an individual		
672	10:20:06	4.77	Yes	I am responding as an individual		
673	10:20:12	11.2	Yes	I am responding as an individual		
674	10:20:40	5.33	Yes	I am responding as an individual		
675	10:20:42	2.92	Yes	I am responding as an individual		
676	10:20:54	2.52	Yes	I am responding as an individual		
677	10:21:35	3.65	Yes	I am responding as an individual		
678	10:22:24	8.95	Yes	I am responding as an individual		
679	10:22:26	5.85	Yes	I am responding as an individual		
680	10:23:43	18.25	Yes	I am responding as an individual		
681	10:23:44	10.18	Yes	I am responding as an individual		
682	10:25:54	9.72	Yes	I am responding as an individual		
683	10:27:08	14.48	Yes	I am responding as an individual		
684	10:27:24	3.18	Yes	I am responding as an individual		
685	10:28:45	3.22	Yes	I am responding as an individual		
686	10:28:57	5.32	Yes	I am responding as an individual		
687	10:29:59	3.95	Yes	I am responding as an individual		
688	10:30:39	7.02	Yes	I am responding as an individual		
689	10:31:15	1.58	Yes	I am responding as an individual		
690	10:31:16	3.32	Yes	I am responding as an individual		
691	10:32:01	1.1	Yes	I am responding as an individual		
692	10:32:38	3.15	Yes	I am responding as an individual		
693	10:32:52	2.85	Yes	I am responding as an individual		
694	10:33:48	3.53	Yes	I am responding as an individual		
695	10:33:50	5.1	Yes	I am responding as an individual		

	I	J	K	L	M	N
696	10:33:54	8.5	Yes	I am responding as an individual		
697	10:34:32	3.87	Yes	I am responding as an individual		
698	10:34:54	2.73	Yes	I am responding as an individual		
699	10:35:26	6.8	Yes	I am responding as an individual		
700	10:36:11	4.43	Yes	I am responding as an individual		
701	10:37:14	2.5	Yes	I am responding as an individual		
702	10:37:19	7.33	Yes	I am responding as an individual		
703	10:38:16	2.25	Yes	I am responding as an individual		
704	10:38:21	2.95	Yes	I am responding as an individual		
705	10:38:50	11.12	Yes	I am responding as an individual		
706	10:38:52	7.43	Yes	I am responding as an individual		
707	10:39:25	3.45	Yes	I am responding as an individual		
708	10:39:27	5.28	Yes	I am responding as an individual		
709	10:40:11	10.95	Yes	I am responding as an individual		
710	10:40:47	19	Yes	I am responding as an individual		
711	10:41:41	4.48	Yes	I am responding as an individual		

	I	J	K	L	M	N
712	10:42:51	10.68	Yes	I am responding as an individual		
713	10:43:09	3.28	Yes	I am responding as an individual		
714	10:45:08	6.9	Yes	I am responding as an individual		
715	10:45:15	8.68	Yes	I am responding as an individual		
716	10:45:30	14.9	Yes	I am responding as an individual		
717	10:46:34	6.78	Yes	I am responding as an individual		
718	10:46:37	1.58	Yes	I am responding as an individual		
719	10:46:57	1.65	Yes	I am responding as an individual		
720	10:47:01	49.48	Yes	I am responding as an individual		
721	10:48:19	23.55	Yes	I am responding as an individual		
722	10:50:15	2.15	Yes	I am responding as an individual		
723	10:50:42	13.97	Yes	I am responding as an individual		
724	10:50:49	7.35	Yes	I am responding as an individual		
725	10:50:57	10.62	Yes	I am responding as an individual		
726	10:52:41	4.63	Yes	I am responding as an individual		
727	10:53:05	4.1	Yes	I am responding as an individual		
728	10:54:27	3.53	Yes	I am responding as an individual		
729	10:54:47	6.53	Yes	I am responding as an individual		
730	10:55:05	4.33	Yes	I am responding as an individual		
731	10:56:10	6.07	Yes	I am responding as an individual		
732	10:56:12	3.33	Yes	I am responding as an individual		
733	10:56:29	1.25	Yes	I am responding as an individual		
734	10:57:53	2.62	Yes	I am responding as an individual		
735	10:58:39	3.07	Yes	I am responding as an individual		
736	10:59:37	2.38	Yes	I am responding as an individual		
737	11:00:33	15.43	Yes	I am responding as an individual		
738	11:01:29	13.48	Yes	I am responding as an individual		
739	11:01:40	21.3	Yes	I am responding as an individual		
740	11:02:36	3.52	Yes	I am responding as an individual		
741	11:02:42	7.9	Yes	I am responding as an individual		

	I	J	K	L	M	N
742	11:03:11	2.83	Yes	I am responding as an individual		
743	11:03:25	6.98	Yes	I am responding as an individual		
744	11:07:45	12.17	Yes	I am responding as an individual		
745	11:08:14	23.05	Yes	I am responding as an individual		
746	11:11:34	1.85	Yes	I am responding as an individual		
747	11:13:03	6.55	Yes	I am responding as an individual		
748	11:15:31	4.3	Yes	I am responding as an individual		
749	11:17:02	7.02	Yes	I am responding as an individual		
750	11:18:09	5.53	Yes	I am responding as an individual		
751	11:18:12	2.45	Yes	I am responding as an individual		
752	11:18:37	4.28	Yes	I am responding as an individual		
753	11:19:11	3.45	Yes	I am responding as an individual		
754	11:20:01	4.77	Yes	I am responding as an individual		
755	11:20:14	7.3	Yes	I am responding as an individual		
756	11:20:35	4.62	Yes	I am responding as an individual		
757	11:20:55	3.67	Yes	I am responding as an individual		
758	11:24:30	2.65	Yes	I am responding as an individual		
759	11:25:27	7.95	Yes	I am responding as an individual		
760	11:28:35	4	Yes	I am responding as an individual		
761	11:29:55	2.85	Yes	I am responding as an individual		
762	11:30:24	11.92	Yes	I am responding as an individual		
763	11:31:21	3.13	Yes	I am responding as an individual		
764	11:32:11	2.42	Yes	I am responding as an individual		
765	11:32:14	4.97	Yes	I am responding as an individual		
766	11:34:17	1.8	Yes	I am responding as an individual		
767	11:35:05	5.3	Yes	I am responding as an individual		
768	11:35:25	3.38	Yes	I am responding as an individual		
769	11:39:11	8.63	Yes	I am responding as an individual		
770	11:40:37	7.27	Yes	I am responding as an individual		

	I	J	K	L	M	N
771	11:40:42	6.85	Yes	I am responding as an individual		
772	11:42:58	14.32	Yes	I am responding as an individual		
773	11:43:33	6.03	Yes	I am responding as an individual		
774	11:43:43	7.53	Yes	I am responding as an individual		
775	11:44:33	7.08	Yes	I am responding as an individual		
776	11:45:01	1.3	Yes	I am responding as an individual		
777	11:45:58	3.8	Yes	I am responding as an individual		
778	11:46:04	4.57	Yes	I am responding as an individual		
779	11:47:46	23.73	Yes	I am responding as an individual		
780	11:50:51	3.45	Yes	I am responding as an individual		
781	11:51:28	6.62	Yes	I am responding as an individual		
782	11:51:30	14.18	Yes	I am responding as an individual		
783	11:51:59	1.25	Yes	I am responding as an individual		
784	11:54:55	2.92	Yes	I am responding as an individual		
785	11:55:01	2.25	Yes	I am responding as an individual		
786	11:55:47	66.02	Yes	I am responding as an individual		
787	11:56:36	19.77	Yes	I am responding as an individual		
788	11:56:45	10.75	Yes	I am responding as an individual		
789	11:57:09	2.8	Yes	I am responding as an individual		
790	11:57:55	4.95	Yes	I am responding as an individual		
791	11:58:31	6.05	Yes	I am responding as an individual		
792	11:59:23	24.2	Yes	I am responding as an individual		
793	12:02:49	15.57	Yes	I am responding as an individual		
794	12:03:54	4.12	Yes	I am responding as an individual		
795	12:06:55	7.6	Yes	I am responding as an individual		
796	12:07:09	3.73	Yes	I am responding as an individual		

	I	J	K	L	M	N
797	12:07:14	12.4	Yes	I am responding as an individual		
798	12:07:29	32.45	Yes	I am responding as an individual		
799	12:08:26	20.85	Yes	I am responding as an individual		
800	12:09:16	4.2	Yes	I am responding as an individual		
801	12:10:41	1.42	Yes	I am responding as an individual		
802	12:11:09	17.65	Yes	I am responding as an individual		
803	12:14:39	3.95	Yes	I am responding as an individual		
804	12:16:11	4.15	Yes	I am responding as an individual		
805	12:17:49	3.2	Yes	I am responding as an individual		
806	12:18:12	4.4	Yes	I am responding as an individual		
807	12:20:33	5	Yes	I am responding as an individual		
808	12:21:47	2.55	Yes	I am responding as an individual		
809	12:22:52	4.22	Yes	I am responding as an individual		
810	12:27:45	5.48	Yes	I am responding as an individual		
811	12:28:54	17.05	Yes	I am responding as an individual		
812	12:30:36	3.93	Yes	I am responding as an individual		
813	12:32:39	7.52	Yes	I am responding as an individual		
814	12:35:02	8.88	Yes	I am responding as an individual		
815	12:36:05	4.02	Yes	I am responding as an individual		
816	12:36:19	3.57	Yes	I am responding as an individual		
817	12:38:55	2.13	Yes	I am responding as an individual		
818	12:38:59	5.53	Yes	I am responding as an individual		

	I	J	K	L	M	N
819	12:40:25	39.42	Yes	I am responding as an individual		
820	12:41:48	2.53	Yes	I am responding as an individual		
821	12:43:56	4.53	Yes	I am responding as an individual		
822	12:46:38	3.73	Yes	I am responding as an individual		
823	12:47:14	1.42	Yes	I am responding as an individual		
824	12:47:56	4.75	Yes	I am responding as an individual		
825	12:49:55	2.08	Yes	I am responding as an individual		
826	12:51:07	4.87	Yes	I am responding as an individual		
827	12:53:17	1.8	Yes	I am responding as an individual		
828	12:53:29	1.13	Yes	I am responding as an individual		
829	12:53:40	8.48	Yes	I am responding as an individual		
830	12:54:13	3.37	Yes	I am responding as an individual		
831	12:56:47	15.47	Yes	I am responding as an individual		
832	12:57:05	4.32	Yes	I am responding as an individual		
833	12:57:17	1.83	Yes	I am responding as an individual		
834	12:57:28	1.23	Yes	I am responding as an individual		
835	12:57:55	4.07	Yes	I am responding as an individual		
836	12:58:46	5.85	Yes	I am responding as an individual		
837	13:01:19	1.9	Yes	I am responding as an individual		
838	13:01:50	2.85	Yes	I am responding as an individual		
839	13:03:33	3.9	Yes	I am responding as an individual		
840	13:04:04	2.13	Yes	I am responding as an individual		
841	13:04:32	5.12	Yes	I am responding as an individual		
842	13:07:04	12.13	Yes	I am responding as an individual		
843	13:08:33	17.63	Yes	I am responding as an individual		
844	13:09:59	0.85	Yes	I am responding as an individual		
845	13:14:16	4.77	Yes	I am responding as an individual		
846	13:15:23	8.05	Yes	I am responding as an individual		
847	13:15:52	3.3	Yes	I am responding as an individual		
848	13:15:57	2.9	Yes	I am responding as an individual		

	I	J	K	L	M	N
849	13:17:19	4.63	Yes	I am responding as an individual		
850	13:18:36	2.08	Yes	I am responding as an individual		
851	13:20:42	3.37	Yes	I am responding as an individual		
852	13:23:35	12.62	Yes	I am responding as an individual		
853	13:26:30	6.25	Yes	I am responding as an individual		
854	13:27:09	6.9	Yes	I am responding as an individual		
855	13:30:26	3.9	Yes	I am responding as an individual		
856	13:31:44	25.03	Yes	I am responding as an individual		
857	13:31:49	4.92	Yes	I am responding as an individual		
858	13:33:20	3.9	Yes	I am responding as an individual		
859	13:35:11	5.1	Yes	I am responding as an individual		
860	13:42:56	3.07	Yes	I am responding as an individual		
861	13:45:57	3.6	Yes	I am responding as an individual		
862	13:48:01	3.23	Yes	I am responding as an individual		
863	13:52:28	6.37	Yes	I am responding as an individual		
864	13:53:35	3.85	Yes	I am responding as an individual		
865	13:54:12	24.05	Yes	I am responding as an individual		
866	14:00:39	1.88	No			
867	14:01:46	3.55	Yes	I am responding as an individual		
868	14:06:34	15.53	Yes	I am responding as an individual		
869	14:14:28	12.47	Yes	I am responding as an individual		
870	14:15:23	6.92	Yes	I am responding as an individual		
871	14:18:04	10.52	Yes	I am responding as an individual		
872	14:21:46	5.38	Yes	I am responding as an individual		
873	14:21:52	14.02	Yes	I am responding as an individual		
874	14:23:43	5.65	Yes	I am responding as an individual		

	I	J	K	L	M	N
875	14:23:45	4.43	Yes	I am responding as an individual		
876	14:24:00	7.25	Yes	I am responding as an individual		
877	14:29:38	9.98	Yes	I am responding as an individual		
878	14:29:40	5.77	Yes	I am responding as an individual		
879	14:30:29	4.45	Yes	I am responding as an individual		
880	14:31:49	2.1	Yes	I am responding as an individual		
881	14:33:08	14.22	Yes	I am responding as an individual		
882	14:39:58	7.62	Yes	I am responding as an individual		
883	14:40:29	8.97	Yes	I am responding as an individual		
884	14:41:46	11.32	Yes	I am responding as an individual		
885	14:42:06	2.88	Yes	I am responding as an individual		
886	14:42:34	5.55	Yes	I am responding as an individual		
887	14:43:47	5.38	Yes	I am responding as an individual		
888	14:46:13	19.9	Yes	I am responding as an individual		
889	14:53:04	6.7	Yes	I am responding as an individual		
890	14:54:41	3.37	Yes	I am responding as an individual		
891	14:56:09	3.87	Yes	I am responding as an individual		
892	14:59:25	12.35	Yes	I am responding as an individual		
893	15:03:05	6	Yes	I am responding as an individual		
894	15:04:25	0.33	No			
895	15:10:00	3.25	Yes	I am responding as an individual		
896	15:11:03	4.95	Yes	I am responding as an individual		
897	15:11:10	3.72	Yes	I am responding as an individual		
898	15:13:02	17.87	Yes	I am responding as an individual		

	I	J	K	L	M	N
899	15:14:22	18.07	Yes	I am responding as an individual		
900	15:15:24	3.45	Yes	I am responding as an individual		
901	15:17:45	7.32	Yes	I am responding as an individual		
902	15:26:30	5.8	Yes	I am responding as an individual		
903	15:28:03	7.1	Yes	I am responding as an individual		
904	15:37:49	39.63	Yes	I am responding as an individual		
905	15:39:42	1.48	Yes	I am responding as an individual		
906	15:40:16	6.22	Yes	I am responding as an individual		
907	15:46:35	1.92	Yes	I am responding as an individual		
908	15:46:37	3	Yes	I am responding as an individual		
909	15:53:20	2.92	Yes	I am responding as an individual		
910	15:53:49	2.77	Yes	I am responding as an individual		
911	15:54:05	2.15	Yes	I am responding as an individual		
912	15:57:13	4.72	Yes	I am responding as an individual		
913	15:57:41	14.67	Yes	I am responding as an individual		
914	15:59:56	25.68	Yes	I am responding as an individual		
915	16:02:33	12.9	Yes	I am responding as an individual		
916	16:02:46	4.4	Yes	I am responding as an individual		
917	16:10:51	9.75	Yes	I am responding as an individual		
918	16:19:15	2.68	Yes	I am responding as an individual		
919	16:21:07	5.18	Yes	I am responding as an individual		
920	16:24:54	7.9	Yes	I am responding as an individual		
921	16:26:15	4.62	Yes	I am responding as an individual		

	I	J	K	L	M	N
922	16:27:09	2.58	Yes	I am responding as an individual		
923	16:27:18	3.68	Yes	I am responding as an individual		
924	16:28:25	4.6	Yes	I am responding as an individual		
925	16:33:52	3.08	Yes	I am responding as an individual		
926	16:37:31	14.83	Yes	I am responding as an individual		
927	16:50:08	5.18	Yes	I am responding as an individual		
928	17:01:05	13.12	Yes	I am responding as an individual		
929	17:03:23	12.32	Yes	I am responding as an individual		
930	17:03:59	11.3	Yes	I am responding as an individual		
931	17:05:27	7.77	Yes	I am responding as an individual		
932	17:06:20	5.4	Yes	I am responding as an individual		
933	17:08:32	4.13	Yes	I am responding as an individual		
934	17:15:34	15.6	Yes	I am responding as an individual		
935	17:16:39	7.77	Yes	I am responding as an individual		
936	17:17:44	9.12	Yes	I am responding as an individual		
937	17:19:34	3.28	Yes	I am responding as an individual		
938	17:23:35	6.9	Yes	I am responding as an individual		
939	17:25:31	5.87	Yes	I am responding as an individual		
940	17:27:59	7.1	Yes	I am responding as an individual		
941	17:37:48	24.25	Yes	I am responding as an individual		
942	17:38:11	1.98	Yes	I am responding as an individual		
943	17:40:46	2.95	Yes	I am responding as an individual		

	I	J	K	L	M	N
944	17:40:48	73.22	Yes	I am responding as an individual		
945	17:48:43	27.72	Yes	I am responding as an individual		
946	17:54:09	3.03	Yes	I am responding as an individual		
947	17:56:57	3.58	Yes	I am responding as an individual		
948	17:59:33	8.6	Yes	I am responding as an individual		
949	18:09:56	2.45	Yes	I am responding as an individual		
950	18:13:59	6.35	Yes	I am responding as an individual		
951	18:22:16	17.52	Yes	I am responding as an individual		
952	18:25:38	6.52	Yes	I am responding as an individual		
953	18:31:38	1.53	Yes	I am responding as an individual		
954	18:35:45	2.42	Yes	I am responding as an individual		
955	18:36:09	9.22	Yes	I am responding as an individual		
956	18:38:21	8.72	Yes	I am responding as an individual		

	I	J	K	L	M	N
957	18:40:32	64.77	Yes	I am responding as an individual		
958	18:43:25	10.95	Yes	I am responding as an individual		
959	18:48:20	7.4	Yes	I am responding as an individual		
960	18:57:31	4.27	Yes	I am responding as an individual		
961	19:05:08	6.35	Yes	I am responding as an individual		
962	19:07:13	4.28	Yes	I am responding as an individual		
963	19:19:13	14.87	Yes	I am responding as an individual		
964	19:23:53	3.37	Yes	I am responding as an individual		
965	19:24:17	10.42	Yes	I am responding as an individual		
966	19:27:40	4.83	Yes	I am responding as an individual		
967	19:41:18	6.3	Yes	I am responding as an individual		
968	19:48:46	3.27	Yes	I am responding as an individual		
969	19:50:20	8.17	Yes	I am responding as an individual		
970	19:54:38	14.85	Yes	I am responding as an individual		
971	20:00:44	4	Yes	I am responding as an individual		
972	20:01:20	8.27	Yes	I am responding as an individual		
973	20:04:35	3.2	Yes	I am responding as an individual		
974	20:05:13	8.93	Yes	I am responding as an individual		
975	20:07:08	9.42	Yes	I am responding as an individual		
976	20:10:06	9.92	Yes	I am responding as an individual		
977	20:13:11	3.47	Yes	I am responding as an individual		

	I	J	K	L	M	N
978	20:14:43	22.48	Yes	I am responding as an individual		
979	20:17:44	32.35	Yes	I am responding as an individual		
980	20:17:46	9.42	Yes	I am responding as an individual		
981	20:18:40	2.47	Yes	I am responding as an individual		
982	20:23:10	3.4	Yes	I am responding as an individual		
983	20:25:02	19.13	Yes	I am responding as an individual		
984	20:26:37	11.65	Yes	I am responding as an individual		
985	20:45:28	8.93	Yes	I am responding as an individual		
986	20:58:03	7.82	Yes	I am responding as an individual		
987	20:59:45	18.03	Yes	I am responding as an individual		
988	21:02:41	10.82	Yes	I am responding as an individual		
989	21:14:04	7.37	Yes	I am responding as an individual		
990	21:14:18	2.63	Yes	I am responding as an individual		
991	21:22:36	3.23	Yes	I am responding as an individual		
992	21:29:20	24.95	Yes	I am responding as an individual		
993	21:29:34	8.07	Yes	I am responding as an individual		
994	21:42:59	5.8	Yes	I am responding as an individual		
995	21:44:53	3.15	Yes	I am responding as an individual		
996	21:48:44	4.03	Yes	I am responding as an individual		

	I	J	K	L	M	N
997	21:50:16	13.87	Yes	I am responding as an individual		
998	21:56:33	10.45	Yes	I am responding as an individual		
999	22:01:31	7.75	Yes	I am responding as an individual		
1000	22:06:50	4.35	Yes	I am responding as an individual		
1001	22:17:23	4.75	Yes	I am responding as an individual		
1002	22:22:12	5.82	Yes	I am responding as an individual		
1003	22:32:18	29.92	Yes	I am responding as an individual		
1004	22:44:52	10.55	Yes	I am responding as an individual		
1005	23:14:30	1.83	Yes	I am responding as an individual		
1006	23:20:36	3.43	Yes	I am responding as an individual		
1007	23:22:02	2.28	Yes	I am responding as an individual		
1008	23:27:01	3.23	Yes	I am responding as an individual		
1009	23:33:07	7.05	Yes	I am responding as an individual		
1010	23:34:48	8.08	Yes	I am responding as an individual		
1011	23:35:20	6.35	Yes	I am responding as an individual		
1012	23:35:35	2.68	Yes	I am responding as an individual		
1013	00:03:07	2.8	Yes	I am responding as an individual		
1014	00:27:23	2.55	Yes	I am responding as an individual		

	I	J	K	L	M	N
1015	01:20:27	26.25	Yes	I am responding as an individual		
1016	01:21:36	22.22	Yes	I am responding as an individual		
1017	02:16:10	4.48	Yes	I am responding as an individual		
1018	02:40:48	8.8	Yes	I am responding as an individual		
1019	05:09:50	3.98	Yes	I am responding as an individual		
1020	06:02:26	3.05	Yes	I am responding as an individual		
1021	06:14:46	3.55	Yes	I am responding as an individual		
1022	06:16:46	3.35	Yes	I am responding as an individual		
1023	06:57:33	4.9	Yes	I am responding as an individual		
1024	07:30:52	10.43	Yes	I am responding as an individual		
1025	07:40:59	8.73	Yes	I am responding as an individual		
1026	07:55:14	7.27	Yes	I am responding as an individual		
1027	07:58:12	12.72	Yes	I am responding as an individual		
1028	08:46:52	4.18	Yes	I am responding as an individual		
1029	08:52:15	3.38	Yes	I am responding as an individual		
1030	09:12:22	4.25	Yes	I am responding as an individual		
1031	09:27:03	20.68	Yes	I am responding as an individual		
1032	10:04:59	9.78	Yes	I am responding as an individual		

	I	J	K	L	M	N
1033	10:05:45	19.43	Yes	I am responding as an individual		
1034	10:05:45	7.4	Yes	I am responding as an individual		
1035	10:12:14	2.88	Yes	I am responding as an individual		
1036	10:26:01	4.67	Yes	I am responding as an individual		
1037	10:37:42	7.02	Yes	I am responding as an individual		
1038	10:40:04	3.2	Yes	I am responding as an individual		
1039	10:41:55	5.15	Yes	I am responding as an individual		
1040	10:45:19	3.43	Yes	I am responding as an individual		
1041	10:45:26	23.27	Yes	I am responding as an individual		
1042	10:50:43	3.95	Yes	I am responding as an individual		
1043	10:59:58	161.25	Yes	I am responding as an individual		
1044	11:05:58	6.55	Yes	I am responding as an individual		
1045	11:15:20	4.97	Yes	I am responding as an individual		
1046	11:31:15	3.6	Yes	I am responding on behalf of an organisation		Other organisation
1047	11:50:39	4.9	Yes	I am responding as an individual		
1048	12:16:10	3.83	Yes	I am responding as an individual		
1049	12:35:35	5.42	Yes	I am responding as an individual		
1050	12:42:48	20.55	Yes	I am responding as an individual		
1051	12:49:04	4.58	Yes	I am responding as an individual		
1052	13:16:33	1.77	Yes	I am responding as an individual		
1053	14:04:41	4.6	Yes	I am responding as an individual		
1054	15:43:11	5.77	Yes	I am responding as an individual		
1055	15:54:53	5.03	Yes	I am responding as an individual		
1056	15:55:49	22.53	Yes	I am responding as an individual		
1057	16:11:43	9.97	Yes	I am responding as an individual		

	I	J	K	L	M	N
1058	16:21:51	9.25	Yes	I am responding as an individual		
1059	16:22:22	6.23	Yes	I am responding as an individual		
1060	16:29:53	8.18	Yes	I am responding as an individual		
1061	16:48:23	35	Yes	I am responding as an individual		
1062	16:58:10	7.63	Yes	I am responding as an individual		
1063	17:01:52	3.1	Yes	I am responding as an individual		
1064	17:03:50	8.48	Yes	I am responding as an individual		
1065	17:51:57	1.35	Yes	I am responding as an individual		
1066	18:00:15	5.45	Yes	I am responding as an individual		
1067	18:53:22	5.17	Yes	I am responding as an individual		
1068	19:13:22	4.77	Yes	I am responding as an individual		
1069	19:16:05	4.57	Yes	I am responding as an individual		
1070	19:52:51	6.55	Yes	I am responding as an individual		
1071	19:58:39	127.57	Yes	I am responding as an individual		
1072	20:14:20	31.45	Yes	I am responding as an individual		
1073	20:18:37	16.87	Yes	I am responding as an individual		
1074	20:35:48	2.6	Yes	I am responding as an individual		
1075	20:45:39	3.92	Yes	I am responding as an individual		
1076	21:50:21	5.28	Yes	I am responding as an individual		
1077	21:57:40	6.05	Yes	I am responding as an individual		
1078	22:10:32	2.33	Yes	I am responding as an individual		
1079	22:11:47	1.83	Yes	I am responding as an individual		
1080	22:50:41	15.73	Yes	I am responding as an individual		

	I	J	K	L	M	N
1081	22:54:01	5.07	Yes	I am responding as an individual		
1082	23:17:43	4.18	Yes	I am responding as an individual		
1083	23:33:56	3.23	Yes	I am responding as an individual		
1084	00:35:27	22.17	Yes	I am responding as an individual		
1085	01:34:55	1.63	Yes	I am responding as an individual		
1086	08:20:48	9.48	Yes	I am responding as an individual		
1087	08:58:45	5.32	Yes	I am responding as an individual		
1088	09:41:46	1.77	Yes	I am responding as an individual		
1089	09:44:18	8.88	Yes	I am responding as an individual		
1090	09:46:40	10.72	Yes	I am responding as an individual		
1091	10:00:43	40.57	Yes	I am responding on behalf of an organisation		Other organisation
1092	10:01:17	12.83	Yes	I am responding as an individual		
1093	10:35:01	28.3	Yes	I am responding as an individual		
1094	11:17:07	10.87	Yes	I am responding as an individual		

	I	J	K	L	M	N
1095	11:38:21	54.73	Yes	I am responding as an individual		
1096	11:44:02	4.15	Yes	I am responding as an individual		
1097	11:49:06	21.77	Yes	I am responding as an individual		
1098	12:12:43	14.3	Yes	I am responding as an individual		
1099	12:24:17	19.83	Yes	I am responding as an individual		
1100	12:24:47	2978.92	Yes	I am responding as an individual		
1101	12:25:32	7.03	Yes	I am responding as an individual		
1102	12:27:20	5.32	Yes	I am responding as an individual		
1103	12:48:52	4.83	Yes	I am responding as an individual		
1104	13:03:35	9.68	Yes	I am responding as an individual		
1105	13:08:31	8.87	Yes	I am responding as an individual		
1106	13:15:51	1.63	Yes	I am responding as an individual		
1107	13:25:52	23.77	Yes	I am responding as an individual		
1108	13:30:49	4.78	Yes	I am responding as an individual		
1109	14:16:14	5.87	Yes	I am responding as an individual		
1110	14:30:34	5.93	Yes	I am responding as an individual		
1111	15:46:10	3.63	Yes	I am responding as an individual		

	I	J	K	L	M	N
1112	15:57:07	6.25	Yes	I am responding as an individual		
1113	16:06:27	4.7	Yes	I am responding as an individual		
1114	16:22:54	17.03	Yes	I am responding as an individual		
1115	16:36:56	1.78	Yes	I am responding as an individual		
1116	16:49:37	8.08	Yes	I am responding as an individual		
1117	17:45:17	5.5	Yes	I am responding as an individual		
1118	17:48:56	56.58	Yes	I am responding as an individual		
1119	17:53:04	3.42	Yes	I am responding as an individual		
1120	17:54:50	14.85	Yes	I am responding as an individual		
1121	18:05:11	12.07	Yes	I am responding as an individual		
1122	18:06:16	3.3	Yes	I am responding as an individual		
1123	18:12:43	9.78	Yes	I am responding as an individual		
1124	19:40:57	2.92	Yes	I am responding as an individual		
1125	22:18:55	8.83	Yes	I am responding as an individual		
1126	03:09:44	5.6	Yes	I am responding as an individual		
1127	06:31:11	4.12	Yes	I am responding as an individual		
1128	08:10:16	8.72	Yes	I am responding as an individual		
1129	09:21:34	3.17	Yes	I am responding as an individual		
1130	09:36:53	5.15	Yes	I am responding as an individual		
1131	09:47:26	2.9	Yes	I am responding as an individual		
1132	10:18:28	4.27	Yes	I am responding as an individual		
1133	10:32:09	2.87	Yes	I am responding as an individual		
1134	11:05:23	3.85	Yes	I am responding as an individual		
1135	11:38:07	7.45	Yes	I am responding on behalf of an organisation		Other organisation
1136	12:17:51	3.85	Yes	I am responding as an individual		
1137	12:21:22	4.67	Yes	I am responding as an individual		
1138	12:24:52	2.6	Yes	I am responding as an individual		
1139	12:27:11	8.4	Yes	I am responding as an individual		
1140	12:32:32	5.83	Yes	I am responding as an individual		

	I	J	K	L	M	N
1141	12:34:29	12.2	Yes	I am responding as an individual		
1142	12:35:00	8.85	Yes	I am responding as an individual		
1143	12:43:17	6.32	Yes	I am responding as an individual		
1144	12:57:18	5.25	Yes	I am responding as an individual		
1145	13:15:35	4.47	Yes	I am responding as an individual		
1146	13:18:26	3.62	Yes	I am responding as an individual		
1147	13:27:50	5.12	Yes	I am responding as an individual		
1148	13:40:40	15.93	Yes	I am responding as an individual		
1149	13:44:56	12.57	Yes	I am responding as an individual		
1150	13:49:49	4.17	Yes	I am responding as an individual		
1151	13:56:44	7.72	Yes	I am responding as an individual		
1152	14:09:06	22.75	Yes	I am responding as an individual		
1153	15:19:48	2.02	Yes	I am responding as an individual		
1154	15:38:21	4.35	Yes	I am responding as an individual		
1155	15:39:50	16.22	Yes	I am responding as an individual		
1156	15:46:53	4.4	Yes	I am responding as an individual		
1157	16:10:22	5.53	Yes	I am responding as an individual		
1158	17:07:05	7.05	Yes	I am responding as an individual		
1159	17:18:41	3.53	Yes	I am responding as an individual		
1160	17:22:25	11.47	Yes	I am responding as an individual		
1161	17:56:15	4.55	Yes	I am responding as an individual		
1162	18:03:16	10.18	Yes	I am responding as an individual		
1163	18:23:19	3.2	Yes	I am responding as an individual		
1164	18:33:22	4.52	Yes	I am responding as an individual		
1165	18:55:30	0.23	No			
1166	18:55:42	2.52	Yes	I am responding as an individual		
1167	20:36:43	4.47	Yes	I am responding as an individual		
1168	21:06:23	3.45	Yes	I am responding as an individual		
1169	21:11:54	3.97	Yes	I am responding as an individual		

	I	J	K	L	M	N
1170	21:14:25	10.7	Yes	I am responding as an individual		
1171	21:23:15	3.38	Yes	I am responding as an individual		
1172	21:49:13	2.1	Yes	I am responding as an individual		
1173	22:48:16	4.33	Yes	I am responding as an individual		
1174	04:38:35	8.82	Yes	I am responding as an individual		
1175	08:26:54	20.32	Yes	I am responding as an individual		
1176	09:08:45	55.13	Yes	I am responding as an individual		
1177	09:40:56	15.93	Yes	I am responding as an individual		
1178	09:56:20	13.37	Yes	I am responding as an individual		
1179	10:13:45	6.78	Yes	I am responding as an individual		
1180	10:20:31	8.63	Yes	I am responding as an individual		
1181	11:33:58	25.23	Yes	I am responding as an individual		
1182	11:37:14	5.12	Yes	I am responding as an individual		
1183	12:38:10	9.67	Yes	I am responding as an individual		
1184	13:38:24	7.75	Yes	I am responding as an individual		
1185	14:02:24	3.37	Yes	I am responding as an individual		
1186	15:04:23	4.13	Yes	I am responding as an individual		
1187	15:36:15	49.85	Yes	I am responding as an individual		
1188	15:51:49	9.47	Yes	I am responding as an individual		
1189	21:26:31	11.25	Yes	I am responding as an individual		
1190	21:35:05	7.07	Yes	I am responding as an individual		
1191	22:47:02	7.45	Yes	I am responding as an individual		
1192	10:45:41	10.18	Yes	I am responding as an individual		
1193	10:46:42	4.5	Yes	I am responding as an individual		

	I	J	K	L	M	N
1194	11:25:07	3.2	Yes	I am responding as an individual		
1195	15:19:09	3.38	Yes	I am responding as an individual		
1196	18:06:14	58.9	Yes	I am responding as an individual		
1197	18:44:02	6.73	Yes	I am responding as an individual		
1198	20:10:11	9.82	Yes	I am responding as an individual		
1199	22:56:19	7.62	Yes	I am responding as an individual		
1200	07:57:43	5.62	Yes	I am responding as an individual		
1201	08:36:02	3.48	Yes	I am responding as an individual		
1202	09:46:09	2.83	Yes	I am responding as an individual		
1203	10:25:56	5690.37	Yes	I am responding as an individual		
1204	12:25:06	9.45	Yes	I am responding as an individual		
1205	13:22:41	10.9	Yes	I am responding as an individual		
1206	13:26:14	5.77	Yes	I am responding as an individual		
1207	14:11:51	35.17	Yes	I am responding as an individual		
1208	14:14:47	2.32	Yes	I am responding as an individual		
1209	14:20:34	3.07	Yes	I am responding as an individual		
1210	14:32:02	3.5	Yes	I am responding as an individual		
1211	14:53:21	8.6	Yes	I am responding as an individual		
1212	15:07:50	3.18	Yes	I am responding as an individual		
1213	15:07:59	2.37	Yes	I am responding as an individual		
1214	15:44:40	2.92	Yes	I am responding as an individual		
1215	15:47:29	5.08	Yes	I am responding as an individual		
1216	16:01:26	4.8	Yes	I am responding as an individual		
1217	16:45:32	6.72	Yes	I am responding as an individual		

	I	J	K	L	M	N
1218	17:02:34	6.15	Yes	I am responding as an individual		
1219	17:04:52	6.23	Yes	I am responding as an individual		
1220	17:32:24	2.67	Yes	I am responding as an individual		
1221	18:08:28	2.8	Yes	I am responding as an individual		
1222	18:26:51	6.12	Yes	I am responding as an individual		
1223	18:51:14	4.45	Yes	I am responding as an individual		

	I	J	K	L	M	N
1224	18:55:05	9.78	Yes	I am responding as an individual		
1225	18:56:00	101.63	Yes	I am responding as an individual		
1226	19:30:56	3	Yes	I am responding as an individual		
1227	20:05:51	4.97	Yes	I am responding as an individual		
1228	20:19:35	7.65	Yes	I am responding as an individual		
1229	22:10:34	39.35	Yes	I am responding as an individual		
1230	22:17:50	9.45	Yes	I am responding as an individual		
1231	00:43:01	2.33	Yes	I am responding as an individual		
1232	00:46:13	96.17	Yes	I am responding as an individual		
1233	07:45:59	6.12	Yes	I am responding as an individual		
1234	08:39:18	8.8	Yes	I am responding as an individual		
1235	10:22:35	1.68	Yes	I am responding as an individual		
1236	10:33:37	8.8	Yes	I am responding as an individual		
1237	11:08:03	3.1	Yes	I am responding as an individual		
1238	11:09:10	2.15	Yes	I am responding as an individual		

	I	J	K	L	M	N
1239	11:10:29	7.05	Yes	I am responding as an individual		
1240	11:11:29	3.3	Yes	I am responding as an individual		
1241	11:12:54	2.35	Yes	I am responding as an individual		
1242	11:16:34	4.87	Yes	I am responding as an individual		
1243	11:18:02	4.67	Yes	I am responding as an individual		
1244	11:18:05	2.92	Yes	I am responding as an individual		
1245	11:19:30	4.53	Yes	I am responding as an individual		
1246	11:21:08	1.03	Yes	I am responding as an individual		
1247	11:32:14	11.25	Yes	I am responding as an individual		
1248	11:36:15	2.28	Yes	I am responding as an individual		
1249	11:37:13	9.52	Yes	I am responding as an individual		
1250	11:37:38	6.9	Yes	I am responding as an individual		
1251	11:39:25	7.08	Yes	I am responding as an individual		
1252	11:40:54	15.95	Yes	I am responding as an individual		
1253	11:46:51	2.83	Yes	I am responding as an individual		
1254	11:52:56	7.22	Yes	I am responding as an individual		
1255	11:52:59	5.72	Yes	I am responding as an individual		
1256	11:55:42	2.42	Yes	I am responding as an individual		
1257	12:00:10	21.38	Yes	I am responding as an individual		
1258	12:04:27	3.03	Yes	I am responding as an individual		
1259	12:04:37	16.37	Yes	I am responding as an individual		
1260	12:09:54	6.65	Yes	I am responding as an individual		
1261	12:12:41	26.62	Yes	I am responding as an individual		
1262	12:22:18	4.17	Yes	I am responding as an individual		

	I	J	K	L	M	N
1263	12:23:43	4.07	Yes	I am responding as an individual		
1264	12:41:51	4.98	Yes	I am responding as an individual		
1265	12:42:09	2.85	Yes	I am responding as an individual		
1266	12:43:30	4.75	Yes	I am responding as an individual		
1267	12:45:12	12.25	Yes	I am responding as an individual		
1268	13:03:07	21.7	Yes	I am responding as an individual		
1269	13:05:06	4.5	Yes	I am responding as an individual		
1270	13:26:43	8.07	Yes	I am responding as an individual		
1271	13:32:19	4.23	Yes	I am responding as an individual		
1272	13:38:43	4.28	Yes	I am responding as an individual		
1273	13:39:40	2.08	Yes	I am responding as an individual		
1274	13:51:59	51.85	Yes	I am responding as an individual		
1275	13:52:23	12.3	Yes	I am responding as an individual		
1276	14:13:58	17.68	Yes	I am responding as an individual		
1277	14:16:56	3.43	Yes	I am responding as an individual		
1278	14:19:20	5.93	Yes	I am responding as an individual		
1279	14:25:51	2.97	Yes	I am responding as an individual		
1280	14:37:47	2.92	Yes	I am responding as an individual		
1281	14:40:55	2.48	Yes	I am responding as an individual		
1282	14:49:47	3.6	Yes	I am responding as an individual		
1283	15:06:05	2.8	Yes	I am responding as an individual		
1284	15:10:11	4.43	Yes	I am responding as an individual		
1285	15:15:00	4.37	Yes	I am responding as an individual		
1286	15:17:44	2.12	Yes	I am responding as an individual		
1287	15:26:41	4.48	Yes	I am responding as an individual		
1288	15:39:17	13.27	Yes	I am responding as an individual		
1289	16:33:29	3.78	Yes	I am responding as an individual		
1290	16:39:49	2.4	Yes	I am responding as an individual		

	I	J	K	L	M	N
1291	16:44:57	8.43	Yes	I am responding as an individual		
1292	16:52:24	3.5	Yes	I am responding as an individual		
1293	17:00:51	2.95	Yes	I am responding as an individual		
1294	17:01:09	3.22	Yes	I am responding as an individual		
1295	17:01:55	2.3	Yes	I am responding as an individual		
1296	17:08:30	4.92	Yes	I am responding as an individual		
1297	17:08:49	3.33	Yes	I am responding as an individual		
1298	17:13:25	3.95	Yes	I am responding as an individual		
1299	17:13:47	4.62	Yes	I am responding as an individual		
1300	17:16:03	2.43	Yes	I am responding as an individual		
1301	17:20:22	5.93	Yes	I am responding as an individual		
1302	17:22:20	6.25	Yes	I am responding as an individual		
1303	17:22:46	4.02	Yes	I am responding as an individual		
1304	17:24:23	14.42	Yes	I am responding as an individual		
1305	17:42:18	3.38	Yes	I am responding as an individual		
1306	17:58:40	3.32	Yes	I am responding as an individual		
1307	18:03:18	17.05	Yes	I am responding on behalf of an organisation		Other organisation
1308	18:12:38	6.37	Yes	I am responding as an individual		
1309	18:18:02	4.67	Yes	I am responding as an individual		
1310	18:22:23	2.52	Yes	I am responding as an individual		
1311	18:25:07	4.28	Yes	I am responding as an individual		
1312	18:37:47	5.1	Yes	I am responding as an individual		
1313	18:47:09	5.77	Yes	I am responding as an individual		
1314	18:50:47	2.68	Yes	I am responding as an individual		
1315	18:54:10	15.67	Yes	I am responding as an individual		
1316	19:08:42	3.72	Yes	I am responding as an individual		
1317	19:15:47	3.08	Yes	I am responding as an individual		
1318	19:29:25	7.45	Yes	I am responding as an individual		
1319	19:31:52	2.48	Yes	I am responding as an individual		
1320	19:34:15	7.83	Yes	I am responding as an individual		
1321	19:53:11	6.18	Yes	I am responding as an individual		
1322	20:01:40	6.13	Yes	I am responding as an individual		

	I	J	K	L	M	N
1323	20:02:00	2.17	Yes	I am responding as an individual		
1324	20:17:57	4.63	Yes	I am responding as an individual		
1325	20:34:44	5.95	Yes	I am responding as an individual		
1326	20:43:32	7.13	Yes	I am responding as an individual		
1327	20:49:09	4.08	Yes	I am responding as an individual		
1328	20:53:48	5.38	Yes	I am responding as an individual		
1329	20:55:18	9.9	Yes	I am responding as an individual		
1330	21:00:24	3.53	Yes	I am responding as an individual		
1331	21:21:26	11.55	Yes	I am responding as an individual		
1332	21:27:35	2.18	Yes	I am responding as an individual		
1333	21:31:54	9.53	Yes	I am responding as an individual		
1334	21:36:42	4.73	Yes	I am responding as an individual		
1335	21:56:17	7.58	Yes	I am responding as an individual		
1336	22:05:46	3	Yes	I am responding as an individual		
1337	22:22:33	2.95	Yes	I am responding as an individual		
1338	22:22:41	16.68	Yes	I am responding as an individual		
1339	22:34:21	4.15	Yes	I am responding as an individual		
1340	22:53:48	5.45	Yes	I am responding as an individual		
1341	23:11:44	1.98	Yes	I am responding as an individual		
1342	23:13:58	8.77	Yes	I am responding as an individual		
1343	23:26:22	42.52	Yes	I am responding as an individual		
1344	01:53:30	11.33	Yes	I am responding as an individual		
1345	02:01:40	2.63	Yes	I am responding as an individual		
1346	04:01:48	5.42	Yes	I am responding as an individual		
1347	06:09:38	3	Yes	I am responding as an individual		
1348	06:26:04	6.92	Yes	I am responding as an individual		
1349	06:41:16	2.97	Yes	I am responding as an individual		
1350	07:14:18	7.97	Yes	I am responding as an individual		
1351	08:00:46	5.95	Yes	I am responding as an individual		
1352	08:15:03	3.37	Yes	I am responding as an individual		
1353	08:22:09	6.1	Yes	I am responding as an individual		
1354	08:22:11	9.28	Yes	I am responding on behalf of an organisation		Other organisation

	I	J	K	L	M	N
1355	08:53:14	8.78	Yes	I am responding as an individual		
1356	08:54:35	14.43	Yes	I am responding as an individual		
1357	09:05:06	13.7	Yes	I am responding as an individual		
1358	09:15:33	2.62	Yes	I am responding as an individual		
1359	09:22:38	6.82	Yes	I am responding as an individual		
1360	09:35:46	5.13	Yes	I am responding as an individual		
1361	09:39:43	3.18	Yes	I am responding as an individual		
1362	09:47:30	2.78	Yes	I am responding as an individual		
1363	09:59:52	3.93	Yes	I am responding as an individual		
1364	10:28:57	4.93	Yes	I am responding as an individual		
1365	10:59:51	2.78	Yes	I am responding as an individual		
1366	11:09:18	11.07	Yes	I am responding as an individual		
1367	11:09:39	3.93	Yes	I am responding as an individual		
1368	11:09:39	4.37	Yes	I am responding as an individual		
1369	11:09:58	4.63	Yes	I am responding as an individual		
1370	11:10:46	1.32	Yes	I am responding as an individual		
1371	11:24:22	3.48	Yes	I am responding as an individual		
1372	11:32:36	3.18	Yes	I am responding as an individual		
1373	11:33:48	7.38	Yes	I am responding as an individual		
1374	11:39:11	4.1	Yes	I am responding as an individual		
1375	11:42:37	19.87	Yes	I am responding as an individual		

	I	J	K	L	M	N
1376	11:43:19	9.03	Yes	I am responding as an individual		
1377	11:44:06	7.3	Yes	I am responding as an individual		
1378	11:44:29	5.45	Yes	I am responding as an individual		
1379	11:45:54	3.38	Yes	I am responding as an individual		
1380	11:46:16	4.4	Yes	I am responding as an individual		
1381	11:47:36	6.13	Yes	I am responding as an individual		
1382	11:48:01	3.48	Yes	I am responding as an individual		
1383	11:49:09	4.82	Yes	I am responding as an individual		
1384	11:49:32	2.93	Yes	I am responding as an individual		
1385	11:56:06	3.43	Yes	I am responding as an individual		
1386	11:57:41	3.08	Yes	I am responding as an individual		
1387	11:58:44	18.77	Yes	I am responding as an individual		
1388	12:01:58	2.93	Yes	I am responding as an individual		
1389	12:03:10	7.48	Yes	I am responding as an individual		
1390	12:04:28	9.73	Yes	I am responding as an individual		
1391	12:07:04	24.65	Yes	I am responding as an individual		
1392	12:08:56	10.88	Yes	I am responding as an individual		
1393	12:09:27	9.68	Yes	I am responding as an individual		
1394	12:10:05	9.18	Yes	I am responding as an individual		
1395	12:11:49	3.53	Yes	I am responding as an individual		
1396	12:15:26	36.27	Yes	I am responding as an individual		
1397	12:17:46	18.23	Yes	I am responding as an individual		
1398	12:19:34	3.17	Yes	I am responding as an individual		
1399	12:19:50	3.15	Yes	I am responding as an individual		
1400	12:19:58	4.23	Yes	I am responding as an individual		
1401	12:28:17	14.77	Yes	I am responding as an individual		
1402	12:29:14	2.65	Yes	I am responding as an individual		
1403	12:36:30	7.77	Yes	I am responding as an individual		
1404	12:36:53	12.12	Yes	I am responding as an individual		

	I	J	K	L	M	N
1405	12:41:21	8.08	Yes	I am responding as an individual		
1406	12:43:50	2.43	Yes	I am responding as an individual		
1407	12:46:02	2.18	Yes	I am responding as an individual		
1408	12:49:05	7.6	Yes	I am responding as an individual		
1409	12:53:50	7.83	Yes	I am responding as an individual		
1410	13:06:45	19.7	Yes	I am responding as an individual		
1411	13:06:52	13.25	Yes	I am responding as an individual		
1412	13:44:05	106.55	Yes	I am responding as an individual		
1413	13:44:53	10.95	Yes	I am responding as an individual		

	I	J	K	L	M	N
1414	13:49:48	9.68	Yes	I am responding as an individual		
1415	14:02:36	3.78	Yes	I am responding as an individual		
1416	14:02:45	18.98	Yes	I am responding as an individual		
1417	14:05:24	10.38	Yes	I am responding as an individual		
1418	14:10:51	2.6	Yes	I am responding as an individual		
1419	14:28:10	7.27	Yes	I am responding as an individual		
1420	14:28:51	19.37	Yes	I am responding as an individual		
1421	14:51:04	8.22	Yes	I am responding as an individual		
1422	14:52:13	4	Yes	I am responding as an individual		
1423	15:07:10	11.37	Yes	I am responding as an individual		
1424	15:18:06	2.18	Yes	I am responding as an individual		
1425	15:23:40	8.47	Yes	I am responding as an individual		
1426	15:27:24	6.72	Yes	I am responding as an individual		
1427	15:37:58	6.92	Yes	I am responding as an individual		
1428	15:39:25	3.2	Yes	I am responding as an individual		
1429	15:53:06	40.88	Yes	I am responding as an individual		
1430	16:10:05	3.82	Yes	I am responding as an individual		
1431	16:23:15	11.75	Yes	I am responding as an individual		

	I	J	K	L	M	N
1432	16:29:51	1.47	Yes	I am responding as an individual		
1433	16:33:20	17.27	Yes	I am responding as an individual		
1434	16:37:27	3.58	Yes	I am responding as an individual		
1435	17:05:40	4.4	Yes	I am responding as an individual		
1436	17:14:52	10.8	Yes	I am responding as an individual		
1437	17:19:32	3.85	Yes	I am responding as an individual		
1438	17:21:12	6.07	Yes	I am responding as an individual		
1439	17:45:32	3.38	Yes	I am responding as an individual		
1440	17:46:50	3.3	Yes	I am responding as an individual		
1441	19:42:49	7.25	Yes	I am responding as an individual		
1442	21:24:20	6.45	Yes	I am responding as an individual		
1443	22:00:27	8.57	Yes	I am responding as an individual		
1444	22:20:43	9.42	Yes	I am responding as an individual		
1445	22:48:23	17.5	Yes	I am responding as an individual		
1446	23:09:18	2.2	Yes	I am responding as an individual		
1447	00:11:44	2.13	Yes	I am responding as an individual		
1448	00:57:01	37.78	Yes	I am responding as an individual		
1449	02:51:35	2.18	Yes	I am responding as an individual		
1450	07:04:53	77.27	Yes	I am responding as an individual		
1451	07:45:42	67.48	Yes	I am responding as an individual		
1452	08:10:59	5.18	Yes	I am responding as an individual		
1453	08:28:08	3.75	Yes	I am responding as an individual		
1454	08:56:03	1.92	Yes	I am responding as an individual		
1455	08:57:26	8.8	Yes	I am responding as an individual		
1456	09:10:24	36.08	Yes	I am responding as an individual		

	I	J	K	L	M	N
1457	09:17:52	2.4	Yes	I am responding as an individual		
1458	09:32:02	3.73	Yes	I am responding as an individual		
1459	09:55:14	5.87	Yes	I am responding as an individual		
1460	09:58:54	4.58	Yes	I am responding as an individual		
1461	10:06:06	13.07	Yes	I am responding on behalf of an organisation		Other organisation
1462	10:11:38	1.77	Yes	I am responding as an individual		
1463	10:51:12	9.68	Yes	I am responding as an individual		
1464	11:14:21	29.25	Yes	I am responding as an individual		
1465	11:19:35	5.23	Yes	I am responding as an individual		
1466	11:35:10	5.7	Yes	I am responding as an individual		
1467	11:56:58	689.93	Yes	I am responding as an individual		
1468	12:00:48	13.12	Yes	I am responding as an individual		
1469	12:17:25	2.38	Yes	I am responding as an individual		
1470	12:29:07	6.13	Yes	I am responding as an individual		
1471	12:30:50	71.8	Yes	I am responding as an individual		
1472	12:35:26	3.25	Yes	I am responding as an individual		
1473	12:53:51	10.73	Yes	I am responding as an individual		

	I	J	K	L	M	N
1474	13:15:52	8.43	Yes	I am responding as an individual		
1475	13:28:51	18.68	Yes	I am responding as an individual		
1476	14:01:10	6.72	Yes	I am responding as an individual		
1477	14:03:52	6	Yes	I am responding as an individual		
1478	14:06:45	8.5	Yes	I am responding as an individual		
1479	14:36:07	3.17	Yes	I am responding as an individual		
1480	14:57:20	5.15	Yes	I am responding as an individual		
1481	15:06:51	7.58	Yes	I am responding as an individual		
1482	15:48:14	5.78	Yes	I am responding as an individual		
1483	15:50:23	8.67	Yes	I am responding as an individual		
1484	17:25:27	7.57	Yes	I am responding as an individual		
1485	18:29:07	4.77	Yes	I am responding as an individual		
1486	19:10:24	5.67	Yes	I am responding as an individual		
1487	19:32:54	6.98	Yes	I am responding as an individual		
1488	19:44:38	4.55	Yes	I am responding as an individual		
1489	20:44:20	14.02	Yes	I am responding as an individual		
1490	20:53:52	5.03	Yes	I am responding as an individual		
1491	21:19:10	6.25	Yes	I am responding as an individual		
1492	21:22:37	7.2	Yes	I am responding as an individual		
1493	21:30:48	2.72	Yes	I am responding as an individual		
1494	22:06:12	2.13	Yes	I am responding as an individual		
1495	22:19:49	17.9	Yes	I am responding as an individual		
1496	22:50:04	2.82	Yes	I am responding as an individual		

	I	J	K	L	M	N
1497	23:14:59	6.02	Yes	I am responding as an individual		
1498	08:09:24	4.85	Yes	I am responding as an individual		
1499	10:08:08	5.4	Yes	I am responding as an individual		
1500	11:33:30	6.42	Yes	I am responding as an individual		
1501	11:40:15	19.62	Yes	I am responding as an individual		
1502	12:34:13	7.88	Yes	I am responding as an individual		
1503	12:37:31	5.05	Yes	I am responding as an individual		
1504	13:37:02	1.93	Yes	I am responding as an individual		
1505	14:08:33	3.85	Yes	I am responding as an individual		
1506	14:08:51	5.43	Yes	I am responding as an individual		

	I	J	K	L	M	N
1507	15:50:39	11.33	Yes	I am responding as an individual		
1508	17:36:50	2.52	Yes	I am responding as an individual		
1509	19:22:34	2.33	Yes	I am responding as an individual		
1510	20:07:27	4.75	Yes	I am responding as an individual		
1511	20:12:31	3.67	Yes	I am responding as an individual		
1512	21:19:05	4.17	Yes	I am responding as an individual		
1513	21:20:14	8.25	Yes	I am responding as an individual		
1514	21:28:24	5.72	Yes	I am responding as an individual		
1515	21:34:18	5.65	Yes	I am responding as an individual		
1516	22:00:37	7.8	Yes	I am responding as an individual		
1517	22:05:21	6.1	Yes	I am responding as an individual		
1518	22:21:14	5.03	Yes	I am responding as an individual		
1519	22:29:50	25.93	Yes	I am responding as an individual		
1520	22:47:21	4.9	Yes	I am responding as an individual		
1521	23:22:49	10.92	Yes	I am responding as an individual		
1522	00:34:25	6.93	Yes	I am responding as an individual		
1523	00:52:39	11.57	Yes	I am responding as an individual		

	I	J	K	L	M	N
1524	01:07:33	22.43	Yes	I am responding as an individual		
1525	02:37:40	15.25	Yes	I am responding as an individual		
1526	11:23:39	4.3	Yes	I am responding as an individual		
1527	11:36:52	8.28	Yes	I am responding as an individual		
1528	11:55:47	11.23	Yes	I am responding as an individual		
1529	12:28:14	5.4	Yes	I am responding as an individual		
1530	13:46:45	6.6	Yes	I am responding as an individual		
1531	13:49:08	9.32	Yes	I am responding as an individual		
1532	14:47:25	8.3	Yes	I am responding on behalf of an organisation		Other organisation
1533	17:16:25	9.63	Yes	I am responding as an individual		
1534	18:19:01	4.97	Yes	I am responding as an individual		
1535	18:25:12	6.95	Yes	I am responding as an individual		
1536	18:30:37	35.75	Yes	I am responding as an individual		
1537	18:39:20	50.65	Yes	I am responding as an individual		
1538	23:38:35	10.78	Yes	I am responding as an individual		
1539	23:56:18	5.55	Yes	I am responding as an individual		

	I	J	K	L	M	N
1540	07:37:45	22.28	Yes	I am responding as an individual		
1541	10:13:54	19.7	Yes	I am responding as an individual		
1542	11:18:08	6.88	Yes	I am responding as an individual		
1543	14:39:55	11.65	Yes	I am responding as an individual		
1544	15:41:01	3.13	Yes	I am responding as an individual		
1545	15:55:01	415.98	Yes	I am responding as an individual		
1546	16:45:21	4.5	Yes	I am responding as an individual		
1547	21:09:47	13.87	Yes	I am responding as an individual		
1548	21:32:05	2.75	Yes	I am responding as an individual		
1549	21:55:08	8.03	Yes	I am responding as an individual		

	I	J	K	L	M	N
1550	22:09:43	8.73	Yes	I am responding as an individual		
1551	23:08:55	5.3	Yes	I am responding as an individual		
1552	23:25:51	8.5	Yes	I am responding as an individual		
1553	01:37:34	56.6	Yes	I am responding as an individual		
1554	11:32:44	33.13	Yes	I am responding as an individual		
1555	13:33:06	7.48	Yes	I am responding as an individual		
1556	14:11:50	13.6	Yes	I am responding as an individual		
1557	14:36:34	5.02	Yes	I am responding as an individual		
1558	14:58:38	7.92	Yes	I am responding as an individual		
1559	15:32:11	3.3	Yes	I am responding as an individual		
1560	15:51:07	6.33	Yes	I am responding as an individual		
1561	16:21:04	4.65	Yes	I am responding as an individual		
1562	19:52:29	4.98	Yes	I am responding as an individual		
1563	10:00:02	5.27	Yes	I am responding as an individual		
1564	10:43:02	6.98	Yes	I am responding as an individual		
1565	11:30:13	4.88	Yes	I am responding as an individual		
1566	12:15:54	14.18	Yes	I am responding as an individual		
1567	12:32:55	8.22	Yes	I am responding as an individual		
1568	12:33:30	5.77	Yes	I am responding as an individual		

	I	J	K	L	M	N
1569	12:33:51	45.7	Yes	I am responding as an individual		
1570	13:21:36	4.77	Yes	I am responding as an individual		
1571	13:39:13	7.68	Yes	I am responding as an individual		
1572	14:17:07	12.38	Yes	I am responding as an individual		
1573	14:20:22	4.13	Yes	I am responding as an individual		
1574	15:01:08	38.18	Yes	I am responding as an individual		
1575	15:18:47	13.57	Yes	I am responding as an individual		
1576	15:39:11	2.1	Yes	I am responding as an individual		
1577	15:57:59	2.02	Yes	I am responding as an individual		
1578	16:19:30	54.72	Yes	I am responding as an individual		
1579	17:43:57	4.35	Yes	I am responding as an individual		
1580	17:59:15	3.1	Yes	I am responding as an individual		
1581	18:12:19	2.43	Yes	I am responding as an individual		
1582	18:31:01	11.28	Yes	I am responding as an individual		
1583	18:59:57	3.57	Yes	I am responding as an individual		
1584	19:01:38	6.23	Yes	I am responding as an individual		
1585	19:08:44	11.28	Yes	I am responding as an individual		
1586	20:02:17	4.37	Yes	I am responding as an individual		
1587	20:03:05	8.85	Yes	I am responding as an individual		
1588	20:56:35	1.93	Yes	I am responding as an individual		
1589	21:11:17	3.25	Yes	I am responding as an individual		
1590	22:25:50	8.87	Yes	I am responding as an individual		
1591	22:49:38	6.33	Yes	I am responding as an individual		

	I	J	K	L	M	N
1592	23:11:11	48.28	Yes	I am responding as an individual		
1593	07:41:20	7.47	Yes	I am responding as an individual		
1594	08:05:49	10.32	Yes	I am responding as an individual		
1595	08:55:39	13.15	Yes	I am responding as an individual		
1596	09:58:19	3.77	Yes	I am responding as an individual		
1597	10:55:03	2.82	Yes	I am responding as an individual		
1598	10:59:51	3.03	Yes	I am responding as an individual		
1599	11:51:05	3.55	Yes	I am responding as an individual		
1600	12:03:12	15.77	Yes	I am responding as an individual		
1601	14:48:47	5.03	Yes	I am responding on behalf of an organisation		Local authority
1602	14:56:37	9.8	Yes	I am responding as an individual		
1603	15:25:57	14.18	Yes	I am responding as an individual		
1604	17:21:02	3.92	Yes	I am responding as an individual		
1605	17:34:08	13.5	Yes	I am responding as an individual		
1606	21:25:46	32.8	Yes	I am responding as an individual		
1607	22:39:58	72.5	Yes	I am responding as an individual		

	I	J	K	L	M	N
1608	08:35:34	41.6	Yes	I am responding as an individual		
1609	10:09:15	2.68	Yes	I am responding as an individual		
1610	10:23:29	11.17	Yes	I am responding as an individual		
1611	10:36:03	5.5	Yes	I am responding on behalf of an organisation		Other organisation
1612	11:07:35	4.67	Yes	I am responding as an individual		
1613	12:42:31	4.72	Yes	I am responding as an individual		
1614	14:09:48	1.83	Yes	I am responding as an individual		
1615	16:09:19	5.67	Yes	I am responding as an individual		
1616	18:18:37	4.72	Yes	I am responding as an individual		
1617	18:39:33	23.68	Yes	I am responding as an individual		
1618	19:44:50	3.37	Yes	I am responding as an individual		
1619	09:01:33	33.15	Yes	I am responding as an individual		
1620	10:15:32	4.72	Yes	I am responding as an individual		
1621	11:33:55	7.12	Yes	I am responding as an individual		
1622	11:49:48	5.25	Yes	I am responding as an individual		
1623	11:54:56	5.95	Yes	I am responding as an individual		
1624	12:03:16	19.2	Yes	I am responding as an individual		
1625	12:15:49	1.25	Yes	I am responding as an individual		
1626	12:16:34	1.55	Yes	I am responding as an individual		
1627	12:17:52	2.98	Yes	I am responding as an individual		
1628	12:20:27	2.47	Yes	I am responding as an individual		

	I	J	K	L	M	N
1629	12:20:38	2.97	Yes	I am responding as an individual		
1630	12:22:54	8.18	Yes	I am responding as an individual		
1631	12:23:31	9.25	Yes	I am responding as an individual		
1632	12:23:42	1.7	Yes	I am responding as an individual		
1633	12:23:42	1.88	Yes	I am responding as an individual		
1634	12:25:05	6.28	Yes	I am responding as an individual		
1635	12:25:40	8.7	Yes	I am responding as an individual		
1636	12:26:55	5.82	Yes	I am responding as an individual		
1637	12:27:54	5.23	Yes	I am responding as an individual		
1638	12:28:10	10.03	Yes	I am responding as an individual		
1639	12:28:37	4.53	Yes	I am responding as an individual		

	I	J	K	L	M	N
1640	12:30:37	16.85	Yes	I am responding as an individual		
1641	12:30:55	1.8	Yes	I am responding as an individual		
1642	12:33:37	3.77	Yes	I am responding as an individual		
1643	12:34:06	6.78	Yes	I am responding as an individual		
1644	12:34:15	3.92	Yes	I am responding as an individual		
1645	12:34:18	8.47	Yes	I am responding as an individual		
1646	12:34:38	19.47	Yes	I am responding as an individual		
1647	12:36:39	9.62	Yes	I am responding as an individual		
1648	12:36:58	2.58	Yes	I am responding as an individual		

	I	J	K	L	M	N
1649	12:37:50	10.13	Yes	I am responding as an individual		
1650	12:39:23	12.27	Yes	I am responding as an individual		
1651	12:40:22	2.57	Yes	I am responding as an individual		
1652	12:41:06	3.95	Yes	I am responding as an individual		
1653	12:41:27	7.03	Yes	I am responding as an individual		
1654	12:41:44	7.7	Yes	I am responding as an individual		
1655	12:43:24	3.65	Yes	I am responding as an individual		
1656	12:43:53	21.03	Yes	I am responding as an individual		
1657	12:44:06	28.92	Yes	I am responding as an individual		
1658	12:45:09	3.3	Yes	I am responding as an individual		
1659	12:46:33	5.82	Yes	I am responding as an individual		
1660	12:48:28	2.32	Yes	I am responding as an individual		
1661	12:49:20	12.57	Yes	I am responding as an individual		
1662	12:54:09	2.37	Yes	I am responding as an individual		
1663	12:54:27	5.95	Yes	I am responding as an individual		
1664	12:54:42	6.45	Yes	I am responding as an individual		
1665	12:56:21	2.95	Yes	I am responding as an individual		
1666	12:59:56	39.73	Yes	I am responding as an individual		
1667	13:02:55	1.7	Yes	I am responding as an individual		

	I	J	K	L	M	N
1668	13:03:08	25.73	Yes	I am responding as an individual		
1669	13:04:04	2.87	Yes	I am responding as an individual		
1670	13:06:33	6.48	Yes	I am responding as an individual		
1671	13:08:26	5.27	Yes	I am responding as an individual		
1672	13:14:32	8.05	Yes	I am responding as an individual		
1673	13:18:05	8.73	Yes	I am responding as an individual		
1674	13:20:35	3.18	Yes	I am responding as an individual		
1675	13:20:55	8.63	Yes	I am responding as an individual		
1676	13:22:06	2.25	Yes	I am responding as an individual		
1677	13:27:26	6.83	Yes	I am responding as an individual		

	I	J	K	L	M	N
1678	13:30:03	31.18	Yes	I am responding as an individual		
1679	13:30:47	5.18	Yes	I am responding as an individual		
1680	13:31:00	4.38	Yes	I am responding as an individual		
1681	13:34:02	3	Yes	I am responding as an individual		
1682	13:35:07	6.47	Yes	I am responding as an individual		
1683	13:40:18	5.92	Yes	I am responding as an individual		
1684	13:44:52	4.87	Yes	I am responding as an individual		
1685	13:46:26	3.43	Yes	I am responding as an individual		
1686	13:50:02	8.45	Yes	I am responding as an individual		
1687	13:51:19	4.35	Yes	I am responding as an individual		
1688	13:53:36	6.47	Yes	I am responding as an individual		
1689	13:59:10	7.43	Yes	I am responding as an individual		
1690	14:01:00	2.17	Yes	I am responding as an individual		
1691	14:07:23	3.53	Yes	I am responding as an individual		
1692	14:08:20	10.85	Yes	I am responding as an individual		
1693	14:08:34	2.73	Yes	I am responding as an individual		
1694	14:09:50	9.33	Yes	I am responding as an individual		
1695	14:10:40	6.9	Yes	I am responding as an individual		
1696	14:12:10	8.72	Yes	I am responding as an individual		
1697	14:20:01	1.92	Yes	I am responding as an individual		

	I	J	K	L	M	N
1698	14:21:52	28.77	Yes	I am responding as an individual		
1699	14:22:57	8.75	Yes	I am responding as an individual		
1700	14:27:15	2.42	Yes	I am responding as an individual		
1701	14:29:47	5.42	Yes	I am responding as an individual		
1702	14:30:07	3.48	Yes	I am responding as an individual		
1703	14:39:05	11.27	Yes	I am responding as an individual		
1704	14:45:44	7.85	Yes	I am responding as an individual		
1705	14:52:24	4.17	Yes	I am responding as an individual		
1706	14:52:42	7.02	Yes	I am responding as an individual		
1707	14:58:37	2.68	Yes	I am responding as an individual		
1708	15:02:17	3.18	Yes	I am responding as an individual		
1709	15:04:28	12.18	Yes	I am responding as an individual		
1710	15:05:03	6.08	Yes	I am responding as an individual		
1711	15:08:19	10.37	Yes	I am responding as an individual		

	I	J	K	L	M	N
1712	15:10:22	82.78	Yes	I am responding as an individual		
1713	15:13:47	9.45	Yes	I am responding as an individual		
1714	15:15:13	10.4	Yes	I am responding as an individual		
1715	15:15:55	4.25	Yes	I am responding as an individual		
1716	15:21:07	4.87	Yes	I am responding as an individual		
1717	15:23:23	12.13	Yes	I am responding as an individual		
1718	15:25:39	4.38	Yes	I am responding as an individual		
1719	15:32:21	1.98	Yes	I am responding as an individual		
1720	15:38:40	5.65	Yes	I am responding as an individual		
1721	15:47:18	12.4	Yes	I am responding as an individual		
1722	15:48:05	7.65	Yes	I am responding as an individual		
1723	15:50:19	6.82	Yes	I am responding as an individual		
1724	15:57:52	5.58	Yes	I am responding as an individual		
1725	15:59:50	4.38	Yes	I am responding as an individual		
1726	15:59:57	175.47	Yes	I am responding on behalf of an organisation		
1727	16:00:11	3.22	Yes	I am responding as an individual		

	I	J	K	L	M	N
1728	16:07:02	8.9	Yes	I am responding as an individual		
1729	16:09:44	8.85	Yes	I am responding as an individual		
1730	16:12:17	34.1	Yes	I am responding as an individual		
1731	16:12:38	2.92	Yes	I am responding as an individual		
1732	16:25:12	19.83	Yes	I am responding as an individual		
1733	16:28:28	13.1	Yes	I am responding as an individual		
1734	16:32:04	29.75	Yes	I am responding as an individual		
1735	16:37:54	7.27	Yes	I am responding as an individual		
1736	16:41:56	5.05	Yes	I am responding as an individual		
1737	16:44:12	2.92	Yes	I am responding as an individual		
1738	16:46:38	11.03	Yes	I am responding as an individual		
1739	16:55:20	9.38	Yes	I am responding as an individual		
1740	17:02:42	11.3	Yes	I am responding as an individual		
1741	17:11:16	9.32	Yes	I am responding as an individual		
1742	17:19:43	2.47	Yes	I am responding as an individual		
1743	17:23:49	17.37	Yes	I am responding as an individual		
1744	17:40:41	12.05	Yes	I am responding as an individual		
1745	17:49:42	3.33	Yes	I am responding as an individual		
1746	18:02:30	4.05	Yes	I am responding as an individual		
1747	18:06:16	11.08	Yes	I am responding as an individual		
1748	18:10:05	1.95	Yes	I am responding as an individual		
1749	18:11:50	109.03	Yes	I am responding as an individual		

	I	J	K	L	M	N
1750	18:29:22	7.7	Yes	I am responding as an individual		
1751	18:38:07	43.32	Yes	I am responding as an individual		
1752	18:51:40	8.05	Yes	I am responding as an individual		
1753	18:53:35	9.73	Yes	I am responding as an individual		
1754	19:01:13	10.05	Yes	I am responding as an individual		
1755	19:30:16	28.22	Yes	I am responding as an individual		
1756	19:39:41	26.73	Yes	I am responding as an individual		
1757	19:47:55	3.42	Yes	I am responding as an individual		
1758	19:49:17	2.7	Yes	I am responding as an individual		
1759	19:54:25	2	Yes	I am responding as an individual		
1760	20:18:04	6.03	Yes	I am responding as an individual		
1761	20:50:09	15.57	Yes	I am responding as an individual		
1762	20:52:34	2.97	Yes	I am responding as an individual		
1763	20:53:25	7.23	Yes	I am responding as an individual		
1764	21:54:33	3.78	Yes	I am responding as an individual		
1765	22:00:25	8.77	Yes	I am responding as an individual		
1766	22:08:22	7.25	Yes	I am responding as an individual		
1767	22:15:23	2.45	Yes	I am responding as an individual		
1768	22:28:02	5.43	Yes	I am responding as an individual		
1769	23:09:45	3.3	Yes	I am responding as an individual		
1770	23:20:36	11.48	Yes	I am responding as an individual		
1771	00:18:10	3.5	Yes	I am responding as an individual		
1772	00:37:06	5.13	Yes	I am responding as an individual		

	I	J	K	L	M	N
1773	02:46:28	7.23	Yes	I am responding as an individual		
1774	06:20:00	5.52	Yes	I am responding as an individual		
1775	07:31:11	4.45	Yes	I am responding as an individual		
1776	07:32:08	7.82	Yes	I am responding as an individual		
1777	08:34:32	9.08	Yes	I am responding as an individual		
1778	08:44:50	10.78	Yes	I am responding as an individual		
1779	08:57:02	8.65	Yes	I am responding as an individual		
1780	09:00:54	6.52	Yes	I am responding as an individual		
1781	09:17:29	9.77	Yes	I am responding as an individual		
1782	09:19:11	2.88	Yes	I am responding as an individual		
1783	09:22:07	16.35	Yes	I am responding as an individual		
1784	09:24:30	7.08	Yes	I am responding as an individual		
1785	09:26:32	14.55	Yes	I am responding as an individual		
1786	09:27:01	10.8	Yes	I am responding as an individual		
1787	09:28:47	5.77	Yes	I am responding as an individual		
1788	09:29:06	5.3	Yes	I am responding as an individual		
1789	09:29:38	10.4	Yes	I am responding as an individual		

	I	J	K	L	M	N
1790	09:32:37	2.3	Yes	I am responding as an individual		
1791	09:43:25	5.62	Yes	I am responding as an individual		
1792	10:07:30	9.38	Yes	I am responding as an individual		
1793	10:09:31	4.32	Yes	I am responding as an individual		
1794	10:18:01	4.52	Yes	I am responding as an individual		
1795	10:27:22	5.7	Yes	I am responding as an individual		
1796	10:30:58	11.85	Yes	I am responding as an individual		

	I	J	K	L	M	N
1797	10:43:53	11.22	Yes	I am responding as an individual		
1798	10:52:46	5.82	Yes	I am responding as an individual		
1799	11:30:46	6.25	Yes	I am responding as an individual		
1800	11:56:34	22.43	Yes	I am responding as an individual		
1801	11:56:40	11.7	Yes	I am responding as an individual		
1802	12:08:01	3.7	Yes	I am responding as an individual		
1803	12:35:42	9.13	Yes	I am responding as an individual		
1804	12:37:11	13.42	Yes	I am responding as an individual		
1805	12:45:36	28.15	Yes	I am responding as an individual		
1806	12:53:31	3.23	Yes	I am responding as an individual		
1807	13:17:38	14	Yes	I am responding as an individual		
1808	14:02:17	20.43	Yes	I am responding as an individual		
1809	14:03:57	4.35	Yes	I am responding as an individual		

	I	J	K	L	M	N
1810	14:19:22	168.88	Yes	I am responding as an individual		
1811	14:38:03	3.88	Yes	I am responding as an individual		
1812	14:46:22	5.77	Yes	I am responding as an individual		
1813	14:58:47	4.52	Yes	I am responding as an individual		
1814	16:13:48	3.92	Yes	I am responding as an individual		
1815	17:38:44	7.6	Yes	I am responding as an individual		
1816	17:39:32	2.78	Yes	I am responding as an individual		
1817	18:06:00	10.77	Yes	I am responding as an individual		
1818	19:53:59	1531.82	Yes	I am responding as an individual		
1819	20:01:27	7.97	Yes	I am responding as an individual		
1820	20:34:29	13.97	Yes	I am responding as an individual		
1821	20:39:33	2.45	Yes	I am responding as an individual		
1822	21:15:09	4.02	Yes	I am responding as an individual		
1823	22:21:30	2.58	Yes	I am responding as an individual		
1824	22:49:10	4.73	Yes	I am responding as an individual		
1825	23:44:42	4.1	Yes	I am responding as an individual		
1826	00:31:03	4.05	Yes	I am responding as an individual		
1827	00:33:50	6.07	Yes	I am responding as an individual		
1828	06:36:17	3	Yes	I am responding as an individual		
1829	07:35:22	2.92	Yes	I am responding as an individual		

	I	J	K	L	M	N
1830	07:51:26	9.72	Yes	I am responding as an individual		
1831	07:54:59	2.17	Yes	I am responding as an individual		
1832	09:09:40	2.58	Yes	I am responding as an individual		
1833	09:11:09	3.08	Yes	I am responding as an individual		
1834	09:21:46	4.82	Yes	I am responding as an individual		
1835	10:31:24	6.08	Yes	I am responding as an individual		
1836	11:22:10	4.23	Yes	I am responding as an individual		
1837	12:17:10	3.52	Yes	I am responding as an individual		

	I	J	K	L	M	N
1838	12:53:29	24.82	Yes	I am responding as an individual		
1839	12:56:10	1.78	Yes	I am responding as an individual		
1840	13:11:59	12.72	Yes	I am responding as an individual		
1841	14:20:33	1.32	Yes	I am responding as an individual		
1842	14:41:32	6.82	Yes	I am responding as an individual		
1843	15:14:04	3.27	Yes	I am responding as an individual		
1844	15:18:25	3.7	Yes	I am responding as an individual		
1845	15:21:28	3.75	Yes	I am responding as an individual		
1846	16:01:10	2.7	Yes	I am responding as an individual		
1847	16:41:23	9.12	Yes	I am responding as an individual		
1848	16:54:12	2.62	Yes	I am responding as an individual		
1849	19:41:40	2.03	Yes	I am responding as an individual		
1850	20:02:47	13.72	Yes	I am responding as an individual		
1851	20:24:35	4.08	Yes	I am responding as an individual		
1852	20:45:01	2.43	Yes	I am responding as an individual		
1853	20:51:25	6.55	Yes	I am responding as an individual		
1854	21:16:40	70.83	Yes	I am responding as an individual		
1855	21:25:42	4.87	Yes	I am responding as an individual		
1856	21:47:44	8.32	Yes	I am responding as an individual		
1857	22:05:12	16.95	Yes	I am responding as an individual		

	I	J	K	L	M	N
1858	22:37:15	9.32	Yes	I am responding as an individual		
1859	22:47:58	11.3	Yes	I am responding as an individual		
1860	22:50:42	6.62	Yes	I am responding as an individual		
1861	22:52:23	4.95	Yes	I am responding as an individual		
1862	23:10:12	2.02	Yes	I am responding as an individual		
1863	23:57:12	6.42	Yes	I am responding as an individual		
1864	00:03:20	5.33	Yes	I am responding as an individual		
1865	01:31:17	1.67	Yes	I am responding as an individual		
1866	03:26:30	4.25	Yes	I am responding as an individual		
1867	07:25:16	3.95	Yes	I am responding as an individual		
1868	07:59:46	6.13	Yes	I am responding as an individual		
1869	08:56:56	2.48	Yes	I am responding as an individual		
1870	08:57:22	2.73	Yes	I am responding as an individual		
1871	09:26:17	3.42	Yes	I am responding as an individual		
1872	09:33:33	19.45	Yes	I am responding as an individual		
1873	09:47:10	3.67	Yes	I am responding as an individual		
1874	10:48:12	2.8	Yes	I am responding as an individual		
1875	11:06:47	4.22	Yes	I am responding as an individual		
1876	11:20:32	9.28	Yes	I am responding as an individual		
1877	11:35:48	6.03	Yes	I am responding as an individual		
1878	11:45:12	3.43	Yes	I am responding as an individual		
1879	12:16:08	14.42	Yes	I am responding as an individual		
1880	13:04:27	25.02	Yes	I am responding as an individual		
1881	13:13:16	1.8	Yes	I am responding as an individual		
1882	13:13:24	8.97	Yes	I am responding as an individual		
1883	13:33:53	1.53	Yes	I am responding as an individual		

	I	J	K	L	M	N
1884	13:41:34	13.07	Yes	I am responding as an individual		
1885	13:57:03	19.78	Yes	I am responding as an individual		
1886	14:35:23	2.2	Yes	I am responding as an individual		
1887	16:14:09	5.12	Yes	I am responding as an individual		
1888	16:15:48	63.2	Yes	I am responding as an individual		
1889	16:17:56	9.27	Yes	I am responding as an individual		
1890	16:21:39	5.43	Yes	I am responding as an individual		
1891	17:46:29	3.23	Yes	I am responding as an individual		
1892	17:51:00	7.98	Yes	I am responding as an individual		
1893	18:17:41	5.25	Yes	I am responding as an individual		
1894	20:01:03	14.3	Yes	I am responding as an individual		

	I	J	K	L	M	N
1895	20:06:07	32.25	Yes	I am responding as an individual		
1896	20:08:50	6.15	Yes	I am responding as an individual		
1897	20:21:13	2.12	Yes	I am responding as an individual		
1898	21:28:45	8.32	Yes	I am responding as an individual		
1899	21:55:46	3.28	Yes	I am responding as an individual		
1900	22:09:39	3.03	Yes	I am responding as an individual		
1901	22:26:34	13.4	Yes	I am responding as an individual		

	I	J	K	L	M	N
1902	22:58:02	34.48	Yes	I am responding as an individual		
1903	23:41:36	8.03	Yes	I am responding as an individual		
1904	00:37:44	13.15	Yes	I am responding as an individual		
1905	01:51:20	7.67	Yes	I am responding as an individual		
1906	06:16:43	3.6	Yes	I am responding as an individual		
1907	08:56:53	2.7	Yes	I am responding as an individual		
1908	08:59:00	7.88	Yes	I am responding as an individual		

	I	J	K	L	M	N
1909	09:19:42	6.45	Yes	I am responding as an individual		
1910	09:26:41	1.92	Yes	I am responding as an individual		
1911	09:41:38	1.87	Yes	I am responding as an individual		
1912	09:46:57	10.05	Yes	I am responding as an individual		
1913	10:15:21	18.77	Yes	I am responding as an individual		
1914	11:14:06	1.83	Yes	I am responding as an individual		
1915	11:26:17	6.37	Yes	I am responding as an individual		
1916	12:29:19	3.13	Yes	I am responding as an individual		
1917	12:36:35	10.53	Yes	I am responding as an individual		
1918	12:40:46	2.1	Yes	I am responding as an individual		
1919	12:50:13	2.83	Yes	I am responding as an individual		
1920	13:28:27	18.28	Yes	I am responding as an individual		
1921	13:29:53	16.57	Yes	I am responding as an individual		
1922	13:51:21	6.85	Yes	I am responding as an individual		
1923	13:56:14	38.07	Yes	I am responding as an individual		
1924	14:10:07	8.38	Yes	I am responding on behalf of an organisation		Other organisation
1925	14:28:35	13.67	Yes	I am responding as an individual		
1926	15:13:52	2.48	Yes	I am responding as an individual		
1927	15:22:03	9.72	Yes	I am responding as an individual		
1928	15:28:24	50.45	Yes	I am responding on behalf of an organisation		Other organisation

	I	J	K	L	M	N
1929	15:47:00	9.75	Yes	I am responding on behalf of an organisation		Other organisation
1930	15:48:22	51.23	Yes	I am responding as an individual		
1931	16:06:31	25	Yes	I am responding as an individual		
1932	18:25:07	3.33	Yes	I am responding as an individual		
1933	18:31:02	1.75	Yes	I am responding as an individual		
1934	19:14:03	13.47	Yes	I am responding on behalf of an organisation		Other organisation
1935	19:20:46	13.15	Yes	I am responding as an individual		

	I	J	K	L	M	N
1936	19:57:57	2.5	Yes	I am responding as an individual		
1937	20:45:08	136.28	Yes	I am responding as an individual		
1938	22:53:00	32.05	Yes	I am responding as an individual		
1939	23:29:57	3.82	Yes	I am responding as an individual		
1940	00:52:37	1.72	Yes	I am responding as an individual		
1941	02:33:36	4.87	Yes	I am responding as an individual		
1942	07:21:34	6.98	Yes	I am responding as an individual		
1943	08:36:30	9.52	Yes	I am responding as an individual		
1944	09:38:07	14.78	Yes	I am responding as an individual		
1945	10:29:02	8.4	Yes	I am responding as an individual		
1946	10:32:41	7.3	Yes	I am responding as an individual		
1947	10:33:05	5.45	Yes	I am responding as an individual		
1948	10:38:53	2.18	Yes	I am responding as an individual		
1949	10:38:58	4.37	Yes	I am responding as an individual		
1950	10:41:58	8.62	Yes	I am responding as an individual		
1951	10:51:48	4.53	Yes	I am responding as an individual		
1952	10:52:51	9.38	Yes	I am responding as an individual		
1953	10:53:31	4.1	Yes	I am responding as an individual		
1954	10:54:51	2.9	Yes	I am responding as an individual		
1955	10:56:15	26.67	Yes	I am responding as an individual		
1956	10:57:52	14.48	Yes	I am responding as an individual		
1957	10:58:28	3.38	Yes	I am responding as an individual		
1958	11:01:22	5.05	Yes	I am responding as an individual		
1959	11:03:56	4.53	Yes	I am responding as an individual		
1960	11:09:35	7.08	Yes	I am responding as an individual		
1961	11:15:49	7.38	Yes	I am responding as an individual		

	I	J	K	L	M	N
1962	11:16:49	2.63	Yes	I am responding as an individual		
1963	11:17:54	9.92	Yes	I am responding as an individual		
1964	11:18:32	32.57	Yes	I am responding as an individual		
1965	11:23:36	6.42	Yes	I am responding as an individual		
1966	11:24:23	3.25	Yes	I am responding as an individual		
1967	11:30:34	5.35	Yes	I am responding as an individual		
1968	11:31:17	4.6	Yes	I am responding as an individual		
1969	11:36:23	2.7	Yes	I am responding as an individual		
1970	11:44:04	5.65	Yes	I am responding as an individual		
1971	11:44:30	7.22	Yes	I am responding as an individual		
1972	11:47:52	7.17	Yes	I am responding as an individual		

	I	J	K	L	M	N
1973	11:48:55	49.48	Yes	I am responding as an individual		
1974	11:54:16	4.05	Yes	I am responding as an individual		
1975	12:01:39	14.37	Yes	I am responding as an individual		
1976	12:06:01	6.63	Yes	I am responding as an individual		
1977	12:08:07	7.05	Yes	I am responding as an individual		
1978	12:09:44	11.18	Yes	I am responding as an individual		
1979	12:16:02	3.15	Yes	I am responding as an individual		
1980	12:16:51	1.85	Yes	I am responding as an individual		
1981	12:23:00	18.42	Yes	I am responding as an individual		
1982	12:23:15	8.17	Yes	I am responding as an individual		

	I	J	K	L	M	N
1983	12:24:28	23.87	Yes	I am responding as an individual		
1984	12:25:36	8.07	Yes	I am responding as an individual		
1985	12:37:58	9.02	Yes	I am responding as an individual		
1986	12:48:18	14.7	Yes	I am responding as an individual		
1987	13:01:49	3.43	Yes	I am responding as an individual		
1988	13:02:31	6.53	Yes	I am responding as an individual		
1989	13:14:18	8.65	Yes	I am responding as an individual		
1990	13:19:54	9.53	Yes	I am responding as an individual		
1991	13:41:26	3.48	Yes	I am responding as an individual		
1992	13:43:45	12.03	Yes	I am responding as an individual		
1993	13:45:23	14.02	Yes	I am responding as an individual		
1994	13:45:25	7.27	Yes	I am responding as an individual		
1995	13:51:30	3.33	Yes	I am responding as an individual		
1996	13:52:25	2.72	Yes	I am responding as an individual		
1997	13:53:40	13.98	Yes	I am responding as an individual		
1998	13:55:14	5.3	Yes	I am responding as an individual		
1999	14:03:59	3.4	Yes	I am responding as an individual		
2000	14:13:56	7.28	Yes	I am responding as an individual		
2001	14:14:06	3.15	Yes	I am responding as an individual		
2002	14:15:40	13.38	Yes	I am responding as an individual		
2003	14:20:11	6.2	Yes	I am responding as an individual		
2004	14:32:02	1.95	Yes	I am responding as an individual		
2005	14:37:25	5.27	Yes	I am responding as an individual		
2006	14:39:50	3.3	Yes	I am responding as an individual		

	I	J	K	L	M	N
2007	14:44:59	8.45	Yes	I am responding as an individual		
2008	15:03:30	14.9	Yes	I am responding as an individual		
2009	15:11:04	8.02	Yes	I am responding as an individual		
2010	15:11:20	135.25	Yes	I am responding as an individual		
2011	15:21:37	2.28	Yes	I am responding as an individual		
2012	15:26:31	23.95	Yes	I am responding as an individual		
2013	15:27:30	4.07	Yes	I am responding as an individual		
2014	15:30:22	9.05	Yes	I am responding as an individual		
2015	16:13:12	4.17	Yes	I am responding as an individual		
2016	16:16:36	4.68	Yes	I am responding as an individual		
2017	16:16:43	8.45	Yes	I am responding as an individual		
2018	16:23:03	7.15	Yes	I am responding as an individual		
2019	16:26:19	6.1	Yes	I am responding as an individual		
2020	16:27:16	10.73	Yes	I am responding as an individual		
2021	16:28:12	18.35	Yes	I am responding as an individual		
2022	16:43:57	13.88	Yes	I am responding as an individual		
2023	17:00:49	25.1	Yes	I am responding as an individual		
2024	17:04:49	8.22	Yes	I am responding as an individual		
2025	17:12:45	5.73	Yes	I am responding as an individual		
2026	17:13:36	3.3	Yes	I am responding as an individual		
2027	17:15:46	8.77	Yes	I am responding as an individual		

	I	J	K	L	M	N
2028	17:17:05	4.75	Yes	I am responding as an individual		
2029	17:27:40	8.63	Yes	I am responding as an individual		
2030	17:29:20	2.72	Yes	I am responding as an individual		
2031	17:34:21	9.98	Yes	I am responding as an individual		
2032	17:38:21	36.15	Yes	I am responding as an individual		
2033	17:39:11	2.37	Yes	I am responding as an individual		
2034	17:39:50	19.27	Yes	I am responding as an individual		
2035	17:42:57	2.62	Yes	I am responding as an individual		
2036	17:46:55	2.73	Yes	I am responding as an individual		
2037	17:50:48	4.95	Yes	I am responding as an individual		
2038	18:00:29	15.5	Yes	I am responding as an individual		
2039	18:20:48	2.37	Yes	I am responding as an individual		
2040	18:30:31	7.03	Yes	I am responding as an individual		
2041	18:42:48	4.05	Yes	I am responding as an individual		
2042	18:45:47	27.03	Yes	I am responding as an individual		
2043	18:49:15	14.17	Yes	I am responding as an individual		
2044	19:08:36	3.2	Yes	I am responding as an individual		
2045	19:13:21	9.87	Yes	I am responding as an individual		
2046	19:15:03	7.77	Yes	I am responding as an individual		
2047	19:26:29	3.5	Yes	I am responding as an individual		
2048	19:26:42	5.75	Yes	I am responding as an individual		
2049	19:26:57	2.75	Yes	I am responding as an individual		
2050	19:31:57	24.43	Yes	I am responding as an individual		

	I	J	K	L	M	N
2051	19:34:14	16.43	Yes	I am responding as an individual		
2052	19:43:29	82.72	Yes	I am responding as an individual		
2053	19:55:45	5.67	Yes	I am responding as an individual		
2054	19:56:05	6.57	Yes	I am responding as an individual		
2055	19:56:57	6.52	Yes	I am responding as an individual		
2056	19:59:48	4.87	Yes	I am responding as an individual		
2057	20:15:04	17.37	Yes	I am responding as an individual		
2058	20:15:18	3.07	Yes	I am responding as an individual		
2059	20:16:37	4.28	Yes	I am responding as an individual		
2060	20:17:20	3.03	Yes	I am responding as an individual		
2061	20:30:31	2.73	Yes	I am responding as an individual		
2062	20:42:45	2.28	Yes	I am responding as an individual		
2063	21:01:12	65.4	Yes	I am responding on behalf of an organisation		Other organisation
2064	21:34:31	6.5	Yes	I am responding as an individual		
2065	21:41:19	7.85	Yes	I am responding as an individual		
2066	21:47:58	1.4	Yes	I am responding as an individual		
2067	21:52:49	11.07	Yes	I am responding as an individual		
2068	21:59:57	6.5	Yes	I am responding as an individual		
2069	22:34:53	5.23	Yes	I am responding as an individual		
2070	22:47:08	26.67	Yes	I am responding as an individual		
2071	22:57:38	10.48	Yes	I am responding as an individual		
2072	23:08:04	6.95	Yes	I am responding as an individual		

	I	J	K	L	M	N
2073	23:08:53	3.17	Yes	I am responding as an individual		
2074	23:16:10	8.98	Yes	I am responding as an individual		
2075	23:57:40	1.92	Yes	I am responding as an individual		
2076	00:16:01	6.95	Yes	I am responding as an individual		
2077	02:11:11	5.97	Yes	I am responding as an individual		
2078	07:15:07	6.5	Yes	I am responding as an individual		
2079	07:22:13	15.58	Yes	I am responding as an individual		
2080	07:23:09	3.1	Yes	I am responding as an individual		
2081	07:30:10	2.8	Yes	I am responding as an individual		
2082	08:05:02	3.02	Yes	I am responding as an individual		
2083	08:28:30	3.68	Yes	I am responding as an individual		
2084	08:35:57	2	Yes	I am responding as an individual		
2085	08:58:46	2.88	Yes	I am responding as an individual		
2086	09:11:21	3.53	Yes	I am responding on behalf of an organisation		Other organisation
2087	09:25:35	20.35	Yes	I am responding as an individual		
2088	09:58:37	2.97	Yes	I am responding as an individual		
2089	10:06:30	13.52	Yes	I am responding as an individual		
2090	10:16:34	2.55	Yes	I am responding as an individual		
2091	10:17:35	2.82	Yes	I am responding as an individual		
2092	10:31:57	7.92	Yes	I am responding as an individual		
2093	10:32:27	6.85	Yes	I am responding as an individual		
2094	10:42:36	7.8	Yes	I am responding as an individual		
2095	10:51:06	2.73	Yes	I am responding as an individual		
2096	10:51:55	23.18	Yes	I am responding as an individual		
2097	10:52:58	14.38	Yes	I am responding on behalf of an organisation		Other organisation
2098	11:29:57	2.65	Yes	I am responding as an individual		
2099	11:40:37	6.8	Yes	I am responding as an individual		
2100	11:41:57	3.13	Yes	I am responding as an individual		
2101	11:47:08	14.9	Yes	I am responding as an individual		

	I	J	K	L	M	N
2102	12:12:47	3.95	Yes	I am responding as an individual		
2103	12:13:43	7.7	Yes	I am responding as an individual		
2104	12:14:08	3.97	Yes	I am responding as an individual		
2105	12:44:24	2	Yes	I am responding as an individual		
2106	12:48:07	3.75	Yes	I am responding as an individual		
2107	13:14:28	8.43	Yes	I am responding on behalf of an organisation		Other organisation
2108	13:21:16	8.52	Yes	I am responding as an individual		
2109	13:49:09	1.38	Yes	I am responding as an individual		
2110	13:55:36	1.98	Yes	I am responding as an individual		
2111	14:17:08	6.72	Yes	I am responding as an individual		
2112	14:29:50	3.23	Yes	I am responding as an individual		
2113	14:33:30	2.93	Yes	I am responding as an individual		
2114	14:35:24	5	Yes	I am responding as an individual		
2115	14:37:57	22.1	Yes	I am responding as an individual		
2116	14:41:10	10.82	Yes	I am responding on behalf of an organisation		Other organisation
2117	14:43:07	5.93	Yes	I am responding as an individual		
2118	14:49:57	5.1	Yes	I am responding as an individual		
2119	14:51:50	9.25	Yes	I am responding as an individual		
2120	15:00:30	6.88	Yes	I am responding as an individual		
2121	15:05:57	2.32	Yes	I am responding as an individual		
2122	15:38:04	10.25	Yes	I am responding as an individual		
2123	15:47:06	18.67	Yes	I am responding as an individual		
2124	16:17:42	3.93	Yes	I am responding as an individual		
2125	16:33:27	3.4	Yes	I am responding as an individual		
2126	16:35:37	2.83	Yes	I am responding as an individual		
2127	16:40:44	33.85	Yes	I am responding on behalf of an organisation		Other organisation

	I	J	K	L	M	N
2128	16:43:23	12.15	Yes	I am responding as an individual		
2129	16:44:41	4.35	Yes	I am responding as an individual		
2130	16:50:07	28.85	Yes	I am responding as an individual		
2131	17:11:02	9.18	Yes	I am responding as an individual		
2132	17:15:12	2.38	Yes	I am responding as an individual		
2133	17:29:01	2.37	Yes	I am responding as an individual		
2134	18:09:55	15.48	Yes	I am responding as an individual		
2135	18:11:02	8.3	Yes	I am responding as an individual		
2136	18:24:09	3.27	Yes	I am responding as an individual		
2137	18:30:27	6.35	Yes	I am responding as an individual		
2138	18:36:34	17.47	Yes	I am responding as an individual		
2139	18:49:10	2.1	Yes	I am responding as an individual		
2140	18:59:50	3.42	Yes	I am responding as an individual		

	I	J	K	L	M	N
2141	19:15:14	4.95	Yes	I am responding as an individual		
2142	19:36:47	10.22	Yes	I am responding as an individual		
2143	19:44:56	8.45	Yes	I am responding as an individual		
2144	20:50:07	5.3	Yes	I am responding as an individual		
2145	21:09:07	3.95	Yes	I am responding as an individual		
2146	21:11:24	7.93	Yes	I am responding as an individual		
2147	21:54:22	23.1	Yes	I am responding as an individual		
2148	23:07:31	3	Yes	I am responding as an individual		
2149	23:12:15	18.38	Yes	I am responding as an individual		
2150	00:01:42	9.05	Yes	I am responding as an individual		
2151	00:57:35	4.32	Yes	I am responding as an individual		
2152	01:21:37	2.62	Yes	I am responding as an individual		
2153	05:49:31	3.92	Yes	I am responding as an individual		
2154	06:22:46	2.78	Yes	I am responding as an individual		
2155	07:02:28	16.48	Yes	I am responding as an individual		
2156	07:08:27	2.48	Yes	I am responding as an individual		
2157	07:24:54	4.62	Yes	I am responding as an individual		
2158	08:18:56	14.23	Yes	I am responding as an individual		

	I	J	K	L	M	N
2159	08:38:46	27.78	Yes	I am responding as an individual		
2160	09:04:11	2.05	Yes	I am responding as an individual		
2161	09:55:20	2.95	Yes	I am responding as an individual		
2162	12:10:30	81.15	Yes	I am responding as an individual		
2163	12:41:29	10.13	Yes	I am responding as an individual		
2164	12:56:21	13.58	Yes	I am responding as an individual		
2165	12:58:49	6.45	Yes	I am responding as an individual		
2166	13:34:31	13.23	Yes	I am responding as an individual		
2167	13:57:04	2.13	Yes	I am responding as an individual		

	I	J	K	L	M	N
2168	14:18:46	6.95	Yes	I am responding as an individual		
2169	14:30:24	397.83	Yes	I am responding as an individual		
2170	14:38:27	2.72	Yes	I am responding as an individual		
2171	15:05:20	43.37	Yes	I am responding as an individual		

	I	J	K	L	M	N
2172	15:12:54	10.05	Yes	I am responding as an individual		
2173	15:32:32	4.33	Yes	I am responding as an individual		
2174	16:20:10	4.48	Yes	I am responding as an individual		
2175	16:23:06	5.07	Yes	I am responding as an individual		
2176	16:30:16	113.48	Yes	I am responding on behalf of an organisation		
2177	16:41:07	11.48	Yes	I am responding as an individual		
2178	16:59:00	14.58	Yes	I am responding as an individual		
2179	17:20:49	1477.25	Yes	I am responding on behalf of an organisation		Other organisation

	I	J	K	L	M	N
2180	17:29:24	8.1	Yes	I am responding on behalf of an organisation		Other organisation
2181	18:54:11	2.88	Yes	I am responding as an individual		
2182	20:17:50	10.02	Yes	I am responding as an individual		
2183	21:00:31	11.72	Yes	I am responding as an individual		
2184	21:13:34	5.27	Yes	I am responding as an individual		
2185	21:50:18	9.42	Yes	I am responding as an individual		
2186	22:28:28	3.38	Yes	I am responding as an individual		
2187	23:27:12	7.42	Yes	I am responding as an individual		
2188	07:51:03	7.12	Yes	I am responding as an individual		
2189	08:03:48	4.97	Yes	I am responding as an individual		
2190	08:36:04	16.27	Yes	I am responding as an individual		
2191	08:39:50	5.13	Yes	I am responding as an individual		
2192	08:46:09	2.3	Yes	I am responding as an individual		

	I	J	K	L	M	N
2193	08:53:37	17.13	Yes	I am responding as an individual		
2194	08:59:47	12.67	Yes	I am responding as an individual		
2195	09:01:21	5.8	Yes	I am responding as an individual		
2196	09:02:24	1.97	Yes	I am responding as an individual		
2197	09:06:01	8.28	Yes	I am responding as an individual		
2198	09:17:06	2.93	Yes	I am responding as an individual		
2199	09:28:32	8.12	Yes	I am responding as an individual		
2200	09:31:34	4.82	Yes	I am responding as an individual		
2201	09:36:18	3.68	Yes	I am responding as an individual		
2202	09:42:50	5	Yes	I am responding as an individual		
2203	09:43:01	3.35	Yes	I am responding as an individual		
2204	09:44:11	3.92	Yes	I am responding as an individual		
2205	09:49:02	3.67	Yes	I am responding as an individual		
2206	09:53:50	9.03	Yes	I am responding as an individual		
2207	09:56:36	11.12	Yes	I am responding as an individual		
2208	09:58:10	3	Yes	I am responding as an individual		
2209	10:05:05	5.9	Yes	I am responding as an individual		
2210	10:06:49	4.28	Yes	I am responding as an individual		
2211	10:07:29	16.38	Yes	I am responding as an individual		

	I	J	K	L	M	N
2212	10:13:28	9.93	Yes	I am responding as an individual		
2213	10:15:37	2.27	Yes	I am responding as an individual		
2214	10:17:35	10.98	Yes	I am responding as an individual		
2215	10:19:16	6.23	Yes	I am responding as an individual		
2216	10:19:21	6.32	Yes	I am responding as an individual		
2217	10:21:00	4.28	Yes	I am responding as an individual		
2218	10:22:05	4.78	Yes	I am responding as an individual		
2219	10:31:09	11.47	Yes	I am responding as an individual		
2220	10:37:47	4.37	Yes	I am responding as an individual		
2221	10:38:05	10.05	Yes	I am responding as an individual		
2222	10:42:04	9	Yes	I am responding as an individual		
2223	10:42:38	4.13	Yes	I am responding as an individual		
2224	10:54:08	7.68	Yes	I am responding as an individual		
2225	11:01:11	4.28	Yes	I am responding as an individual		
2226	11:05:09	1.58	Yes	I am responding as an individual		
2227	11:06:20	3.45	Yes	I am responding as an individual		
2228	11:08:28	10.97	Yes	I am responding as an individual		
2229	11:13:48	4.7	Yes	I am responding as an individual		
2230	11:25:57	6.43	Yes	I am responding as an individual		
2231	11:35:27	26.95	Yes	I am responding as an individual		
2232	11:43:35	4.55	Yes	I am responding as an individual		
2233	11:46:17	5.18	Yes	I am responding as an individual		
2234	11:47:28	3.45	Yes	I am responding as an individual		

	I	J	K	L	M	N
2235	11:53:47	2.77	Yes	I am responding as an individual		
2236	12:13:37	1.9	Yes	I am responding as an individual		
2237	12:18:46	3.9	Yes	I am responding as an individual		
2238	12:28:44	5.13	Yes	I am responding as an individual		
2239	12:29:44	1.87	Yes	I am responding as an individual		
2240	12:31:20	1.23	Yes	I am responding as an individual		
2241	12:35:33	10.23	Yes	I am responding as an individual		
2242	12:42:06	0.88	Yes	I am responding as an individual		
2243	12:43:05	2.53	Yes	I am responding as an individual		
2244	12:46:30	2.37	Yes	I am responding as an individual		
2245	13:06:51	4.07	Yes	I am responding as an individual		
2246	13:13:17	7.37	Yes	I am responding as an individual		
2247	13:18:06	8.28	Yes	I am responding as an individual		
2248	13:26:58	5.08	Yes	I am responding as an individual		
2249	13:39:07	2.28	Yes	I am responding as an individual		
2250	13:44:28	5.15	Yes	I am responding as an individual		
2251	14:02:15	6.27	Yes	I am responding as an individual		
2252	14:11:35	3.95	Yes	I am responding as an individual		
2253	14:21:59	10.65	Yes	I am responding as an individual		
2254	14:23:06	5.02	Yes	I am responding as an individual		
2255	14:25:12	4.98	Yes	I am responding as an individual		
2256	14:26:44	3.6	Yes	I am responding as an individual		
2257	14:33:20	8.23	Yes	I am responding as an individual		
2258	14:33:38	4.8	Yes	I am responding as an individual		
2259	14:34:26	2.07	Yes	I am responding as an individual		
2260	14:36:13	2.95	Yes	I am responding as an individual		
2261	14:37:49	9.38	Yes	I am responding as an individual		
2262	14:51:22	5.85	Yes	I am responding as an individual		
2263	14:55:33	16.32	Yes	I am responding as an individual		
2264	15:00:04	10.02	Yes	I am responding as an individual		

	I	J	K	L	M	N
2265	15:04:08	14.65	Yes	I am responding as an individual		
2266	15:07:19	13.65	Yes	I am responding as an individual		
2267	15:09:43	4.12	Yes	I am responding as an individual		
2268	15:10:07	10.55	Yes	I am responding as an individual		
2269	15:11:39	3.78	Yes	I am responding as an individual		
2270	15:15:32	16.52	Yes	I am responding as an individual		
2271	15:21:49	3.65	Yes	I am responding as an individual		
2272	15:29:10	3.2	Yes	I am responding as an individual		
2273	15:39:34	30.23	Yes	I am responding as an individual		
2274	15:51:44	5.48	Yes	I am responding as an individual		
2275	16:06:59	11.6	Yes	I am responding as an individual		
2276	16:13:40	13.52	Yes	I am responding as an individual		
2277	16:17:30	9.87	Yes	I am responding as an individual		
2278	16:21:43	4.63	Yes	I am responding as an individual		
2279	16:22:04	2.42	Yes	I am responding as an individual		
2280	16:24:42	1.72	Yes	I am responding as an individual		
2281	16:25:59	10.1	Yes	I am responding as an individual		
2282	16:26:14	10.52	Yes	I am responding as an individual		
2283	16:43:28	3.08	Yes	I am responding as an individual		
2284	16:46:38	7.08	Yes	I am responding as an individual		
2285	16:47:21	6.57	Yes	I am responding as an individual		
2286	16:52:39	14.05	Yes	I am responding as an individual		
2287	16:58:00	8.17	Yes	I am responding as an individual		

	I	J	K	L	M	N
2288	16:59:41	10.63	Yes	I am responding as an individual		
2289	17:16:02	5.67	Yes	I am responding as an individual		
2290	17:22:53	3.8	Yes	I am responding as an individual		
2291	17:27:59	4.7	Yes	I am responding as an individual		
2292	17:31:49	2.77	Yes	I am responding as an individual		
2293	17:34:29	7.18	Yes	I am responding as an individual		
2294	17:36:45	6.6	Yes	I am responding as an individual		
2295	17:58:29	3.05	Yes	I am responding as an individual		
2296	17:59:21	3.65	Yes	I am responding as an individual		
2297	18:03:23	2.45	Yes	I am responding as an individual		
2298	18:30:57	3.1	Yes	I am responding as an individual		
2299	18:48:01	2.48	Yes	I am responding as an individual		
2300	19:00:25	5.68	Yes	I am responding as an individual		
2301	19:28:54	5.25	Yes	I am responding as an individual		
2302	19:29:33	9.55	Yes	I am responding as an individual		
2303	19:31:51	6.63	Yes	I am responding as an individual		
2304	19:42:33	3.35	Yes	I am responding as an individual		
2305	19:59:08	6.37	Yes	I am responding as an individual		
2306	20:10:46	2.88	Yes	I am responding as an individual		
2307	20:13:47	19.97	Yes	I am responding as an individual		
2308	20:15:52	7.98	Yes	I am responding as an individual		
2309	20:17:25	3.43	Yes	I am responding as an individual		
2310	20:19:19	6.83	Yes	I am responding as an individual		
2311	20:25:07	15.78	Yes	I am responding as an individual		
2312	20:25:11	1.8	Yes	I am responding as an individual		
2313	20:31:52	3.93	Yes	I am responding as an individual		
2314	20:37:10	5.55	Yes	I am responding as an individual		
2315	20:44:19	11.92	Yes	I am responding as an individual		
2316	20:46:14	9.18	Yes	I am responding as an individual		
2317	20:53:26	7.05	Yes	I am responding as an individual		
2318	20:55:53	7.93	Yes	I am responding as an individual		
2319	21:10:03	10.82	Yes	I am responding as an individual		
2320	21:12:41	4.35	Yes	I am responding as an individual		
2321	21:14:36	4	Yes	I am responding as an individual		

	I	J	K	L	M	N
2322	21:17:04	13.17	Yes	I am responding as an individual		
2323	21:27:16	6.33	Yes	I am responding as an individual		
2324	21:42:23	20.27	Yes	I am responding as an individual		
2325	21:50:53	4.68	Yes	I am responding as an individual		
2326	21:59:18	8.43	Yes	I am responding as an individual		
2327	22:02:14	2.6	Yes	I am responding as an individual		
2328	22:03:19	13.13	Yes	I am responding as an individual		
2329	22:32:02	7.98	Yes	I am responding as an individual		
2330	22:35:34	9.92	Yes	I am responding as an individual		
2331	22:40:39	1.72	Yes	I am responding as an individual		
2332	22:56:21	6.83	Yes	I am responding as an individual		
2333	23:00:41	35.5	Yes	I am responding as an individual		
2334	23:09:31	4.3	Yes	I am responding as an individual		
2335	23:09:42	4	Yes	I am responding as an individual		
2336	23:17:47	7.05	Yes	I am responding as an individual		
2337	23:29:28	7.28	Yes	I am responding as an individual		
2338	23:51:56	8.58	Yes	I am responding as an individual		
2339	00:57:45	4.42	Yes	I am responding as an individual		
2340	01:37:25	11.53	Yes	I am responding as an individual		

	I	J	K	L	M	N
2341	01:54:31	10.77	Yes	I am responding as an individual		
2342	02:02:44	12.3	Yes	I am responding as an individual		
2343	02:12:08	15.95	Yes	I am responding as an individual		
2344	02:27:45	23.92	Yes	I am responding as an individual		
2345	02:29:06	11.88	Yes	I am responding as an individual		
2346	06:08:07	8.37	Yes	I am responding as an individual		
2347	07:13:50	6.47	Yes	I am responding as an individual		
2348	07:42:23	6.9	Yes	I am responding as an individual		
2349	07:55:48	6.9	Yes	I am responding as an individual		
2350	07:57:43	6.88	Yes	I am responding as an individual		
2351	08:01:23	4.52	Yes	I am responding as an individual		
2352	08:04:53	4.45	Yes	I am responding as an individual		
2353	08:05:16	3.33	Yes	I am responding as an individual		
2354	08:05:49	4.43	Yes	I am responding as an individual		
2355	08:08:02	5.32	Yes	I am responding as an individual		
2356	08:25:09	23.68	Yes	I am responding as an individual		
2357	08:42:26	9.33	Yes	I am responding as an individual		
2358	09:59:22	3.43	Yes	I am responding as an individual		
2359	10:04:39	6.45	Yes	I am responding as an individual		
2360	10:24:07	3.37	Yes	I am responding as an individual		
2361	10:51:49	3.55	Yes	I am responding as an individual		
2362	10:57:57	2.73	Yes	I am responding as an individual		
2363	11:13:15	4.12	Yes	I am responding as an individual		
2364	11:20:42	3.3	Yes	I am responding as an individual		

	I	J	K	L	M	N
2365	12:06:25	15.6	Yes	I am responding as an individual		
2366	12:17:47	2.28	Yes	I am responding as an individual		
2367	12:20:16	5.68	Yes	I am responding as an individual		
2368	12:20:16	5.03	Yes	I am responding as an individual		
2369	12:33:21	2.55	Yes	I am responding as an individual		
2370	12:37:55	11.38	Yes	I am responding as an individual		
2371	12:39:40	1.5	Yes	I am responding as an individual		
2372	12:40:16	12.8	Yes	I am responding as an individual		
2373	12:43:07	1.53	Yes	I am responding as an individual		
2374	12:43:44	7.45	Yes	I am responding as an individual		
2375	13:04:44	6.15	Yes	I am responding as an individual		
2376	13:33:06	9.98	Yes	I am responding as an individual		
2377	14:00:23	9.98	Yes	I am responding as an individual		
2378	14:05:57	2.07	Yes	I am responding as an individual		
2379	14:08:59	10.52	Yes	I am responding as an individual		
2380	14:19:08	15.4	Yes	I am responding as an individual		
2381	14:29:29	2.13	Yes	I am responding as an individual		
2382	14:39:02	5.58	Yes	I am responding as an individual		
2383	14:48:17	3.78	Yes	I am responding as an individual		
2384	15:44:49	10.35	Yes	I am responding as an individual		
2385	16:22:31	17.27	Yes	I am responding as an individual		
2386	16:26:06	4.42	Yes	I am responding as an individual		
2387	16:26:10	6.23	Yes	I am responding as an individual		
2388	16:43:01	13.13	Yes	I am responding as an individual		

	I	J	K	L	M	N
2389	16:48:17	10.78	Yes	I am responding on behalf of an organisation		Other organisation
2390	16:57:56	5.28	Yes	I am responding as an individual		
2391	17:08:58	12.98	Yes	I am responding as an individual		
2392	17:25:22	14.52	Yes	I am responding as an individual		
2393	17:26:16	6.82	Yes	I am responding on behalf of an organisation		Other organisation
2394	17:39:45	11.05	Yes	I am responding as an individual		
2395	17:47:29	77.82	Yes	I am responding as an individual		
2396	18:07:22	11.23	Yes	I am responding as an individual		
2397	18:08:27	11.6	Yes	I am responding as an individual		
2398	18:16:25	19.05	Yes	I am responding as an individual		
2399	18:23:53	10.32	Yes	I am responding as an individual		
2400	18:45:04	13.87	Yes	I am responding as an individual		
2401	18:51:23	11.2	Yes	I am responding as an individual		
2402	18:54:37	5.77	Yes	I am responding as an individual		
2403	18:55:50	1.9	Yes	I am responding as an individual		
2404	19:06:14	5.4	Yes	I am responding as an individual		
2405	19:23:36	9.62	Yes	I am responding as an individual		
2406	19:46:41	4.8	Yes	I am responding as an individual		
2407	19:57:21	6.47	Yes	I am responding as an individual		
2408	19:59:24	2.62	Yes	I am responding as an individual		
2409	20:42:32	5.65	Yes	I am responding as an individual		
2410	20:46:35	31.63	Yes	I am responding as an individual		

	I	J	K	L	M	N
2411	21:01:42	11.1	Yes	I am responding as an individual		
2412	21:14:01	3.85	Yes	I am responding as an individual		
2413	21:15:10	15.8	Yes	I am responding as an individual		
2414	21:36:20	5.33	Yes	I am responding on behalf of an organisation		
2415	22:06:37	5.95	Yes	I am responding as an individual		
2416	22:08:34	5.15	Yes	I am responding as an individual		
2417	22:09:32	17.02	Yes	I am responding as an individual		
2418	22:16:16	8.27	Yes	I am responding as an individual		
2419	22:28:23	4.2	Yes	I am responding as an individual		
2420	22:30:55	48.7	Yes	I am responding as an individual		
2421	22:34:14	7.13	Yes	I am responding as an individual		
2422	22:34:45	4.37	Yes	I am responding as an individual		
2423	23:11:45	9.82	Yes	I am responding as an individual		
2424	23:24:43	16.32	Yes	I am responding as an individual		
2425	23:52:05	9.82	Yes	I am responding as an individual		
2426	00:05:03	4.82	Yes	I am responding as an individual		
2427	00:31:33	7.75	Yes	I am responding as an individual		

	I	J	K	L	M	N
2428	01:23:22	2.25	Yes	I am responding as an individual		
2429	03:20:50	13.75	Yes	I am responding as an individual		
2430	05:55:20	7.53	Yes	I am responding as an individual		
2431	06:14:06	3.63	Yes	I am responding as an individual		
2432	06:28:19	4.22	Yes	I am responding as an individual		
2433	06:44:08	5.27	Yes	I am responding as an individual		
2434	06:51:53	5.27	Yes	I am responding as an individual		
2435	06:59:38	14.08	Yes	I am responding as an individual		
2436	07:03:34	14.65	Yes	I am responding as an individual		
2437	07:04:08	8.1	Yes	I am responding as an individual		
2438	07:09:01	12.78	Yes	I am responding as an individual		
2439	07:20:00	5.05	Yes	I am responding as an individual		
2440	07:27:28	1.88	Yes	I am responding as an individual		
2441	07:34:14	10.82	Yes	I am responding as an individual		
2442	07:36:13	27.18	Yes	I am responding as an individual		
2443	07:40:26	8.32	Yes	I am responding as an individual		
2444	07:40:31	4.63	Yes	I am responding as an individual		

	I	J	K	L	M	N
2445	07:45:21	14.02	Yes	I am responding as an individual		
2446	07:45:22	2.52	Yes	I am responding as an individual		
2447	07:45:26	8	Yes	I am responding as an individual		
2448	07:45:32	5.2	Yes	I am responding as an individual		
2449	07:46:16	7.7	Yes	I am responding as an individual		
2450	07:47:29	8.78	Yes	I am responding as an individual		
2451	07:55:27	5.9	Yes	I am responding as an individual		
2452	07:56:14	10.33	Yes	I am responding as an individual		
2453	08:10:14	5.57	Yes	I am responding as an individual		
2454	08:13:09	5.65	Yes	I am responding as an individual		
2455	08:17:39	3.95	Yes	I am responding as an individual		
2456	08:19:00	8.22	Yes	I am responding as an individual		
2457	08:24:13	5.8	Yes	I am responding as an individual		

	I	J	K	L	M	N
2458	08:26:45	14.22	Yes	I am responding on behalf of an organisation		Other organisation
2459	08:30:17	5.23	Yes	I am responding as an individual		
2460	08:40:21	6.67	Yes	I am responding as an individual		
2461	08:41:21	21.58	Yes	I am responding as an individual		
2462	08:46:11	6.55	Yes	I am responding as an individual		
2463	08:50:09	12.23	Yes	I am responding as an individual		
2464	08:52:04	8.63	Yes	I am responding as an individual		
2465	08:52:29	6.78	Yes	I am responding as an individual		
2466	08:58:07	11.6	Yes	I am responding as an individual		
2467	09:06:12	4.6	Yes	I am responding as an individual		

	I	J	K	L	M	N
2468	09:16:12	4.45	Yes	I am responding as an individual		
2469	09:16:56	12.38	Yes	I am responding as an individual		
2470	09:19:59	29.57	Yes	I am responding as an individual		
2471	09:28:22	4.75	Yes	I am responding as an individual		
2472	09:31:17	22.02	Yes	I am responding as an individual		
2473	09:36:37	14.12	Yes	I am responding as an individual		
2474	09:43:04	11.1	Yes	I am responding as an individual		
2475	09:45:08	7.73	Yes	I am responding on behalf of an organisation		
2476	09:51:33	16.58	Yes	I am responding as an individual		
2477	09:54:19	2.3	Yes	I am responding as an individual		
2478	09:58:29	10.98	Yes	I am responding as an individual		
2479	09:59:13	8.22	Yes	I am responding as an individual		
2480	10:00:39	10.68	Yes	I am responding as an individual		
2481	10:03:45	4.48	Yes	I am responding as an individual		
2482	10:04:38	6.33	Yes	I am responding as an individual		
2483	10:06:24	8.1	Yes	I am responding as an individual		
2484	10:07:00	1.58	Yes	I am responding as an individual		

	I	J	K	L	M	N
2485	10:07:22	8.52	Yes	I am responding as an individual		
2486	10:13:49	26.07	Yes	I am responding as an individual		
2487	10:14:11	4.68	Yes	I am responding as an individual		
2488	10:19:48	4.92	Yes	I am responding as an individual		
2489	10:20:21	10.05	Yes	I am responding as an individual		
2490	10:21:17	11.03	Yes	I am responding as an individual		
2491	10:21:26	4.27	Yes	I am responding as an individual		
2492	10:25:38	22.53	Yes	I am responding as an individual		
2493	10:26:45	8.37	Yes	I am responding on behalf of an organisation		Other organisation
2494	10:28:17	5.78	Yes	I am responding as an individual		
2495	10:32:15	9.77	Yes	I am responding as an individual		
2496	10:40:55	5.45	Yes	I am responding as an individual		
2497	10:41:23	6.38	Yes	I am responding as an individual		
2498	10:45:46	5.75	Yes	I am responding as an individual		
2499	10:46:08	3.35	Yes	I am responding as an individual		
2500	10:56:01	6.48	Yes	I am responding as an individual		
2501	11:01:36	16.8	Yes	I am responding as an individual		
2502	11:01:41	24.77	Yes	I am responding as an individual		
2503	11:04:24	4.22	Yes	I am responding as an individual		
2504	11:05:13	8.62	Yes	I am responding as an individual		
2505	11:07:15	6.48	Yes	I am responding as an individual		
2506	11:11:32	1.85	Yes	I am responding as an individual		
2507	11:18:26	4.02	Yes	I am responding as an individual		

	I	J	K	L	M	N
2508	11:27:32	4.9	Yes	I am responding as an individual		
2509	11:46:52	16.95	Yes	I am responding as an individual		
2510	11:51:10	12.45	Yes	I am responding as an individual		
2511	11:51:53	5.93	Yes	I am responding as an individual		
2512	12:00:57	0.72	Yes	I am responding as an individual		
2513	12:03:25	16.05	Yes	I am responding as an individual		
2514	12:04:18	10.92	Yes	I am responding as an individual		
2515	12:04:58	1.92	Yes	I am responding as an individual		
2516	12:05:20	4.15	Yes	I am responding as an individual		
2517	12:05:38	2.98	Yes	I am responding as an individual		
2518	12:05:43	3.17	Yes	I am responding as an individual		
2519	12:08:35	5.73	Yes	I am responding as an individual		
2520	12:09:41	2.78	Yes	I am responding as an individual		
2521	12:10:46	10.42	Yes	I am responding as an individual		
2522	12:11:23	17.25	Yes	I am responding as an individual		
2523	12:11:44	11.4	Yes	I am responding as an individual		
2524	12:12:02	7.5	Yes	I am responding as an individual		
2525	12:13:09	4.15	Yes	I am responding as an individual		
2526	12:13:21	7.48	Yes	I am responding as an individual		
2527	12:13:50	7.13	Yes	I am responding as an individual		
2528	12:14:34	4.57	Yes	I am responding as an individual		
2529	12:15:38	11.22	Yes	I am responding as an individual		
2530	12:15:59	5.57	Yes	I am responding as an individual		
2531	12:16:38	12.85	Yes	I am responding as an individual		

	I	J	K	L	M	N
2532	12:17:03	6.83	Yes	I am responding as an individual		
2533	12:18:23	13.97	Yes	I am responding as an individual		
2534	12:19:10	10.48	Yes	I am responding as an individual		
2535	12:19:40	5.37	Yes	I am responding as an individual		
2536	12:20:27	5.82	Yes	I am responding as an individual		
2537	12:21:44	7.37	Yes	I am responding as an individual		
2538	12:21:50	10.4	Yes	I am responding as an individual		
2539	12:22:28	4.28	Yes	I am responding as an individual		
2540	12:23:07	2.95	Yes	I am responding as an individual		
2541	12:25:06	12.92	Yes	I am responding as an individual		
2542	12:25:13	2.47	Yes	I am responding as an individual		
2543	12:25:44	2.85	Yes	I am responding as an individual		
2544	12:26:05	2.6	Yes	I am responding as an individual		
2545	12:27:00	1.48	Yes	I am responding as an individual		
2546	12:27:43	2.2	Yes	I am responding as an individual		

	I	J	K	L	M	N
2547	12:28:01	11.97	Yes	I am responding as an individual		
2548	12:29:23	18.95	Yes	I am responding as an individual		
2549	12:29:32	13.08	Yes	I am responding as an individual		
2550	12:29:46	3.23	Yes	I am responding as an individual		
2551	12:30:20	0.95	Yes	I am responding as an individual		
2552	12:31:11	4.15	Yes	I am responding as an individual		
2553	12:31:14	11.97	Yes	I am responding as an individual		
2554	12:31:54	3.35	Yes	I am responding as an individual		
2555	12:32:30	9.5	Yes	I am responding as an individual		
2556	12:32:44	5.9	Yes	I am responding as an individual		
2557	12:33:03	1.82	Yes	I am responding as an individual		
2558	12:35:46	4.73	Yes	I am responding as an individual		
2559	12:36:18	34.67	Yes	I am responding as an individual		
2560	12:36:47	1.98	Yes	I am responding as an individual		
2561	12:37:20	15.15	Yes	I am responding as an individual		
2562	12:37:32	9.23	Yes	I am responding as an individual		
2563	12:37:54	17.65	Yes	I am responding as an individual		
2564	12:38:48	2.63	Yes	I am responding as an individual		
2565	12:39:07	11.1	Yes	I am responding as an individual		
2566	12:39:19	16.73	Yes	I am responding as an individual		

	I	J	K	L	M	N
2567	12:39:45	17.27	Yes	I am responding as an individual		
2568	12:40:28	6.4	Yes	I am responding as an individual		
2569	12:40:39	3.7	Yes	I am responding as an individual		
2570	12:42:00	7.3	Yes	I am responding as an individual		
2571	12:42:18	12.12	Yes	I am responding as an individual		
2572	12:42:27	3.4	Yes	I am responding as an individual		
2573	12:42:47	4.1	Yes	I am responding as an individual		
2574	12:43:01	9	Yes	I am responding as an individual		
2575	12:43:25	3.02	Yes	I am responding as an individual		
2576	12:43:33	5.12	Yes	I am responding as an individual		
2577	12:44:05	6.52	Yes	I am responding as an individual		
2578	12:44:50	1.72	Yes	I am responding as an individual		
2579	12:45:14	2.43	Yes	I am responding as an individual		
2580	12:47:09	3.5	Yes	I am responding as an individual		
2581	12:48:21	3.92	Yes	I am responding as an individual		
2582	12:48:48	3.48	Yes	I am responding as an individual		
2583	12:49:01	4.23	Yes	I am responding as an individual		
2584	12:49:32	3.8	Yes	I am responding as an individual		
2585	12:49:45	12.67	Yes	I am responding as an individual		
2586	12:49:45	2.85	Yes	I am responding as an individual		
2587	12:50:06	3.45	Yes	I am responding as an individual		
2588	12:50:18	2.85	Yes	I am responding as an individual		
2589	12:51:19	7.23	Yes	I am responding as an individual		
2590	12:51:35	5.93	Yes	I am responding as an individual		
2591	12:51:58	5.05	Yes	I am responding as an individual		
2592	12:53:30	5.18	Yes	I am responding as an individual		
2593	12:54:11	6.32	Yes	I am responding as an individual		
2594	12:54:21	4.68	Yes	I am responding as an individual		
2595	12:54:33	24.1	Yes	I am responding as an individual		
2596	12:54:57	5.72	Yes	I am responding as an individual		
2597	12:55:17	2.62	Yes	I am responding as an individual		

	I	J	K	L	M	N
2598	12:56:34	10.42	Yes	I am responding as an individual		
2599	12:56:36	3.12	Yes	I am responding as an individual		
2600	12:56:54	1.65	Yes	I am responding as an individual		
2601	12:57:35	24.63	Yes	I am responding as an individual		
2602	12:57:52	4.83	Yes	I am responding as an individual		
2603	12:59:57	3.93	Yes	I am responding as an individual		
2604	13:02:18	2.67	Yes	I am responding as an individual		
2605	13:06:49	2.88	Yes	I am responding as an individual		
2606	13:07:46	7.83	Yes	I am responding as an individual		
2607	13:09:38	3.3	Yes	I am responding as an individual		
2608	13:09:54	9.95	Yes	I am responding as an individual		
2609	13:11:02	5.15	Yes	I am responding as an individual		
2610	13:14:50	5.2	Yes	I am responding as an individual		
2611	13:16:58	4.07	Yes	I am responding as an individual		
2612	13:17:30	4.55	Yes	I am responding as an individual		
2613	13:17:35	3.95	Yes	I am responding as an individual		
2614	13:18:00	5.53	Yes	I am responding as an individual		
2615	13:18:26	2.13	Yes	I am responding as an individual		
2616	13:19:08	2.67	Yes	I am responding as an individual		
2617	13:19:21	3	Yes	I am responding as an individual		
2618	13:20:01	7.73	Yes	I am responding as an individual		
2619	13:20:42	3.65	Yes	I am responding as an individual		
2620	13:21:21	7.48	Yes	I am responding as an individual		
2621	13:21:27	3.93	Yes	I am responding as an individual		
2622	13:21:34	9.75	Yes	I am responding as an individual		
2623	13:22:08	1.65	Yes	I am responding as an individual		
2624	13:22:09	1.87	Yes	I am responding as an individual		
2625	13:24:38	4.67	Yes	I am responding as an individual		
2626	13:25:23	3.17	Yes	I am responding as an individual		
2627	13:25:37	6.2	Yes	I am responding as an individual		
2628	13:26:28	1.72	Yes	I am responding as an individual		
2629	13:29:32	5.75	Yes	I am responding as an individual		

	I	J	K	L	M	N
2630	13:29:35	1.58	Yes	I am responding as an individual		
2631	13:29:41	4.22	Yes	I am responding as an individual		
2632	13:30:29	40.37	Yes	I am responding as an individual		
2633	13:30:45	13.52	Yes	I am responding on behalf of an organisation		Other organisation
2634	13:31:17	4.83	Yes	I am responding as an individual		
2635	13:35:36	4.53	Yes	I am responding as an individual		
2636	13:35:58	2.18	Yes	I am responding as an individual		
2637	13:37:34	16.63	Yes	I am responding as an individual		
2638	13:38:02	5.08	Yes	I am responding as an individual		
2639	13:38:53	3.68	Yes	I am responding as an individual		
2640	13:39:00	3.28	Yes	I am responding as an individual		
2641	13:40:35	1.57	Yes	I am responding as an individual		
2642	13:41:36	6.12	Yes	I am responding as an individual		
2643	13:42:09	19.98	Yes	I am responding as an individual		
2644	13:43:01	2.98	Yes	I am responding as an individual		
2645	13:43:43	4.67	Yes	I am responding as an individual		
2646	13:43:51	5	Yes	I am responding as an individual		
2647	13:46:45	9.2	Yes	I am responding as an individual		
2648	13:46:59	3.47	Yes	I am responding as an individual		
2649	13:47:51	1.3	Yes	I am responding as an individual		
2650	13:48:39	11.92	Yes	I am responding as an individual		
2651	13:51:42	2.58	Yes	I am responding as an individual		
2652	13:51:57	30.33	Yes	I am responding as an individual		
2653	13:54:42	26.73	Yes	I am responding as an individual		
2654	13:56:38	3.07	Yes	I am responding as an individual		
2655	13:56:41	7.12	Yes	I am responding as an individual		
2656	13:56:48	2.03	Yes	I am responding as an individual		
2657	13:58:22	4.6	Yes	I am responding as an individual		
2658	13:58:23	1.53	Yes	I am responding as an individual		
2659	13:59:27	4.55	Yes	I am responding as an individual		
2660	14:00:05	2.75	Yes	I am responding as an individual		
2661	14:01:41	2.77	Yes	I am responding as an individual		
2662	14:01:45	3.43	Yes	I am responding as an individual		
2663	14:04:48	1.98	Yes	I am responding as an individual		
2664	14:08:24	4.43	Yes	I am responding as an individual		

	I	J	K	L	M	N
2665	14:10:19	14.98	Yes	I am responding as an individual		
2666	14:11:51	5.85	Yes	I am responding as an individual		
2667	14:13:11	5.97	Yes	I am responding as an individual		
2668	14:16:19	1.37	Yes	I am responding as an individual		
2669	14:16:44	14.4	Yes	I am responding as an individual		
2670	14:17:45	5.37	Yes	I am responding as an individual		
2671	14:18:03	14.4	Yes	I am responding as an individual		
2672	14:20:45	2.83	Yes	I am responding as an individual		
2673	14:20:54	31.72	Yes	I am responding as an individual		
2674	14:21:49	18.63	Yes	I am responding as an individual		
2675	14:22:06	4.75	Yes	I am responding as an individual		
2676	14:23:30	5.3	Yes	I am responding as an individual		
2677	14:23:59	20.33	Yes	I am responding as an individual		
2678	14:24:54	5.02	Yes	I am responding as an individual		
2679	14:26:57	3.07	Yes	I am responding as an individual		
2680	14:27:27	10.35	Yes	I am responding as an individual		
2681	14:27:57	2.57	Yes	I am responding as an individual		
2682	14:29:04	6.02	Yes	I am responding as an individual		
2683	14:30:59	3.08	Yes	I am responding as an individual		

	I	J	K	L	M	N
2684	14:31:14	14.62	Yes	I am responding as an individual		
2685	14:31:41	70.68	Yes	I am responding as an individual		
2686	14:32:27	4.27	Yes	I am responding as an individual		
2687	14:32:53	6.4	Yes	I am responding as an individual		
2688	14:33:18	33.68	Yes	I am responding on behalf of an organisation		Other organisation
2689	14:33:35	6.1	Yes	I am responding as an individual		
2690	14:34:08	3.18	Yes	I am responding as an individual		
2691	14:35:15	14.93	Yes	I am responding as an individual		
2692	14:35:24	2.37	Yes	I am responding as an individual		
2693	14:35:31	7.77	Yes	I am responding as an individual		
2694	14:37:14	1.73	Yes	I am responding on behalf of an organisation		Other organisation
2695	14:37:30	20.87	Yes	I am responding as an individual		
2696	14:38:32	3.57	Yes	I am responding as an individual		
2697	14:40:59	2.05	Yes	I am responding as an individual		
2698	14:41:20	2.68	Yes	I am responding as an individual		
2699	14:41:36	2.3	Yes	I am responding as an individual		
2700	14:43:10	10.58	Yes	I am responding as an individual		
2701	14:44:11	5.13	Yes	I am responding as an individual		
2702	14:44:22	21.18	Yes	I am responding on behalf of an organisation		Other organisation
2703	14:47:12	7.7	Yes	I am responding as an individual		
2704	14:50:04	6.18	Yes	I am responding as an individual		
2705	14:51:42	4.65	Yes	I am responding as an individual		
2706	14:52:00	4.63	Yes	I am responding as an individual		

	I	J	K	L	M	N
2707	14:54:10	6.38	Yes	I am responding as an individual		
2708	14:55:54	8.97	Yes	I am responding as an individual		
2709	14:57:08	18.9	Yes	I am responding as an individual		
2710	15:00:07	7.48	Yes	I am responding as an individual		
2711	15:00:17	3.37	Yes	I am responding as an individual		
2712	15:00:40	5.03	Yes	I am responding as an individual		
2713	15:01:38	5.97	Yes	I am responding as an individual		
2714	15:04:32	3.2	Yes	I am responding as an individual		
2715	15:05:09	2.92	Yes	I am responding as an individual		
2716	15:05:45	5.78	Yes	I am responding as an individual		
2717	15:09:52	6.12	Yes	I am responding as an individual		
2718	15:10:22	6	Yes	I am responding as an individual		
2719	15:12:04	7.08	Yes	I am responding as an individual		
2720	15:12:05	4.75	Yes	I am responding as an individual		
2721	15:15:57	5.95	Yes	I am responding as an individual		
2722	15:18:09	17.85	Yes	I am responding as an individual		
2723	15:18:35	2.73	Yes	I am responding as an individual		
2724	15:19:18	4.6	Yes	I am responding as an individual		
2725	15:21:36	1.85	Yes	I am responding as an individual		
2726	15:24:21	2.97	Yes	I am responding as an individual		
2727	15:29:45	8.17	Yes	I am responding as an individual		

	I	J	K	L	M	N
2728	15:30:17	15.15	Yes	I am responding as an individual		
2729	15:31:51	5.2	Yes	I am responding as an individual		
2730	15:32:13	3.22	Yes	I am responding as an individual		
2731	15:33:53	4.37	Yes	I am responding as an individual		
2732	15:34:58	2.57	Yes	I am responding as an individual		
2733	15:35:41	3.82	Yes	I am responding as an individual		
2734	15:38:50	10	Yes	I am responding as an individual		
2735	15:39:16	4.47	Yes	I am responding as an individual		
2736	15:41:35	12.23	Yes	I am responding as an individual		
2737	15:44:40	3.48	Yes	I am responding as an individual		
2738	15:46:05	5.83	Yes	I am responding as an individual		

	I	J	K	L	M	N
2739	15:46:15	18.98	Yes	I am responding as an individual		
2740	15:47:53	2.73	Yes	I am responding as an individual		
2741	15:48:15	6.12	Yes	I am responding as an individual		
2742	15:51:19	3.52	Yes	I am responding as an individual		
2743	15:53:02	4.62	Yes	I am responding as an individual		
2744	15:53:57	4.35	Yes	I am responding as an individual		
2745	15:55:03	7.53	Yes	I am responding as an individual		
2746	15:56:21	5.18	Yes	I am responding as an individual		
2747	15:57:21	13.58	Yes	I am responding as an individual		
2748	16:00:15	3.05	Yes	I am responding as an individual		
2749	16:00:35	4.48	Yes	I am responding as an individual		
2750	16:00:37	8.95	Yes	I am responding as an individual		
2751	16:00:53	24.38	Yes	I am responding as an individual		
2752	16:02:25	3.27	Yes	I am responding as an individual		
2753	16:03:31	30.77	Yes	I am responding as an individual		
2754	16:03:36	342.75	Yes	I am responding on behalf of an organisation		Other organisation

	I	J	K	L	M	N
2755	16:04:10	17.92	Yes	I am responding as an individual		
2756	16:09:00	5.6	Yes	I am responding as an individual		
2757	16:10:56	1.75	Yes	I am responding as an individual		
2758	16:15:40	4.13	Yes	I am responding as an individual		
2759	16:19:04	227.15	Yes	I am responding as an individual		
2760	16:19:49	4.83	Yes	I am responding as an individual		
2761	16:20:20	23.2	Yes	I am responding as an individual		
2762	16:22:59	3.68	Yes	I am responding as an individual		
2763	16:25:43	10.78	Yes	I am responding on behalf of an organisation		Other organisation

	I	J	K	L	M	N
2764	16:26:49	58.48	Yes	I am responding as an individual		
2765	16:27:48	7.55	Yes	I am responding as an individual		
2766	16:28:31	3	Yes	I am responding as an individual		
2767	16:32:47	8	Yes	I am responding as an individual		
2768	16:35:13	5.85	Yes	I am responding as an individual		
2769	16:35:24	2.33	Yes	I am responding as an individual		

	I	J	K	L	M	N
2770	16:36:35	3.63	Yes	I am responding as an individual		
2771	16:39:14	3.27	Yes	I am responding as an individual		
2772	16:39:34	3.52	Yes	I am responding as an individual		
2773	16:39:46	10.87	Yes	I am responding as an individual		
2774	16:43:53	4.3	Yes	I am responding as an individual		
2775	16:45:30	6.67	Yes	I am responding as an individual		
2776	16:52:36	7.45	Yes	I am responding as an individual		
2777	16:53:12	9.43	Yes	I am responding as an individual		
2778	16:54:43	9.9	Yes	I am responding as an individual		
2779	16:57:58	2.6	Yes	I am responding as an individual		
2780	16:59:11	15.85	Yes	I am responding as an individual		
2781	16:59:54	6.75	Yes	I am responding as an individual		
2782	17:00:14	1.63	Yes	I am responding as an individual		
2783	17:02:16	1.67	Yes	I am responding as an individual		

	I	J	K	L	M	N
2784	17:07:01	5.53	Yes	I am responding as an individual		
2785	17:11:26	4.73	Yes	I am responding as an individual		
2786	17:14:17	3.32	Yes	I am responding as an individual		
2787	17:15:36	2.83	Yes	I am responding as an individual		
2788	17:15:59	8.32	Yes	I am responding as an individual		
2789	17:16:08	274.15	Yes	I am responding as an individual		
2790	17:24:18	7.32	Yes	I am responding as an individual		
2791	17:25:18	6.12	Yes	I am responding as an individual		

	I	J	K	L	M	N
2792	17:26:26	5.42	Yes	I am responding as an individual		
2793	17:27:11	26.62	Yes	I am responding as an individual		

	I	J	K	L	M	N
2794	17:27:21	24.78	Yes	I am responding as an individual		
2795	17:28:12	10.73	Yes	I am responding as an individual		
2796	17:29:18	7.23	Yes	I am responding as an individual		
2797	17:31:14	6.15	Yes	I am responding as an individual		
2798	17:31:31	9.4	Yes	I am responding as an individual		
2799	17:34:39	6.25	Yes	I am responding as an individual		
2800	17:36:46	3.15	Yes	I am responding as an individual		
2801	17:41:39	2.58	Yes	I am responding as an individual		
2802	17:43:49	12.53	Yes	I am responding as an individual		
2803	17:49:18	210.93	Yes	I am responding as an individual		
2804	17:50:38	7.02	Yes	I am responding as an individual		

	I	J	K	L	M	N
2805	17:50:54	3.42	Yes	I am responding as an individual		
2806	17:51:04	9.15	Yes	I am responding as an individual		
2807	17:56:44	2.93	Yes	I am responding as an individual		
2808	17:56:45	13.15	Yes	I am responding as an individual		
2809	17:57:43	2.3	Yes	I am responding as an individual		
2810	17:58:11	12.95	Yes	I am responding as an individual		
2811	17:59:12	14.05	Yes	I am responding as an individual		
2812	18:00:29	42.33	Yes	I am responding as an individual		
2813	18:01:43	3.33	Yes	I am responding as an individual		
2814	18:02:27	15.35	Yes	I am responding as an individual		
2815	18:02:34	7.28	Yes	I am responding as an individual		
2816	18:06:26	3.53	Yes	I am responding as an individual		
2817	18:08:42	48.17	Yes	I am responding as an individual		
2818	18:11:42	6.03	Yes	I am responding as an individual		
2819	18:14:42	6.75	Yes	I am responding as an individual		
2820	18:19:41	6.08	Yes	I am responding as an individual		
2821	18:26:58	63.52	Yes	I am responding on behalf of an organisation		
2822	18:29:35	8.25	Yes	I am responding as an individual		
2823	18:30:27	2.1	Yes	I am responding as an individual		
2824	18:31:55	14.92	Yes	I am responding as an individual		
2825	18:36:02	5.08	Yes	I am responding as an individual		

	I	J	K	L	M	N
2826	18:36:52	5.22	Yes	I am responding as an individual		
2827	18:37:05	2.92	Yes	I am responding as an individual		
2828	18:41:51	90.92	Yes	I am responding as an individual		
2829	18:42:24	1.72	Yes	I am responding as an individual		
2830	18:46:02	2.92	Yes	I am responding as an individual		
2831	18:46:31	38.97	Yes	I am responding as an individual		
2832	18:47:57	3.98	Yes	I am responding as an individual		
2833	18:49:03	12.03	Yes	I am responding as an individual		
2834	18:50:37	7.98	Yes	I am responding as an individual		
2835	18:51:04	1.77	Yes	I am responding as an individual		
2836	18:53:39	12.75	Yes	I am responding as an individual		
2837	18:53:58	18.55	Yes	I am responding as an individual		
2838	18:56:47	4.02	Yes	I am responding as an individual		
2839	18:58:39	11.07	Yes	I am responding as an individual		
2840	19:00:31	8.08	Yes	I am responding as an individual		
2841	19:02:22	45.05	Yes	I am responding as an individual		
2842	19:04:16	13.43	Yes	I am responding as an individual		
2843	19:04:30	20.68	Yes	I am responding as an individual		
2844	19:06:59	9.2	Yes	I am responding as an individual		
2845	19:10:19	1.3	Yes	I am responding as an individual		

	I	J	K	L	M	N
2846	19:13:24	3.63	Yes	I am responding as an individual		
2847	19:13:27	2.75	Yes	I am responding as an individual		
2848	19:19:17	6.03	Yes	I am responding as an individual		
2849	19:26:27	1.78	Yes	I am responding as an individual		
2850	19:31:55	2.57	Yes	I am responding as an individual		
2851	19:33:38	9.77	Yes	I am responding as an individual		
2852	19:34:22	3.63	Yes	I am responding as an individual		
2853	19:35:22	3.88	Yes	I am responding as an individual		
2854	19:35:47	7.22	Yes	I am responding as an individual		
2855	19:36:52	4.62	Yes	I am responding as an individual		
2856	19:39:34	3.43	Yes	I am responding as an individual		
2857	19:39:37	5.12	Yes	I am responding as an individual		
2858	19:41:06	10.43	Yes	I am responding as an individual		
2859	19:41:29	3.67	Yes	I am responding as an individual		
2860	19:42:31	6.58	Yes	I am responding as an individual		
2861	19:47:19	10.25	Yes	I am responding as an individual		
2862	19:49:25	6.67	Yes	I am responding as an individual		
2863	19:49:56	1.95	Yes	I am responding as an individual		
2864	19:50:23	15.87	Yes	I am responding as an individual		
2865	19:50:42	2.9	Yes	I am responding as an individual		
2866	19:50:48	6.18	Yes	I am responding as an individual		
2867	19:52:13	374.45	Yes	I am responding as an individual		
2868	19:52:32	2.47	Yes	I am responding as an individual		
2869	19:52:52	17.8	Yes	I am responding as an individual		
2870	19:53:06	2.85	Yes	I am responding as an individual		
2871	19:53:26	4.48	Yes	I am responding as an individual		
2872	19:55:08	3.45	Yes	I am responding as an individual		
2873	19:56:03	3.65	Yes	I am responding as an individual		
2874	19:58:16	13.63	Yes	I am responding as an individual		

	I	J	K	L	M	N
2875	20:03:05	24.22	Yes	I am responding as an individual		
2876	20:04:01	11.77	Yes	I am responding as an individual		
2877	20:07:48	2.87	Yes	I am responding as an individual		
2878	20:12:14	5.68	Yes	I am responding as an individual		
2879	20:13:20	11.25	Yes	I am responding as an individual		
2880	20:15:50	2.83	Yes	I am responding as an individual		
2881	20:21:05	8.7	Yes	I am responding as an individual		
2882	20:27:37	24.43	Yes	I am responding as an individual		
2883	20:31:19	3.67	Yes	I am responding as an individual		
2884	20:31:45	3.13	Yes	I am responding as an individual		
2885	20:38:34	8.35	Yes	I am responding as an individual		
2886	20:38:45	3.45	Yes	I am responding as an individual		
2887	20:39:45	367.2	Yes	I am responding as an individual		
2888	20:40:23	4.08	Yes	I am responding as an individual		
2889	20:40:33	7.43	Yes	I am responding as an individual		
2890	20:41:13	6.77	Yes	I am responding as an individual		
2891	20:43:20	1.38	Yes	I am responding as an individual		
2892	20:44:10	6.1	Yes	I am responding as an individual		

	I	J	K	L	M	N
2893	20:48:29	424.72	Yes	I am responding as an individual		
2894	20:48:40	3.23	Yes	I am responding on behalf of an organisation		Other organisation
2895	20:48:55	9.45	Yes	I am responding as an individual		
2896	20:48:55	3.65	Yes	I am responding as an individual		
2897	20:51:54	1.75	Yes	I am responding as an individual		
2898	20:52:44	26.92	Yes	I am responding as an individual		
2899	20:54:49	2.15	Yes	I am responding as an individual		
2900	20:56:33	4.33	Yes	I am responding as an individual		
2901	20:57:31	4.05	Yes	I am responding as an individual		
2902	20:57:33	5.93	Yes	I am responding as an individual		
2903	20:58:33	2.67	Yes	I am responding as an individual		
2904	21:00:09	8.72	Yes	I am responding as an individual		
2905	21:00:58	1.28	Yes	I am responding as an individual		
2906	21:02:56	7.63	Yes	I am responding as an individual		
2907	21:03:26	2.87	Yes	I am responding as an individual		
2908	21:04:37	6.7	Yes	I am responding as an individual		
2909	21:04:43	2.52	Yes	I am responding as an individual		
2910	21:04:53	10.78	Yes	I am responding as an individual		
2911	21:06:03	15.35	Yes	I am responding as an individual		
2912	21:08:39	30.88	Yes	I am responding as an individual		
2913	21:08:52	2.05	Yes	I am responding as an individual		
2914	21:09:58	2.88	Yes	I am responding as an individual		
2915	21:11:25	166.3	Yes	I am responding as an individual		
2916	21:11:30	17.07	Yes	I am responding as an individual		
2917	21:12:28	23.42	Yes	I am responding as an individual		
2918	21:15:09	26.55	Yes	I am responding as an individual		
2919	21:16:00	5.93	Yes	I am responding as an individual		

	I	J	K	L	M	N
2920	21:17:00	6.82	Yes	I am responding as an individual		
2921	21:20:15	4.27	Yes	I am responding as an individual		
2922	21:21:23	6.12	Yes	I am responding as an individual		
2923	21:22:46	7.93	Yes	I am responding as an individual		
2924	21:27:33	9.22	Yes	I am responding as an individual		
2925	21:28:01	4.97	Yes	I am responding as an individual		
2926	21:28:20	2.2	Yes	I am responding as an individual		
2927	21:29:17	7.63	Yes	I am responding as an individual		
2928	21:29:50	5.03	Yes	I am responding as an individual		
2929	21:32:54	14.13	Yes	I am responding as an individual		
2930	21:38:15	110.27	Yes	I am responding as an individual		

	I	J	K	L	M	N
2931	21:39:09	5.48	Yes	I am responding as an individual		
2932	21:41:03	3.48	Yes	I am responding as an individual		
2933	21:41:36	5.88	Yes	I am responding as an individual		
2934	21:42:17	6.9	Yes	I am responding as an individual		
2935	21:43:10	10.15	Yes	I am responding as an individual		
2936	21:43:16	5.6	Yes	I am responding as an individual		
2937	21:44:31	2.48	Yes	I am responding as an individual		
2938	21:47:16	5.58	Yes	I am responding as an individual		
2939	21:57:05	14.45	Yes	I am responding as an individual		
2940	21:57:24	3.52	Yes	I am responding as an individual		
2941	22:01:10	21.83	Yes	I am responding as an individual		
2942	22:03:56	10.4	Yes	I am responding as an individual		
2943	22:04:07	4.75	Yes	I am responding as an individual		
2944	22:04:21	7.1	Yes	I am responding as an individual		
2945	22:04:36	3.32	Yes	I am responding as an individual		
2946	22:06:25	43.27	Yes	I am responding as an individual		
2947	22:12:31	1.47	Yes	I am responding as an individual		
2948	22:13:24	9.58	Yes	I am responding as an individual		
2949	22:13:25	9.53	Yes	I am responding as an individual		
2950	22:13:54	10.1	Yes	I am responding as an individual		
2951	22:14:46	5.57	Yes	I am responding as an individual		
2952	22:18:06	10.6	Yes	I am responding as an individual		
2953	22:22:22	7.52	Yes	I am responding as an individual		
2954	22:25:52	3.52	Yes	I am responding as an individual		

	I	J	K	L	M	N
2955	22:26:42	61.78	Yes	I am responding on behalf of an organisation		Other organisation
2956	22:32:45	6.03	Yes	I am responding as an individual		
2957	22:33:23	12.02	Yes	I am responding as an individual		
2958	22:33:52	4	Yes	I am responding as an individual		
2959	22:33:55	2.13	Yes	I am responding as an individual		
2960	22:34:12	8.08	Yes	I am responding as an individual		
2961	22:34:24	3.97	Yes	I am responding as an individual		
2962	22:37:27	351.72	Yes	I am responding as an individual		
2963	22:41:24	8.75	Yes	I am responding as an individual		
2964	22:43:01	1.93	Yes	I am responding as an individual		

	I	J	K	L	M	N
2965	22:43:21	12.48	Yes	I am responding as an individual		
2966	22:43:42	2.2	Yes	I am responding as an individual		
2967	22:46:14	43.8	Yes	I am responding as an individual		
2968	22:47:52	9.37	Yes	I am responding as an individual		
2969	22:48:31	1.73	Yes	I am responding as an individual		
2970	22:52:25	12.67	Yes	I am responding as an individual		
2971	22:54:49	23.25	Yes	I am responding as an individual		
2972	22:56:10	5.35	Yes	I am responding as an individual		
2973	22:56:44	11.97	Yes	I am responding as an individual		
2974	23:00:26	4.03	Yes	I am responding as an individual		
2975	23:00:41	5.75	Yes	I am responding as an individual		
2976	23:01:11	1.62	Yes	I am responding as an individual		
2977	23:01:51	4.25	Yes	I am responding as an individual		

	I	J	K	L	M	N
2978	23:03:57	66.43	Yes	I am responding as an individual		
2979	23:04:39	12.08	Yes	I am responding as an individual		
2980	23:06:16	7.43	Yes	I am responding as an individual		
2981	23:07:17	5.92	Yes	I am responding as an individual		
2982	23:08:44	19.05	Yes	I am responding as an individual		
2983	23:09:17	6.2	Yes	I am responding as an individual		
2984	23:10:08	108.27	Yes	I am responding as an individual		
2985	23:10:53	8.2	Yes	I am responding as an individual		
2986	23:11:35	5.98	Yes	I am responding as an individual		
2987	23:12:23	3.55	Yes	I am responding as an individual		
2988	23:13:50	2.58	Yes	I am responding as an individual		
2989	23:13:59	2.3	Yes	I am responding as an individual		
2990	23:16:03	21.57	Yes	I am responding as an individual		
2991	23:17:39	6.7	Yes	I am responding as an individual		
2992	23:18:41	12.13	Yes	I am responding as an individual		

	I	J	K	L	M	N
2993	23:32:21	2.37	Yes	I am responding as an individual		
2994	23:33:18	2.62	Yes	I am responding as an individual		
2995	23:33:49	9.38	Yes	I am responding as an individual		
2996	23:42:06	3.03	Yes	I am responding as an individual		
2997	23:47:15	3.08	Yes	I am responding as an individual		
2998	23:47:18	19.53	Yes	I am responding as an individual		
2999	23:48:15	28.13	Yes	I am responding as an individual		
3000	23:49:38	3.68	Yes	I am responding as an individual		
3001	23:58:15	5.15	Yes	I am responding as an individual		
3002	23:59:00	2.52	Yes	I am responding as an individual		
3003	00:50:12	4.48	Yes	I am responding as an individual		
3004	01:33:33	31.37	Yes	I am responding as an individual		
3005	02:04:50	5.37	Yes	I am responding as an individual		
3006	06:45:57	2	Yes	I am responding as an individual		
3007	06:51:29	7.62	Yes	I am responding as an individual		
3008	07:23:19	2.97	Yes	I am responding as an individual		
3009	07:24:17	3.33	Yes	I am responding as an individual		
3010	07:30:13	7.23	Yes	I am responding as an individual		
3011	07:36:56	3.38	Yes	I am responding on behalf of an organisation		Other organisation
3012	07:42:45	5.48	Yes	I am responding on behalf of an organisation		Other organisation
3013	08:03:12	3.93	Yes	I am responding as an individual		
3014	08:17:08	4.55	Yes	I am responding as an individual		
3015	08:19:54	8.52	Yes	I am responding as an individual		
3016	08:20:18	3.4	Yes	I am responding as an individual		
3017	08:21:15	2.78	Yes	I am responding as an individual		
3018	08:57:40	2.7	Yes	I am responding as an individual		
3019	09:16:45	8.38	Yes	I am responding as an individual		

	I	J	K	L	M	N
3020			Yes	I am responding on behalf of an organisation		Local authority
3021			Yes	I am responding on behalf of an organisation		Local authority

	I	J	K	L	M	N
3022			Yes	I am responding on behalf of an organisation		Local authority
3023			Yes	I am responding on behalf of an organisation		

	I	J	K	L	M	N
3024			Yes	I am responding on behalf of an organisation		Local authority
3025			Yes	I am responding as an individual		
3026			Yes	I am responding on behalf of an organisation		Other organisation
3027			Yes	I am responding on behalf of an organisation		

	O	P	Q	R	S	T	U	V
1	Q5:1	Q6.a	Q6.b	Q6.c	Q7.a	Q7.b	Q8.a	Q8.b
2	In which local authority area does your organisation prim...	Name:	Job Title:	Email:	Name:	Email:	Rule out business as usual	Rule out voluntary partnerships
3							Strongly oppose	Somewhat support
4							Strongly oppose	Strongly oppose
5							Somewhat support	Somewhat support
6							Strongly support	Strongly oppose
7							Somewhat oppose	Somewhat support
8							Somewhat support	Somewhat support
9							Somewhat oppose	Somewhat oppose
10			Councillor				Neither support nor oppose	Strongly oppose
11							Strongly support	Strongly support
12							Strongly support	Strongly oppose
13							Neither support nor oppose	Somewhat oppose
14							Strongly oppose	Strongly oppose
15							Strongly support	Strongly support
16							Strongly support	Somewhat support
17							Strongly support	Strongly support
18							Strongly support	Neither support nor oppose
19							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
20							Somewhat support	Somewhat oppose
21			Councillor				Somewhat oppose	Somewhat support
22							Strongly support	Somewhat support
23							Strongly support	Somewhat support
24							Strongly support	Neither support nor oppose
25							Strongly oppose	Strongly oppose
26							Strongly support	Somewhat oppose
27							Strongly support	Strongly support
28							Strongly support	Somewhat support
29							Strongly support	Somewhat support
30							Strongly oppose	Strongly oppose
31							Don't know	Don't know
32							Strongly support	Strongly support
33							Strongly support	Strongly support
34							Strongly oppose	Strongly oppose
35							Neither support nor oppose	Somewhat oppose
36							Strongly support	Strongly support
37							Strongly support	Strongly support
38							Strongly support	Don't know
39							Strongly support	Strongly support
40							Strongly support	Strongly support
41							Strongly support	Strongly support
42							Somewhat support	Neither support nor oppose
43							Strongly support	Strongly support
44							Strongly support	Somewhat support

	O	P	Q	R	S	T	U	V
45							Strongly support	Somewhat oppose
46							Strongly support	Neither support nor oppose
47							Somewhat oppose	Neither support nor oppose
48							Strongly support	Strongly support
49							Strongly support	Strongly support
50							Somewhat support	Somewhat oppose
51							Strongly support	Strongly support
52							Strongly support	Strongly support
53							Strongly support	Strongly oppose
54							Strongly support	Somewhat support
55							Strongly support	Neither support nor oppose
56							Strongly support	Strongly support
57							Somewhat support	Strongly support
58							Strongly oppose	Strongly oppose
59							Strongly support	Strongly oppose
60							Strongly support	Strongly support
61							Strongly support	Don't know
62							Somewhat oppose	Don't know

	O	P	Q	R	S	T	U	V
63							Strongly support	Strongly support
64							Strongly support	Strongly support
65							Strongly support	Strongly support
66							Neither support nor oppose	Strongly oppose
67							Strongly oppose	Somewhat support
68							Neither support nor oppose	Neither support nor oppose
69							Strongly support	Neither support nor oppose
70							Strongly support	Strongly support
71							Strongly oppose	Strongly oppose
72							Strongly support	Strongly support
73							Strongly support	Strongly support
74							Strongly support	Strongly oppose
75							Strongly support	Neither support nor oppose
76							Strongly support	Don't know
77							Strongly support	Strongly support
78							Strongly oppose	Strongly support
79							Strongly support	Somewhat support
80							Strongly support	Somewhat support
81							Strongly support	Strongly support
82							Neither support nor oppose	Neither support nor oppose
83							Strongly support	Strongly support
84							Strongly support	Strongly support
85							Strongly support	Strongly support
86							Strongly support	Somewhat support
87							Strongly support	Strongly support
88							Neither support nor oppose	Strongly support

	O	P	Q	R	S	T	U	V
89							Strongly support	Strongly support
90							Strongly support	Strongly support
91							Strongly support	Strongly support
92							Strongly support	Strongly support
93							Strongly support	Somewhat support
94							Neither support nor oppose	Somewhat oppose
95							Somewhat support	Strongly oppose
96							Strongly support	Strongly support
97							Strongly oppose	Somewhat support
98							Strongly support	Strongly support
99			Executive Manager				Strongly support	Strongly support
100							Strongly support	Strongly support
101							Strongly oppose	Somewhat oppose
102							Strongly support	Strongly support
103							Strongly support	Strongly support
104							Somewhat support	Somewhat support
105							Strongly support	Somewhat support
106							Somewhat oppose	Somewhat oppose
107							Strongly support	Somewhat support
108							Strongly support	Strongly support
109							Strongly support	Strongly support
110							Strongly support	Somewhat support
111							Somewhat oppose	Somewhat oppose

	O	P	Q	R	S	T	U	V
112							Strongly support	Neither support nor oppose
113							Strongly oppose	Strongly oppose
114							Strongly support	Neither support nor oppose
115							Somewhat oppose	Somewhat support
116							Strongly support	Strongly support
117							Strongly support	Strongly oppose
118			Councillor				Strongly support	Strongly oppose
119							Strongly support	Strongly support
120							Strongly support	Strongly support
121							Strongly support	Somewhat support
122							Strongly support	Strongly support
123							Strongly support	Strongly support
124							Strongly support	Strongly support
125							Strongly support	Somewhat support
126							Strongly oppose	Strongly oppose
127							Strongly support	Strongly oppose
128							Strongly support	Strongly oppose
129							Strongly support	Strongly oppose
130							Strongly oppose	Neither support nor oppose
131							Strongly oppose	Somewhat oppose
132							Strongly support	Neither support nor oppose
133							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
134							Strongly support	Strongly support
135							Strongly support	Strongly support
136							Strongly support	Strongly oppose
137							Somewhat support	Don't know
138							Strongly support	Strongly oppose
139							Neither support nor oppose	Somewhat oppose
140							Don't know	Somewhat support
141							Don't know	Somewhat support
142							Strongly oppose	Strongly oppose
143							Strongly support	Strongly support
144							Strongly support	Somewhat oppose
145							Neither support nor oppose	Neither support nor oppose
146							Strongly support	Strongly support
147							Strongly support	Strongly support
148							Don't know	Don't know
149							Strongly support	Strongly support
150							Strongly support	Somewhat oppose
151			Chairperson				Strongly support	Strongly support
152							Somewhat oppose	Somewhat support
153							Strongly support	Strongly support
154							Strongly oppose	Strongly support
155							Strongly support	Somewhat oppose
156							Strongly support	Strongly support
157							Strongly support	Don't know
158							Strongly support	Somewhat support

	O	P	Q	R	S	T	U	V
159							Strongly support	Strongly oppose
160							Strongly support	Strongly support
161							Strongly oppose	Strongly support
162							Somewhat support	Somewhat oppose
163							Strongly support	Strongly support
164							Strongly oppose	Strongly support
165							Strongly support	Somewhat support
166							Strongly support	Strongly support
167							Neither support nor oppose	Strongly oppose
168							Strongly support	Strongly support
169							Strongly support	Strongly oppose
170							Strongly support	Strongly support
171							Strongly support	Strongly support
172							Neither support nor oppose	Neither support nor oppose
173							Strongly support	Somewhat oppose
174							Strongly oppose	Strongly oppose
175							Strongly oppose	Strongly oppose
176							Strongly support	Strongly oppose
177							Strongly support	Neither support nor oppose
178							Strongly oppose	Don't know
179							Somewhat support	Neither support nor oppose
180							Strongly support	Strongly oppose
181							Strongly support	Neither support nor oppose
182							Neither support nor oppose	Neither support nor oppose
183							Strongly support	Neither support nor oppose
184							Strongly support	Somewhat support
185							Strongly support	Somewhat support

	O	P	Q	R	S	T	U	V
186							Strongly oppose	Somewhat oppose
187							Strongly support	Don't know
188							Strongly support	Strongly support
189							Strongly support	Neither support nor oppose
190							Strongly support	Neither support nor oppose
191							Strongly support	Strongly support
192							Strongly support	Strongly support
193							Strongly support	Somewhat support
194							Strongly support	Strongly support
195							Strongly support	Strongly support
196							Somewhat support	Somewhat oppose
197							Strongly support	Somewhat support
198							Strongly support	Neither support nor oppose
199							Strongly support	Neither support nor oppose
200							Strongly support	Strongly support
201							Somewhat oppose	Somewhat support
202							Strongly oppose	Strongly oppose
203							Strongly support	Strongly support
204							Strongly support	Somewhat support
205							Strongly oppose	Somewhat oppose
206							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
207							Strongly support	Strongly support
208							Strongly support	Strongly support
209							Strongly support	Strongly support
210							Strongly support	Somewhat support
211							Strongly support	Somewhat support
212							Strongly support	Strongly oppose
213							Strongly oppose	Strongly support
214							Strongly support	Strongly support
215							Strongly support	Strongly support
216							Strongly support	Strongly support
217							Strongly support	Strongly support
218							Strongly support	Strongly support
219							Strongly support	Neither support nor oppose
220							Strongly support	Strongly support
221							Strongly support	Strongly oppose
222							Strongly support	Strongly support
223							Strongly oppose	Strongly support
224							Strongly oppose	Strongly oppose
225							Somewhat support	Somewhat oppose
226							Somewhat support	Somewhat support
227							Strongly support	Strongly support
228							Strongly support	Strongly support
229							Strongly support	Somewhat support

	O	P	Q	R	S	T	U	V
230							Strongly support	Strongly support
231							Strongly support	Strongly support
232							Strongly oppose	Somewhat support
233							Strongly support	Strongly support
234							Strongly support	Somewhat support
235							Strongly support	Strongly oppose
236							Strongly support	Strongly support
237							Strongly support	Strongly support
238							Strongly support	Strongly support
239							Strongly support	Somewhat support
240							Strongly support	Strongly support
241							Strongly support	Don't know
242							Strongly support	Neither support nor oppose
243							Strongly support	Strongly oppose
244							Strongly oppose	Somewhat support
245							Strongly support	Strongly support
246							Strongly support	Strongly support
247							Strongly support	Somewhat support
248							Strongly support	Strongly oppose
249							Strongly support	Strongly support
250							Strongly support	Somewhat support
251							Strongly support	Strongly support
252							Strongly support	Somewhat support

	O	P	Q	R	S	T	U	V
253							Strongly support	Strongly support
254							Strongly support	Strongly support
255							Strongly support	Strongly support
256							Strongly support	Somewhat support
257							Strongly oppose	Strongly support
258							Strongly oppose	Somewhat support
259							Strongly support	Strongly support
260							Strongly oppose	Neither support nor oppose
261							Strongly support	Somewhat support
262							Strongly oppose	Somewhat oppose
263							Strongly support	Strongly support
264							Strongly support	Neither support nor oppose
265							Strongly oppose	Strongly oppose
266							Strongly support	Strongly support
267							Strongly support	Somewhat support
268							Strongly support	Strongly oppose
269							Strongly support	Strongly support
270							Somewhat support	Strongly support
271							Strongly support	Neither support nor oppose
272							Strongly support	Somewhat support
273							Don't know	Don't know

	O	P	Q	R	S	T	U	V
274							Somewhat support	Strongly oppose
275							Neither support nor oppose	Neither support nor oppose
276							Strongly support	Strongly support
277							Strongly support	Strongly support
278							Strongly support	Somewhat support
279							Strongly support	Strongly support
280							Strongly support	Strongly support
281							Strongly support	Strongly support
282							Strongly support	Somewhat support
283							Strongly oppose	Strongly oppose
284							Somewhat support	Somewhat support
285							Strongly support	Somewhat oppose
286							Strongly support	Somewhat support
287							Strongly support	Somewhat support
288							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
289							Strongly support	Strongly oppose
290							Strongly support	Strongly oppose
291							Strongly support	Strongly support
292							Strongly support	Strongly support
293							Strongly support	Strongly support
294							Strongly oppose	Strongly oppose
295							Strongly oppose	Strongly oppose
296							Strongly support	Somewhat support
297							Strongly support	Neither support nor oppose
298							Strongly support	Strongly support
299							Strongly support	Neither support nor oppose
300							Strongly support	Strongly oppose
301							Strongly oppose	Strongly oppose
302							Strongly oppose	Strongly oppose
303							Strongly support	Somewhat support
304							Neither support nor oppose	Neither support nor oppose
305							Strongly support	Strongly support
306			Project Manager				Strongly oppose	Strongly support
307							Strongly support	Strongly support
308							Strongly support	Neither support nor oppose
309							Neither support nor oppose	Neither support nor oppose
310							Strongly support	Neither support nor oppose
311							Strongly support	Strongly support
312							Strongly support	Strongly support
313							Strongly oppose	Strongly support
314							Strongly support	Strongly support
315							Strongly support	Strongly oppose

	O	P	Q	R	S	T	U	V
316							Strongly support	Somewhat oppose
317							Strongly support	Strongly support
318							Strongly support	Strongly support
319							Strongly support	Somewhat support
320							Strongly support	Strongly support
321							Strongly support	Strongly support
322							Strongly support	Strongly support
323							Somewhat support	Somewhat oppose
324							Strongly support	Somewhat support
325							Somewhat support	Somewhat oppose
326							Strongly support	Strongly support
327							Strongly support	Strongly support
328							Strongly support	Strongly support
329							Strongly support	Strongly support
330							Strongly support	Don't know
331							Strongly support	Strongly support
332							Strongly support	Strongly support
333							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
334							Strongly support	Neither support nor oppose
335							Somewhat support	Strongly oppose
336							Strongly oppose	Somewhat support
337							Strongly support	Strongly support
338							Strongly support	Strongly support
339							Somewhat oppose	Somewhat support
340							Strongly oppose	Neither support nor oppose
341							Neither support nor oppose	Neither support nor oppose
342							Strongly support	Strongly support
343							Somewhat oppose	Neither support nor oppose
344							Strongly support	Somewhat support
345							Strongly oppose	Strongly oppose
346							Strongly support	Neither support nor oppose

	O	P	Q	R	S	T	U	V
347							Strongly oppose	Strongly support
348							Don't know	Don't know
349							Strongly support	Strongly support
350							Strongly support	Somewhat support
351							Strongly oppose	Strongly support
352							Strongly support	Strongly support
353							Strongly support	Somewhat oppose
354							Strongly support	Strongly support
355							Strongly support	Don't know
356							Strongly support	Strongly support
357							Strongly oppose	Strongly support
358							Strongly support	Strongly support
359							Strongly support	Strongly support
360							Strongly support	Strongly support
361							Strongly support	Strongly support
362							Somewhat support	Strongly support
363							Somewhat support	Don't know
364							Strongly support	Strongly support
365							Strongly support	Strongly oppose
366							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
367							Strongly oppose	Strongly oppose
368							Strongly support	Somewhat support
369							Strongly support	Strongly support
370							Strongly support	Strongly support
371							Strongly support	Strongly support
372							Strongly oppose	Strongly support
373							Strongly support	Strongly support
374							Somewhat oppose	Somewhat oppose
375							Neither support nor oppose	Neither support nor oppose
376							Strongly support	Somewhat support
377							Strongly support	Strongly support
378							Strongly support	Strongly oppose
379							Strongly support	Neither support nor oppose
380							Strongly support	Strongly support
381							Neither support nor oppose	Somewhat support
382							Strongly support	Strongly support
383							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
384							Strongly support	Somewhat support
385							Strongly support	Strongly support
386							Strongly support	Strongly support
387							Somewhat support	Neither support nor oppose
388							Strongly support	Strongly support
389							Strongly support	Strongly support
390							Strongly support	Strongly support
391							Strongly support	Strongly support
392							Strongly support	Strongly support
393							Strongly support	Strongly support
394							Strongly support	Strongly support
395							Somewhat support	Somewhat support
396							Strongly oppose	Neither support nor oppose
397							Strongly support	Strongly support
398							Strongly support	Strongly support
399							Strongly support	Strongly support
400							Strongly support	Strongly support
401							Strongly support	Somewhat oppose
402							Strongly support	Strongly support
403							Strongly support	Somewhat support
404							Neither support nor oppose	Strongly oppose

	O	P	Q	R	S	T	U	V
405							Strongly support	Strongly support
406							Strongly support	Strongly oppose
407							Somewhat support	Somewhat support
408							Strongly support	Strongly support
409							Strongly support	Somewhat support
410							Strongly support	Strongly support
411							Strongly support	Strongly support
412							Somewhat oppose	Somewhat oppose
413							Strongly support	Somewhat support
414							Strongly oppose	Strongly oppose
415							Strongly support	Strongly support
416							Somewhat support	Somewhat oppose
417							Strongly oppose	Strongly support

	O	P	Q	R	S	T	U	V
418							Strongly support	Strongly support
419							Neither support nor oppose	Strongly oppose
420							Strongly support	Strongly support
421							Somewhat oppose	Strongly support
422							Strongly oppose	Strongly oppose
423							Somewhat oppose	Strongly support
424							Strongly support	Strongly support
425							Strongly oppose	Strongly oppose
426							Strongly support	Somewhat support
427							Strongly oppose	Strongly support
428							Somewhat support	Strongly oppose

	O	P	Q	R	S	T	U	V
429							Strongly support	Don't know
430							Strongly support	Strongly support
431							Strongly support	Strongly support
432							Somewhat support	Neither support nor oppose
433							Strongly support	Strongly support
434							Strongly support	Strongly oppose
435							Strongly support	Strongly support
436							Strongly support	Strongly support
437							Strongly oppose	Strongly support
438							Somewhat support	Somewhat support
439							Strongly support	Strongly support
440							Strongly support	Somewhat oppose
441							Somewhat support	Strongly oppose
442							Strongly support	Strongly support
443							Strongly support	Don't know
444							Don't know	Don't know
445							Strongly support	Strongly support
446							Strongly support	Neither support nor oppose
447							Strongly support	Strongly support
448							Strongly oppose	Strongly oppose
449							Strongly support	Strongly oppose

	O	P	Q	R	S	T	U	V
450							Strongly support	Strongly support
451							Strongly support	Somewhat support
452							Somewhat support	Somewhat support
453							Strongly support	Strongly oppose
454							Somewhat oppose	Somewhat oppose
455							Strongly support	Strongly support
456							Strongly support	Strongly support
457							Strongly support	Strongly support
458							Strongly support	Strongly support
459							Strongly support	Strongly support
460							Somewhat support	Strongly oppose
461							Somewhat oppose	Somewhat oppose
462							Strongly oppose	Strongly oppose
463							Strongly support	Strongly support
464							Strongly oppose	Strongly oppose
465			Co-ordinator				Strongly support	Somewhat support
466							Somewhat support	Somewhat support
467							Strongly support	Strongly support
468							Strongly support	Strongly support
469							Strongly support	Neither support nor oppose
470							Strongly support	Somewhat support
471							Strongly support	Somewhat support

	O	P	Q	R	S	T	U	V
472							Somewhat oppose	Strongly support
473							Strongly support	Strongly support
474							Strongly support	Strongly support
475							Strongly support	Somewhat support
476							Somewhat oppose	Somewhat oppose
477							Strongly support	Strongly support
478							Somewhat support	Somewhat support
479							Strongly support	Strongly support
480							Strongly oppose	Somewhat support
481							Strongly support	Strongly oppose
482							Strongly support	Strongly support
483							Strongly support	Strongly oppose
484							Strongly support	Neither support nor oppose
485							Strongly oppose	Strongly oppose
486							Strongly oppose	Strongly oppose
487							Strongly support	Somewhat support
488							Strongly support	Strongly oppose

	O	P	Q	R	S	T	U	V
489							Strongly support	Strongly support
490							Strongly support	Strongly support
491							Strongly oppose	Somewhat support
492							Strongly support	Strongly support
493							Strongly support	Strongly support
494							Strongly oppose	Strongly support
495							Somewhat support	Neither support nor oppose
496							Neither support nor oppose	Strongly oppose
497							Strongly support	Strongly oppose
498							Strongly oppose	Strongly oppose
499							Neither support nor oppose	Neither support nor oppose
500							Strongly support	Strongly support
501							Strongly support	Strongly support
502							Strongly support	Neither support nor oppose
503							Strongly support	Somewhat support
504							Strongly oppose	Somewhat oppose
505							Strongly support	Strongly support
506							Strongly support	Strongly support
507							Strongly support	Don't know
508			Chairperson				Strongly support	Strongly support
509							Strongly support	Strongly support
510							Strongly oppose	Strongly support
511							Strongly support	Strongly support
512							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
513							Strongly support	Strongly support
514							Strongly support	Strongly support
515							Strongly support	Strongly support
516							Strongly support	Strongly support
517							Strongly support	Strongly support
518							Strongly support	Don't know
519							Strongly support	Strongly support
520							Strongly support	Strongly support
521							Neither support nor oppose	Somewhat support
522							Strongly support	Strongly support
523							Strongly support	Strongly support
524							Neither support nor oppose	Neither support nor oppose
525							Strongly support	Strongly support
526							Strongly support	Strongly support
527							Strongly support	Strongly support
528							Strongly support	Strongly support
529							Strongly oppose	Strongly oppose
530							Strongly support	Strongly oppose
531							Strongly support	Strongly support
532							Strongly support	Strongly support
533							Strongly support	Strongly support
534							Strongly support	Strongly support
535							Strongly support	Strongly support
536							Strongly support	Strongly support
537							Strongly support	Strongly support
538							Strongly support	Strongly support
539							Strongly support	Strongly support
540							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
541							Strongly support	Strongly support
542							Strongly oppose	Strongly oppose
543							Strongly support	Strongly support
544							Strongly support	Strongly support
545							Strongly support	Strongly support
546							Strongly support	Somewhat support
547							Somewhat oppose	Strongly support
548							Strongly support	Strongly support
549							Strongly support	Strongly support
550							Strongly support	Strongly support
551							Strongly support	Strongly oppose
552							Strongly support	Strongly support
553							Strongly support	Strongly support
554							Strongly support	Strongly support
555							Strongly oppose	Somewhat oppose
556							Strongly support	Strongly oppose
557							Strongly support	Neither support nor oppose
558							Strongly support	Strongly support
559							Strongly oppose	Strongly oppose
560							Strongly support	Strongly support
561							Strongly support	Strongly support
562							Strongly support	Strongly support
563							Strongly support	Strongly support
564							Strongly support	Strongly support
565							Strongly support	Strongly support
566							Strongly support	Strongly support
567							Strongly support	Strongly support
568							Strongly support	Strongly support
569							Strongly support	Strongly support
570							Strongly support	Strongly support
571							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
572							Strongly support	Strongly oppose
573							Strongly support	Strongly support
574							Strongly support	Somewhat oppose
575							Strongly support	Strongly support
576							Don't know	Don't know
577							Strongly support	Strongly oppose
578							Strongly support	Strongly support
579							Strongly support	Strongly support
580							Strongly support	Strongly support
581							Strongly support	Strongly support
582							Strongly support	Somewhat oppose
583							Somewhat support	Somewhat support
584							Strongly support	Strongly support
585							Strongly support	Somewhat support
586							Strongly support	Strongly support
587							Strongly support	Strongly support
588							Strongly support	Strongly support
589							Strongly support	Strongly support
590							Strongly support	Strongly support
591							Strongly support	Strongly support
592							Strongly oppose	Strongly support
593							Strongly support	Strongly support
594							Strongly oppose	Strongly oppose
595							Strongly support	Strongly support
596							Strongly support	Somewhat support
597							Strongly support	Strongly support
598							Strongly support	Strongly support
599							Strongly oppose	Somewhat support
600							Strongly support	Somewhat support
601							Strongly support	Neither support nor oppose
602							Strongly support	Strongly support
603							Strongly support	Strongly support
604							Strongly support	Strongly support
605							Strongly support	Strongly support
606							Strongly support	Strongly support
607							Strongly support	Strongly support
608							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
609							Strongly support	Strongly support
610							Strongly support	Somewhat support
611							Strongly support	Strongly support
612							Strongly support	Strongly support
613							Strongly support	Strongly support
614							Somewhat support	Somewhat oppose
615							Strongly support	Strongly support
616							Strongly support	Strongly support
617							Strongly support	Strongly support
618							Strongly support	Strongly support
619							Strongly support	Strongly support
620							Strongly support	Strongly support
621							Strongly support	Strongly support
622							Strongly support	Strongly support
623							Somewhat support	Neither support nor oppose
624							Strongly support	Strongly support
625							Somewhat oppose	Somewhat oppose
626							Strongly support	Strongly support
627							Strongly support	Strongly support
628							Strongly support	Strongly support
629							Strongly oppose	Strongly support
630							Strongly support	Somewhat support
631							Strongly support	Strongly support
632							Strongly support	Strongly support
633							Strongly support	Strongly support
634							Neither support nor oppose	Strongly oppose
635							Strongly support	Strongly support
636							Strongly oppose	Strongly support

	O	P	Q	R	S	T	U	V
637							Strongly support	Strongly support
638							Strongly support	Strongly support
639							Strongly support	Strongly support
640							Strongly support	Strongly support
641							Strongly support	Strongly support
642							Strongly support	Strongly support
643							Strongly support	Strongly oppose
644							Strongly support	Strongly support
645							Strongly support	Strongly support
646							Strongly support	Strongly support
647							Strongly support	Strongly support
648							Strongly support	Strongly oppose
649							Strongly support	Strongly support
650							Strongly support	Strongly support
651							Strongly support	Strongly oppose
652							Strongly support	Strongly support
653							Strongly support	Strongly support
654							Strongly support	Don't know
655							Strongly support	Strongly support
656							Strongly support	Strongly support
657							Strongly support	Strongly support
658							Strongly support	Somewhat oppose
659							Strongly support	Strongly support
660							Strongly oppose	Strongly oppose
661							Strongly support	Strongly support
662							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
663							Strongly support	Strongly support
664							Strongly support	Strongly support
665							Strongly support	Strongly oppose
666							Strongly support	Strongly support
667							Strongly oppose	Somewhat support
668							Strongly support	Strongly support
669							Strongly support	Strongly support
670							Strongly support	Strongly support
671							Strongly support	Strongly oppose
672							Somewhat oppose	Somewhat oppose
673							Don't know	Don't know
674							Strongly support	Somewhat support
675							Strongly oppose	Strongly oppose
676							Strongly support	Strongly support
677							Strongly support	Strongly oppose
678							Strongly oppose	Somewhat support
679							Strongly support	Strongly support
680							Strongly support	Strongly support
681							Strongly support	Somewhat oppose
682							Strongly support	Strongly oppose
683							Strongly support	Strongly support
684							Strongly support	Strongly support
685							Strongly support	Strongly support
686							Strongly support	Strongly support
687							Strongly support	Strongly support
688							Strongly oppose	Strongly support
689							Strongly support	Strongly support
690							Strongly support	Neither support nor oppose
691							Strongly support	Strongly support
692							Strongly support	Strongly support
693							Strongly support	Strongly support
694							Strongly support	Strongly support
695							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
696							Strongly support	Strongly support
697							Strongly support	Strongly support
698							Strongly support	Strongly support
699							Strongly support	Strongly support
700							Strongly support	Strongly support
701							Strongly support	Strongly support
702							Strongly support	Neither support nor oppose
703							Strongly support	Strongly oppose
704							Strongly support	Strongly support
705							Strongly support	Strongly support
706							Strongly support	Strongly support
707							Strongly support	Strongly support
708							Somewhat oppose	Somewhat support
709							Strongly support	Strongly support
710							Strongly support	Strongly support
711							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
712							Strongly support	Strongly support
713							Strongly support	Strongly support
714							Strongly support	Strongly support
715							Strongly support	Strongly support
716							Strongly support	Strongly support
717							Strongly support	Strongly support
718							Strongly support	Strongly support
719							Strongly support	Strongly support
720							Somewhat support	Neither support nor oppose
721							Strongly support	Strongly support
722							Strongly support	Strongly support
723							Strongly support	Strongly support
724							Strongly support	Strongly support
725							Strongly support	Strongly support
726							Strongly support	Strongly support
727							Strongly oppose	Strongly oppose
728							Strongly support	Strongly oppose
729							Strongly support	Strongly support
730							Strongly oppose	Strongly support
731							Strongly support	Strongly support
732							Strongly support	Strongly support
733							Strongly support	Strongly support
734							Strongly support	Strongly support
735							Strongly support	Strongly support
736							Strongly support	Strongly support
737							Strongly support	Strongly support
738							Somewhat support	Somewhat support
739							Strongly support	Strongly support
740							Strongly support	Strongly support
741							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
742							Strongly support	Strongly support
743							Strongly support	Strongly support
744							Strongly support	Strongly support
745							Strongly support	Strongly support
746							Strongly support	Strongly support
747							Strongly oppose	Strongly oppose
748							Somewhat support	Somewhat support
749							Strongly support	Strongly support
750							Strongly support	Strongly support
751							Strongly support	Strongly support
752							Strongly support	Strongly support
753							Strongly support	Somewhat support
754							Strongly support	Strongly support
755							Strongly support	Strongly oppose
756							Strongly support	Strongly support
757							Strongly support	Strongly support
758							Strongly support	Strongly support
759							Strongly oppose	Strongly oppose
760							Strongly support	Strongly support
761							Strongly support	Strongly support
762							Strongly support	Strongly support
763							Strongly support	Strongly support
764							Strongly support	Strongly support
765							Strongly support	Somewhat oppose
766							Strongly support	Strongly support
767							Strongly oppose	Strongly support
768							Strongly support	Strongly support
769							Strongly support	Strongly support
770							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
771							Strongly support	Neither support nor oppose
772							Strongly support	Strongly oppose
773							Strongly support	Strongly support
774							Strongly support	Strongly support
775							Strongly support	Strongly oppose
776							Strongly support	Strongly support
777							Strongly support	Strongly support
778							Strongly oppose	Strongly oppose
779							Strongly support	Strongly support
780							Strongly oppose	Somewhat oppose
781							Strongly support	Strongly support
782							Strongly support	Strongly support
783							Strongly support	Strongly support
784							Strongly support	Strongly support
785							Strongly support	Strongly support
786							Strongly support	Strongly support
787							Strongly support	Strongly support
788							Strongly support	Strongly support
789							Strongly support	Strongly support
790							Strongly oppose	Neither support nor oppose
791							Strongly support	Strongly support
792							Strongly support	Strongly support
793							Strongly support	Strongly support
794							Strongly support	Strongly support
795							Strongly support	Strongly support
796							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
797							Strongly support	Strongly support
798							Strongly support	Strongly oppose
799							Strongly support	Strongly support
800							Strongly support	Strongly support
801							Strongly support	Strongly support
802							Strongly support	Strongly support
803							Strongly support	Strongly support
804							Strongly support	Strongly support
805							Strongly support	Strongly support
806							Strongly oppose	Strongly support
807							Strongly support	Neither support nor oppose
808							Strongly support	Strongly support
809							Strongly support	Strongly support
810							Strongly support	Strongly support
811							Strongly support	Strongly support
812							Strongly support	Neither support nor oppose
813							Strongly oppose	Strongly support
814							Somewhat support	Somewhat oppose
815							Strongly support	Neither support nor oppose
816							Strongly support	Strongly support
817							Strongly support	Strongly support
818							Strongly support	Strongly oppose

	O	P	Q	R	S	T	U	V
819							Strongly support	Strongly support
820							Strongly support	Strongly support
821							Strongly support	Strongly support
822							Neither support nor oppose	Strongly support
823							Strongly support	Somewhat support
824							Strongly support	Somewhat support
825							Somewhat oppose	Neither support nor oppose
826							Strongly support	Strongly support
827							Strongly support	Strongly support
828							Strongly support	Strongly support
829							Strongly support	Strongly support
830							Strongly support	Strongly support
831							Strongly support	Strongly support
832							Strongly support	Strongly support
833							Strongly support	Strongly support
834							Strongly support	Strongly support
835							Strongly support	Strongly support
836							Strongly support	Strongly support
837							Strongly support	Strongly support
838							Strongly support	Don't know
839							Strongly support	Strongly oppose
840							Somewhat support	Somewhat oppose
841							Strongly support	Strongly support
842							Strongly support	Strongly support
843							Strongly support	Strongly support
844							Strongly support	Strongly support
845							Strongly support	Strongly support
846							Strongly support	Strongly support
847							Strongly support	Strongly support
848							Strongly oppose	Strongly oppose

	O	P	Q	R	S	T	U	V
849							Strongly support	Somewhat oppose
850							Somewhat support	Strongly oppose
851							Strongly support	Strongly support
852							Strongly support	Strongly support
853							Strongly support	Strongly support
854							Strongly support	Strongly support
855							Strongly support	Strongly support
856							Strongly support	Strongly support
857							Strongly support	Neither support nor oppose
858							Strongly oppose	Strongly oppose
859							Strongly support	Strongly oppose
860							Somewhat support	Somewhat support
861							Strongly support	Strongly support
862							Strongly support	Strongly support
863							Strongly support	Strongly support
864							Don't know	Don't know
865							Strongly support	Neither support nor oppose
866								
867							Strongly support	Neither support nor oppose
868							Strongly support	Somewhat support
869							Strongly support	Neither support nor oppose
870							Strongly support	Strongly support
871							Strongly support	Strongly support
872							Strongly support	Strongly support
873							Strongly oppose	Somewhat oppose
874							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
875							Strongly support	Somewhat oppose
876							Strongly support	Strongly support
877							Strongly support	Strongly support
878							Strongly oppose	Somewhat oppose
879							Strongly support	Strongly support
880							Strongly support	Strongly support
881							Strongly support	Strongly support
882							Strongly support	Strongly support
883							Strongly support	Strongly support
884							Strongly support	Strongly support
885							Strongly support	Strongly support
886							Strongly support	Strongly support
887							Strongly oppose	Neither support nor oppose
888							Strongly support	Strongly support
889							Strongly support	Strongly support
890							Strongly support	Strongly support
891							Strongly support	Strongly support
892							Strongly support	Strongly support
893							Strongly support	Strongly support
894								
895							Strongly support	Strongly support
896							Strongly support	Neither support nor oppose
897							Strongly support	Strongly support
898							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
899							Strongly support	Strongly oppose
900							Strongly support	Strongly support
901							Strongly support	Strongly support
902							Strongly oppose	Strongly support
903							Strongly support	Strongly support
904							Strongly support	Strongly support
905							Strongly support	Strongly support
906							Strongly support	Strongly support
907							Strongly support	Strongly support
908							Strongly support	Strongly support
909							Strongly support	Somewhat support
910							Strongly support	Strongly support
911							Strongly support	Strongly support
912							Strongly support	Strongly support
913							Strongly support	Neither support nor oppose
914							Strongly support	Strongly support
915							Strongly support	Strongly support
916							Strongly support	Strongly support
917							Strongly support	Don't know
918							Strongly support	Strongly support
919							Strongly support	Somewhat oppose
920							Strongly support	Strongly support
921							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
922							Strongly support	Strongly support
923							Strongly support	Strongly oppose
924							Strongly support	Strongly support
925							Strongly support	Somewhat oppose
926							Strongly support	Strongly support
927							Strongly support	Strongly support
928							Strongly support	Strongly support
929							Somewhat support	Somewhat oppose
930							Strongly support	Somewhat support
931							Strongly support	Strongly support
932							Strongly support	Strongly support
933							Strongly support	Strongly support
934							Strongly support	Strongly support
935							Strongly support	Somewhat oppose
936							Strongly support	Strongly support
937							Strongly support	Strongly support
938							Strongly support	Strongly support
939							Strongly support	Strongly support
940							Strongly support	Strongly support
941							Strongly oppose	Strongly oppose
942							Strongly support	Strongly support
943							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
944							Strongly support	Strongly support
945							Strongly support	Strongly support
946							Strongly support	Strongly support
947							Strongly support	Strongly oppose
948							Strongly support	Strongly support
949							Somewhat oppose	Strongly support
950							Strongly support	Strongly support
951							Strongly support	Strongly support
952							Strongly oppose	Strongly oppose
953							Strongly support	Strongly support
954							Strongly support	Strongly support
955							Strongly support	Strongly support
956							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
957							Strongly support	Don't know
958							Strongly support	Strongly support
959							Strongly support	Somewhat support
960							Strongly support	Strongly support
961							Strongly support	Somewhat oppose
962							Strongly support	Strongly support
963							Strongly support	Strongly support
964							Somewhat support	Somewhat support
965							Strongly support	Somewhat support
966							Strongly support	Strongly support
967							Strongly support	Strongly support
968							Strongly support	Strongly support
969							Strongly support	Strongly support
970							Strongly support	Strongly support
971							Strongly support	Strongly support
972							Strongly support	Strongly support
973							Strongly support	Strongly support
974							Strongly support	Strongly oppose
975							Strongly support	Strongly support
976							Strongly support	Somewhat support
977							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
978							Strongly support	Strongly support
979							Strongly support	Strongly support
980							Strongly support	Strongly oppose
981							Strongly support	Strongly support
982							Strongly support	Neither support nor oppose
983							Strongly support	Strongly support
984							Strongly support	Strongly support
985							Strongly support	Strongly support
986							Strongly oppose	Don't know
987							Strongly support	Somewhat support
988							Strongly support	Strongly support
989							Strongly support	Strongly support
990							Strongly oppose	Somewhat support
991							Strongly support	Strongly support
992							Strongly support	Strongly support
993							Somewhat support	Somewhat oppose
994							Strongly support	Strongly support
995							Strongly support	Strongly support
996							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
997							Strongly support	Strongly support
998							Strongly oppose	Strongly support
999							Strongly support	Strongly support
1000							Strongly oppose	Somewhat support
1001							Strongly support	Strongly support
1002							Strongly support	Strongly support
1003							Strongly oppose	Strongly oppose
1004							Strongly support	Strongly support
1005							Strongly support	Strongly support
1006							Strongly support	Strongly support
1007							Strongly support	Strongly support
1008							Strongly support	Strongly support
1009							Strongly support	Strongly support
1010							Strongly oppose	Somewhat support
1011							Strongly support	Strongly support
1012							Strongly support	Strongly support
1013							Strongly support	Strongly support
1014							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1015							Strongly oppose	Somewhat support
1016							Strongly support	Strongly support
1017							Strongly support	Strongly support
1018							Strongly oppose	Strongly oppose
1019							Strongly support	Strongly support
1020							Strongly support	Strongly support
1021							Strongly support	Strongly support
1022							Strongly support	Strongly support
1023							Strongly support	Strongly support
1024							Strongly support	Strongly support
1025							Strongly oppose	Strongly support
1026							Strongly support	Strongly oppose
1027							Strongly support	Strongly support
1028							Strongly support	Strongly support
1029							Strongly support	Strongly support
1030							Strongly support	Strongly support
1031							Strongly oppose	Strongly oppose
1032							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1033							Strongly support	Strongly support
1034							Strongly support	Strongly support
1035							Neither support nor oppose	Neither support nor oppose
1036							Strongly support	Strongly support
1037							Somewhat support	Somewhat support
1038							Strongly oppose	Strongly oppose
1039							Strongly support	Strongly support
1040							Strongly support	Neither support nor oppose
1041							Strongly support	Strongly support
1042							Strongly support	Neither support nor oppose
1043							Strongly support	Strongly support
1044							Strongly support	Strongly support
1045							Strongly support	Strongly support
1046			chair/secretary (voluntary)				Strongly support	Neither support nor oppose
1047							Strongly support	Strongly support
1048							Strongly support	Strongly support
1049							Strongly oppose	Strongly oppose
1050							Strongly support	Strongly support
1051							Strongly support	Strongly support
1052							Strongly support	Strongly support
1053							Strongly support	Strongly support
1054							Strongly support	Strongly support
1055							Strongly support	Strongly support
1056							Strongly support	Strongly support
1057							Strongly oppose	Strongly support

	O	P	Q	R	S	T	U	V
1058							Strongly support	Strongly support
1059							Strongly support	Strongly support
1060							Strongly support	Strongly support
1061							Strongly support	Strongly support
1062							Strongly oppose	Strongly oppose
1063							Strongly support	Strongly support
1064							Strongly oppose	Strongly support
1065							Strongly support	Strongly support
1066							Strongly support	Strongly support
1067							Strongly oppose	Somewhat oppose
1068							Strongly oppose	Strongly oppose
1069							Strongly support	Strongly support
1070							Strongly support	Strongly support
1071							Strongly support	Strongly support
1072							Strongly support	Strongly support
1073							Strongly support	Strongly support
1074							Strongly support	Somewhat support
1075							Strongly support	Strongly support
1076							Strongly support	Strongly support
1077							Strongly support	Strongly support
1078							Strongly support	Strongly oppose
1079							Strongly oppose	Strongly support
1080							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1081							Strongly support	Strongly support
1082							Strongly support	Neither support nor oppose
1083							Strongly support	Strongly support
1084							Strongly support	Strongly support
1085							Strongly support	Strongly support
1086							Strongly support	Strongly support
1087							Strongly support	Somewhat oppose
1088							Strongly support	Strongly oppose
1089							Strongly support	Strongly support
1090							Strongly support	Strongly support
1091			Director for Scotland				Somewhat support	Somewhat oppose
1092							Strongly support	Strongly support
1093							Strongly support	Strongly support
1094							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1095							Strongly support	Strongly support
1096							Strongly support	Strongly support
1097							Strongly support	Strongly support
1098							Strongly support	Somewhat oppose
1099							Strongly oppose	Strongly oppose
1100							Strongly support	Strongly support
1101							Somewhat support	Somewhat support
1102							Strongly oppose	Don't know
1103							Strongly support	Somewhat support
1104							Somewhat support	Somewhat support
1105							Strongly support	Strongly support
1106							Strongly support	Strongly support
1107							Strongly support	Strongly support
1108							Strongly support	Somewhat oppose
1109							Strongly support	Strongly oppose
1110							Strongly support	Somewhat support
1111							Strongly oppose	Strongly oppose

	O	P	Q	R	S	T	U	V
1112							Strongly support	Strongly support
1113							Somewhat oppose	Somewhat support
1114							Strongly support	Somewhat oppose
1115							Somewhat oppose	Somewhat support
1116							Strongly support	Strongly support
1117							Strongly support	Somewhat oppose
1118							Strongly support	Strongly support
1119							Strongly support	Strongly support
1120							Strongly support	Strongly support
1121							Strongly support	Strongly support
1122							Strongly support	Strongly support
1123							Strongly support	Strongly support
1124							Strongly support	Strongly support
1125							Strongly support	Strongly support
1126							Strongly oppose	Strongly oppose
1127							Neither support nor oppose	Neither support nor oppose
1128							Strongly oppose	Somewhat oppose
1129							Strongly support	Somewhat support
1130							Strongly support	Strongly support
1131							Strongly support	Strongly support
1132							Strongly support	Strongly support
1133							Neither support nor oppose	Somewhat support
1134							Strongly support	Strongly support
1135			project manager				Neither support nor oppose	Neither support nor oppose
1136							Strongly support	Somewhat support
1137							Strongly support	Strongly support
1138							Somewhat support	Somewhat oppose
1139							Neither support nor oppose	Somewhat oppose
1140							Strongly oppose	Neither support nor oppose

	O	P	Q	R	S	T	U	V
1141							Somewhat support	Somewhat support
1142							Strongly oppose	Strongly oppose
1143							Strongly support	Strongly support
1144							Neither support nor oppose	Strongly oppose
1145							Strongly oppose	Neither support nor oppose
1146							Strongly support	Strongly support
1147							Strongly support	Somewhat support
1148							Strongly support	Strongly support
1149							Strongly support	Strongly oppose
1150							Strongly support	Strongly support
1151							Strongly oppose	Strongly oppose
1152							Strongly support	Strongly support
1153							Strongly support	Strongly support
1154							Strongly support	Strongly support
1155							Strongly support	Strongly support
1156							Strongly oppose	Somewhat oppose
1157							Somewhat support	Neither support nor oppose
1158							Strongly support	Strongly support
1159							Strongly support	Strongly oppose
1160							Strongly support	Somewhat oppose
1161							Strongly support	Strongly oppose
1162							Strongly support	Strongly support
1163							Strongly support	Strongly support
1164							Strongly oppose	Strongly oppose
1165								
1166							Strongly support	Strongly support
1167							Somewhat support	Don't know
1168							Strongly support	Somewhat support
1169							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1170							Strongly support	Strongly support
1171							Strongly support	Strongly support
1172							Neither support nor oppose	Strongly oppose
1173							Strongly support	Strongly support
1174							Strongly support	Strongly support
1175							Strongly support	Strongly support
1176							Strongly oppose	Somewhat oppose
1177							Strongly support	Strongly support
1178							Strongly support	Strongly support
1179							Strongly oppose	Strongly oppose
1180							Strongly support	Strongly support
1181							Strongly support	Strongly oppose
1182							Strongly support	Strongly support
1183							Somewhat oppose	Neither support nor oppose
1184							Strongly support	Strongly support
1185							Strongly support	Strongly support
1186							Strongly support	Strongly support
1187							Strongly support	Strongly support
1188							Strongly support	Strongly support
1189							Strongly support	Strongly support
1190							Strongly oppose	Somewhat support
1191							Strongly support	Strongly support
1192							Strongly support	Somewhat support
1193							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1194							Strongly support	Somewhat support
1195							Strongly support	Strongly support
1196							Strongly support	Strongly support
1197							Strongly support	Strongly oppose
1198							Strongly support	Strongly support
1199							Somewhat oppose	Somewhat support
1200							Strongly support	Strongly oppose
1201							Strongly oppose	Strongly oppose
1202							Strongly oppose	Strongly oppose
1203							Strongly support	Strongly support
1204							Strongly support	Strongly support
1205							Strongly support	Somewhat support
1206							Somewhat support	Somewhat oppose
1207							Strongly support	Strongly support
1208							Neither support nor oppose	Strongly support
1209							Strongly support	Strongly oppose
1210							Somewhat support	Strongly oppose
1211							Strongly support	Strongly support
1212							Strongly support	Strongly support
1213							Don't know	Don't know
1214							Strongly support	Strongly support
1215							Strongly support	Strongly support
1216							Strongly support	Somewhat support
1217							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1218							Strongly support	Strongly support
1219							Strongly support	Strongly support
1220							Strongly support	Strongly oppose
1221							Strongly support	Strongly support
1222							Strongly support	Strongly support
1223							Strongly support	Strongly oppose

	O	P	Q	R	S	T	U	V
1224							Strongly support	Strongly support
1225							Strongly support	Strongly support
1226							Strongly support	Strongly support
1227							Strongly support	Strongly oppose
1228							Strongly support	Neither support nor oppose
1229							Somewhat support	Somewhat support
1230							Strongly support	Strongly support
1231							Strongly support	Strongly support
1232							Strongly support	Somewhat support
1233							Strongly support	Strongly support
1234							Strongly support	Strongly support
1235							Strongly support	Neither support nor oppose
1236							Strongly support	Strongly support
1237							Strongly support	Strongly support
1238							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1239							Strongly support	Strongly support
1240							Strongly support	Strongly support
1241							Strongly support	Strongly support
1242							Strongly oppose	Strongly support
1243							Strongly oppose	Somewhat support
1244							Strongly support	Strongly support
1245							Strongly support	Strongly support
1246							Strongly support	Strongly support
1247							Strongly support	Strongly support
1248							Strongly support	Neither support nor oppose
1249							Strongly oppose	Strongly oppose
1250							Strongly oppose	Strongly oppose
1251							Strongly oppose	Somewhat support
1252							Strongly support	Strongly support
1253							Neither support nor oppose	Neither support nor oppose
1254							Strongly support	Strongly support
1255							Strongly support	Somewhat oppose
1256							Strongly support	Somewhat support
1257							Strongly support	Strongly support
1258							Strongly support	Strongly support
1259							Strongly support	Strongly support
1260							Strongly support	Strongly support
1261							Strongly support	Strongly support
1262							Somewhat support	Somewhat support

	O	P	Q	R	S	T	U	V
1263							Strongly oppose	Strongly support
1264							Strongly support	Strongly support
1265							Strongly support	Neither support nor oppose
1266							Strongly support	Strongly support
1267							Strongly support	Strongly support
1268							Strongly oppose	Somewhat support
1269							Strongly support	Strongly support
1270							Strongly support	Strongly support
1271							Strongly support	Don't know
1272							Strongly support	Strongly support
1273							Strongly support	Strongly support
1274							Strongly support	Strongly support
1275							Strongly support	Strongly support
1276							Strongly support	Strongly support
1277							Somewhat support	Somewhat support
1278							Strongly support	Strongly support
1279							Neither support nor oppose	Strongly oppose
1280							Strongly support	Strongly support
1281							Strongly support	Strongly support
1282							Strongly support	Strongly support
1283							Strongly support	Strongly support
1284							Strongly support	Strongly support
1285							Strongly support	Strongly oppose
1286							Strongly oppose	Strongly oppose
1287							Strongly support	Strongly support
1288							Strongly support	Strongly support
1289							Strongly support	Strongly support
1290							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1291							Strongly oppose	Strongly oppose
1292							Strongly oppose	Neither support nor oppose
1293							Strongly support	Somewhat support
1294							Strongly support	Strongly support
1295							Strongly support	Somewhat oppose
1296							Strongly support	Strongly oppose
1297							Strongly support	Strongly support
1298							Strongly support	Strongly oppose
1299							Strongly support	Strongly support
1300							Strongly support	Neither support nor oppose
1301							Strongly support	Strongly support
1302							Strongly support	Strongly oppose
1303							Strongly support	Somewhat oppose
1304							Strongly support	Neither support nor oppose
1305							Strongly oppose	Strongly oppose
1306							Strongly support	Neither support nor oppose
1307							Strongly support	Strongly support
1308							Strongly support	Strongly support
1309							Strongly support	Strongly support
1310							Strongly support	Strongly support
1311							Strongly support	Strongly support
1312							Strongly support	Strongly support
1313							Strongly oppose	Somewhat oppose
1314							Strongly support	Strongly support
1315							Strongly support	Strongly support
1316							Strongly support	Strongly support
1317							Strongly support	Neither support nor oppose
1318							Strongly support	Strongly support
1319							Somewhat support	Don't know
1320							Strongly support	Strongly support
1321							Strongly support	Strongly support
1322							Strongly support	Neither support nor oppose

	O	P	Q	R	S	T	U	V
1323							Strongly support	Somewhat support
1324							Strongly support	Strongly oppose
1325							Strongly support	Strongly support
1326							Strongly support	Strongly support
1327							Strongly oppose	Strongly oppose
1328							Strongly support	Strongly oppose
1329							Strongly support	Strongly support
1330							Strongly support	Strongly support
1331							Strongly support	Strongly oppose
1332							Strongly support	Strongly support
1333							Strongly support	Strongly support
1334							Strongly support	Strongly support
1335							Strongly support	Strongly support
1336							Strongly support	Strongly support
1337							Strongly support	Neither support nor oppose
1338							Strongly support	Neither support nor oppose
1339							Strongly support	Strongly support
1340							Strongly support	Strongly support
1341							Strongly support	Strongly support
1342							Strongly support	Strongly support
1343							Strongly support	Strongly support
1344							Strongly support	Strongly support
1345							Strongly support	Strongly support
1346							Strongly support	Strongly support
1347							Strongly support	Strongly support
1348							Strongly support	Strongly support
1349							Strongly support	Strongly support
1350							Strongly support	Strongly support
1351							Strongly support	Strongly support
1352							Strongly support	Strongly oppose
1353							Strongly support	Strongly support
1354			member of community council				Strongly support	Somewhat support

	O	P	Q	R	S	T	U	V
1355							Strongly support	Somewhat oppose
1356							Strongly support	Strongly support
1357							Strongly support	Strongly support
1358							Strongly support	Strongly support
1359							Strongly oppose	Strongly support
1360							Strongly support	Strongly support
1361							Strongly support	Strongly support
1362							Strongly support	Strongly support
1363							Strongly support	Strongly support
1364							Strongly support	Strongly support
1365							Strongly support	Strongly support
1366							Somewhat oppose	Strongly support
1367							Strongly support	Neither support nor oppose
1368							Strongly support	Strongly support
1369							Strongly support	Strongly oppose
1370							Strongly support	Strongly support
1371							Strongly support	Strongly support
1372							Strongly support	Strongly support
1373							Strongly support	Strongly oppose
1374							Strongly oppose	Strongly oppose
1375							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1376							Strongly support	Strongly support
1377							Strongly support	Strongly support
1378							Strongly support	Strongly support
1379							Strongly support	Strongly support
1380							Strongly support	Strongly support
1381							Strongly support	Strongly oppose
1382							Strongly support	Strongly support
1383							Strongly support	Strongly oppose
1384							Strongly support	Strongly support
1385							Strongly support	Strongly support
1386							Strongly support	Strongly support
1387							Strongly support	Strongly support
1388							Strongly support	Strongly support
1389							Strongly support	Strongly support
1390							Strongly support	Strongly support
1391							Strongly support	Strongly support
1392							Strongly oppose	Neither support nor oppose
1393							Strongly oppose	Somewhat oppose
1394							Strongly oppose	Strongly support
1395							Strongly support	Strongly support
1396							Strongly support	Strongly support
1397							Strongly support	Strongly support
1398							Strongly oppose	Strongly support
1399							Somewhat oppose	Strongly support
1400							Strongly support	Strongly oppose
1401							Strongly support	Strongly oppose
1402							Strongly support	Strongly support
1403							Strongly support	Strongly support
1404							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1405							Strongly support	Strongly support
1406							Strongly support	Strongly support
1407							Strongly support	Strongly support
1408							Strongly support	Strongly support
1409							Strongly support	Strongly support
1410							Strongly support	Strongly support
1411							Strongly support	Strongly support
1412							Strongly support	Strongly support
1413							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1414							Strongly support	Strongly support
1415							Strongly support	Strongly support
1416							Strongly support	Strongly support
1417							Somewhat support	Somewhat support
1418							Strongly support	Strongly support
1419							Don't know	Don't know
1420							Somewhat support	Strongly oppose
1421							Strongly support	Strongly support
1422							Strongly support	Strongly oppose
1423							Strongly support	Strongly support
1424							Strongly support	Strongly support
1425							Strongly oppose	Strongly oppose
1426							Strongly support	Strongly support
1427							Strongly support	Strongly support
1428							Strongly support	Somewhat support
1429							Strongly support	Strongly support
1430							Strongly support	Strongly support
1431							Strongly support	Somewhat support

	O	P	Q	R	S	T	U	V
1432							Strongly support	Strongly support
1433							Strongly support	Strongly support
1434							Strongly support	Somewhat oppose
1435							Strongly support	Strongly support
1436							Strongly support	Strongly support
1437							Strongly support	Strongly support
1438							Strongly support	Strongly support
1439							Strongly support	Somewhat support
1440							Don't know	Neither support nor oppose
1441							Somewhat support	Neither support nor oppose
1442							Strongly support	Strongly support
1443							Strongly support	Strongly support
1444							Strongly oppose	Somewhat oppose
1445							Strongly oppose	Strongly support
1446							Strongly support	Strongly support
1447							Strongly support	Strongly support
1448							Strongly support	Strongly support
1449							Don't know	Don't know
1450							Strongly oppose	Somewhat oppose
1451							Strongly support	Strongly support
1452							Strongly support	Strongly support
1453							Strongly support	Strongly oppose
1454							Strongly oppose	Neither support nor oppose
1455							Strongly support	Strongly support
1456							Strongly support	Strongly oppose

	O	P	Q	R	S	T	U	V
1457							Strongly support	Strongly support
1458							Strongly support	Strongly support
1459							Strongly support	Strongly support
1460							Strongly support	Strongly support
1461			Public Health Programme Manager				Strongly support	Strongly support
1462							Strongly support	Strongly support
1463							Somewhat support	Strongly support
1464							Strongly support	Strongly support
1465							Strongly support	Strongly support
1466							Strongly support	Strongly support
1467							Strongly support	Strongly support
1468							Strongly support	Strongly support
1469							Strongly support	Somewhat support
1470							Strongly support	Strongly support
1471							Somewhat oppose	Strongly support
1472							Strongly support	Strongly support
1473							Strongly support	Somewhat support

	O	P	Q	R	S	T	U	V
1474							Strongly support	Strongly support
1475							Strongly support	Somewhat oppose
1476							Strongly support	Strongly support
1477							Strongly support	Strongly support
1478							Strongly support	Strongly support
1479							Strongly support	Strongly support
1480							Strongly support	Strongly support
1481							Strongly support	Strongly support
1482							Strongly support	Strongly oppose
1483							Strongly support	Strongly support
1484							Strongly support	Strongly support
1485							Strongly support	Strongly support
1486							Strongly support	Strongly support
1487							Strongly support	Strongly support
1488							Strongly support	Strongly oppose
1489							Strongly support	Strongly oppose
1490							Strongly support	Strongly support
1491							Strongly support	Strongly support
1492							Strongly support	Strongly oppose
1493							Strongly support	Strongly support
1494							Strongly support	Strongly support
1495							Strongly support	Strongly support
1496							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1497							Strongly support	Strongly support
1498							Strongly support	Strongly support
1499							Strongly support	Strongly support
1500							Strongly support	Neither support nor oppose
1501							Strongly support	Strongly support
1502							Strongly support	Strongly oppose
1503							Somewhat support	Somewhat oppose
1504							Strongly support	Strongly support
1505							Strongly support	Strongly support
1506							Strongly oppose	Strongly support

	O	P	Q	R	S	T	U	V
1507							Strongly support	Strongly support
1508							Strongly support	Strongly support
1509							Strongly support	Strongly support
1510							Strongly support	Strongly support
1511							Strongly support	Strongly support
1512							Strongly support	Strongly oppose
1513							Strongly support	Don't know
1514							Strongly support	Neither support nor oppose
1515							Strongly support	Strongly oppose
1516							Strongly support	Strongly oppose
1517							Strongly support	Strongly support
1518							Strongly oppose	Strongly support
1519							Strongly support	Strongly support
1520							Strongly support	Strongly oppose
1521							Strongly support	Strongly support
1522							Strongly support	Somewhat support
1523							Strongly support	Somewhat support

	O	P	Q	R	S	T	U	V
1524							Strongly support	Strongly support
1525							Strongly support	Strongly oppose
1526							Strongly support	Somewhat support
1527							Strongly support	Strongly oppose
1528							Strongly support	Neither support nor oppose
1529							Strongly oppose	Strongly oppose
1530							Strongly support	Strongly support
1531							Strongly support	Strongly support
1532			Volunteer Officer				Strongly support	Strongly support
1533							Strongly oppose	Strongly oppose
1534							Strongly support	Somewhat support
1535							Strongly support	Strongly oppose
1536							Strongly support	Strongly support
1537							Strongly support	Strongly support
1538							Strongly support	Neither support nor oppose
1539							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1540							Strongly support	Strongly support
1541							Strongly support	Strongly support
1542							Strongly oppose	Somewhat support
1543							Strongly support	Strongly support
1544							Strongly support	Somewhat support
1545							Strongly support	Strongly support
1546							Strongly support	Strongly support
1547							Strongly oppose	Somewhat support
1548							Somewhat oppose	Strongly support
1549							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1550							Neither support nor oppose	Neither support nor oppose
1551							Strongly support	Somewhat support
1552							Strongly support	Strongly support
1553							Somewhat support	Somewhat support
1554							Strongly oppose	Somewhat oppose
1555							Strongly support	Somewhat oppose
1556							Strongly support	Strongly support
1557							Strongly support	Strongly support
1558							Strongly support	Strongly support
1559							Strongly support	Strongly oppose
1560							Strongly support	Strongly support
1561							Strongly support	Strongly oppose
1562							Strongly support	Strongly support
1563							Strongly support	Strongly support
1564							Strongly support	Somewhat support
1565							Strongly oppose	Strongly oppose
1566							Strongly support	Strongly support
1567							Strongly support	Strongly support
1568							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1569							Strongly oppose	Strongly oppose
1570							Strongly support	Somewhat support
1571							Strongly oppose	Neither support nor oppose
1572							Strongly support	Strongly oppose
1573							Strongly support	Strongly support
1574							Strongly support	Strongly support
1575							Strongly support	Strongly support
1576							Strongly support	Strongly support
1577							Strongly support	Strongly support
1578							Strongly support	Somewhat support
1579							Strongly support	Strongly support
1580							Strongly support	Strongly support
1581							Strongly support	Strongly support
1582							Strongly support	Strongly support
1583							Strongly support	Strongly support
1584							Strongly support	Strongly support
1585							Strongly support	Strongly support
1586							Strongly support	Strongly support
1587							Neither support nor oppose	Neither support nor oppose
1588							Strongly support	Somewhat support
1589							Strongly support	Somewhat support
1590							Strongly support	Strongly oppose
1591							Strongly oppose	Strongly oppose

	O	P	Q	R	S	T	U	V
1592							Strongly support	Strongly support
1593							Strongly support	Strongly oppose
1594							Strongly support	Strongly support
1595							Somewhat oppose	Somewhat oppose
1596							Strongly support	Strongly support
1597							Strongly support	Somewhat support
1598							Strongly support	Strongly support
1599							Strongly support	Strongly support
1600							Strongly support	Somewhat oppose
1601			Traffic Team Leader				Somewhat support	Somewhat support
1602							Strongly support	Strongly support
1603							Strongly support	Strongly support
1604							Strongly support	Strongly oppose
1605							Strongly oppose	Strongly support
1606							Neither support nor oppose	Neither support nor oppose
1607							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1608							Strongly support	Strongly oppose
1609							Strongly support	Strongly support
1610							Strongly support	Strongly support
1611			Acting Secretary				Strongly support	Strongly support
1612							Strongly support	Strongly support
1613							Strongly support	Neither support nor oppose
1614							Strongly support	Strongly support
1615							Strongly oppose	Strongly oppose
1616							Strongly support	Strongly support
1617							Strongly oppose	Strongly oppose
1618							Strongly support	Strongly support
1619							Strongly support	Strongly support
1620							Neither support nor oppose	Neither support nor oppose
1621							Strongly support	Neither support nor oppose
1622							Strongly support	Strongly support
1623							Strongly support	Strongly support
1624							Strongly support	Strongly support
1625							Strongly support	Strongly support
1626							Strongly support	Strongly support
1627							Strongly support	Don't know
1628							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1629							Strongly oppose	Strongly oppose
1630							Strongly support	Strongly support
1631							Strongly support	Strongly support
1632							Strongly support	Somewhat support
1633							Somewhat support	Somewhat support
1634							Strongly support	Strongly support
1635							Strongly support	Strongly support
1636							Strongly support	Somewhat support
1637							Strongly support	Strongly support
1638							Strongly support	Strongly support
1639							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1640							Strongly support	Strongly support
1641							Strongly support	Strongly support
1642							Strongly oppose	Strongly support
1643							Strongly support	Strongly support
1644							Strongly support	Neither support nor oppose
1645							Strongly oppose	Somewhat oppose
1646							Strongly support	Strongly support
1647							Strongly support	Strongly support
1648							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1649							Strongly support	Strongly support
1650							Strongly support	Strongly support
1651							Strongly support	Strongly support
1652							Strongly support	Strongly support
1653							Strongly support	Strongly support
1654							Strongly support	Strongly support
1655							Neither support nor oppose	Neither support nor oppose
1656							Strongly oppose	Strongly support
1657							Strongly support	Strongly support
1658							Strongly support	Strongly support
1659							Strongly support	Strongly support
1660							Strongly support	Somewhat support
1661							Strongly oppose	Somewhat support
1662							Strongly support	Strongly support
1663							Strongly oppose	Somewhat oppose
1664							Strongly support	Strongly oppose
1665							Strongly support	Strongly support
1666							Strongly support	Strongly support
1667							Strongly oppose	Somewhat oppose

	O	P	Q	R	S	T	U	V
1668							Strongly support	Strongly oppose
1669							Strongly support	Neither support nor oppose
1670							Strongly support	Neither support nor oppose
1671							Strongly support	Strongly support
1672							Strongly support	Strongly support
1673							Strongly support	Somewhat support
1674							Strongly support	Strongly support
1675							Strongly support	Strongly support
1676							Strongly support	Strongly oppose
1677							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1678							Strongly support	Strongly support
1679							Strongly support	Strongly support
1680							Strongly support	Strongly support
1681							Strongly support	Don't know
1682							Strongly support	Strongly support
1683							Strongly support	Strongly oppose
1684							Don't know	Don't know
1685							Strongly support	Strongly support
1686							Strongly support	Strongly support
1687							Strongly support	Somewhat oppose
1688							Neither support nor oppose	Somewhat support
1689							Strongly support	Strongly support
1690							Strongly support	Strongly oppose
1691							Strongly oppose	Strongly support
1692							Strongly oppose	Neither support nor oppose
1693							Strongly support	Don't know
1694							Strongly oppose	Strongly oppose
1695							Strongly support	Strongly support
1696							Strongly support	Strongly oppose
1697							Somewhat support	Somewhat support

	O	P	Q	R	S	T	U	V
1698							Strongly support	Strongly support
1699							Strongly support	Strongly oppose
1700							Strongly support	Strongly oppose
1701							Strongly oppose	Strongly oppose
1702							Strongly support	Strongly support
1703							Strongly support	Strongly support
1704							Strongly support	Strongly support
1705							Strongly oppose	Strongly support
1706							Strongly support	Strongly support
1707							Strongly support	Strongly support
1708							Strongly support	Strongly support
1709							Strongly support	Strongly support
1710							Strongly support	Strongly support
1711							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1712							Strongly support	Strongly support
1713							Strongly support	Strongly support
1714							Strongly support	Strongly support
1715							Strongly support	Strongly support
1716							Strongly support	Strongly support
1717							Strongly support	Strongly support
1718							Strongly support	Strongly support
1719							Strongly support	Strongly support
1720							Strongly support	Somewhat support
1721							Strongly support	Somewhat support
1722							Strongly support	Strongly support
1723							Strongly support	Strongly support
1724							Strongly support	Strongly support
1725							Strongly support	Strongly support
1726							Strongly support	Strongly oppose
1727							Neither support nor oppose	Somewhat support

	O	P	Q	R	S	T	U	V
1728							Strongly support	Strongly support
1729							Strongly support	Strongly support
1730							Strongly support	Strongly support
1731							Strongly oppose	Somewhat oppose
1732							Strongly support	Strongly support
1733							Strongly support	Strongly support
1734							Strongly support	Strongly support
1735							Strongly support	Strongly support
1736							Strongly support	Strongly support
1737							Strongly support	Strongly support
1738							Strongly support	Strongly support
1739							Strongly support	Strongly support
1740							Strongly support	Strongly support
1741							Strongly support	Strongly support
1742							Strongly support	Strongly support
1743							Strongly support	Strongly support
1744							Strongly support	Strongly oppose
1745							Strongly support	Strongly support
1746							Strongly support	Strongly support
1747							Strongly support	Strongly support
1748							Strongly oppose	Strongly oppose
1749							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1750							Strongly support	Strongly support
1751							Strongly support	Strongly support
1752							Strongly support	Strongly support
1753							Strongly support	Strongly support
1754							Strongly support	Strongly support
1755							Strongly support	Strongly support
1756							Strongly support	Strongly support
1757							Strongly support	Strongly support
1758							Strongly support	Strongly support
1759							Strongly support	Strongly support
1760							Strongly oppose	Strongly oppose
1761							Strongly support	Strongly support
1762							Somewhat support	Somewhat oppose
1763							Strongly support	Strongly support
1764							Strongly support	Somewhat support
1765							Strongly support	Strongly support
1766							Somewhat support	Strongly oppose
1767							Strongly oppose	Strongly support
1768							Strongly support	Strongly support
1769							Strongly support	Strongly support
1770							Strongly oppose	Strongly oppose
1771							Strongly support	Strongly support
1772							Strongly support	Somewhat oppose

	O	P	Q	R	S	T	U	V
1773							Somewhat support	Strongly oppose
1774							Strongly support	Strongly support
1775							Strongly support	Strongly support
1776							Strongly support	Strongly support
1777							Strongly support	Strongly support
1778							Strongly support	Strongly oppose
1779							Somewhat oppose	Somewhat oppose
1780							Strongly support	Strongly support
1781							Strongly support	Strongly support
1782							Strongly support	Strongly support
1783							Strongly support	Strongly support
1784							Strongly support	Strongly support
1785							Strongly support	Strongly oppose
1786							Strongly support	Strongly oppose
1787							Somewhat support	Neither support nor oppose
1788							Strongly support	Somewhat support
1789							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1790							Strongly support	Somewhat oppose
1791							Somewhat support	Somewhat support
1792							Strongly support	Strongly support
1793							Strongly support	Strongly support
1794							Strongly oppose	Strongly oppose
1795							Strongly support	Strongly support
1796							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1797							Strongly support	Strongly support
1798							Strongly support	Somewhat support
1799							Strongly oppose	Somewhat oppose
1800							Strongly oppose	Strongly oppose
1801							Strongly support	Strongly support
1802							Strongly support	Strongly support
1803							Strongly support	Strongly support
1804							Strongly support	Strongly support
1805							Strongly support	Strongly support
1806							Strongly support	Strongly support
1807							Strongly support	Somewhat oppose
1808							Strongly support	Strongly support
1809							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1810							Strongly support	Strongly support
1811							Strongly support	Strongly support
1812							Strongly support	Strongly support
1813							Strongly support	Somewhat support
1814							Strongly support	Strongly support
1815							Strongly support	Strongly oppose
1816							Strongly support	Strongly support
1817							Strongly support	Strongly support
1818							Strongly support	Strongly support
1819							Strongly support	Strongly oppose
1820							Strongly support	Strongly support
1821							Strongly support	Strongly support
1822							Somewhat support	Strongly oppose
1823							Strongly support	Strongly oppose
1824							Strongly support	Strongly support
1825							Strongly support	Strongly support
1826							Strongly support	Strongly oppose
1827							Strongly support	Strongly oppose
1828							Strongly support	Strongly support
1829							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1830							Strongly support	Strongly support
1831							Strongly support	Strongly support
1832							Strongly support	Strongly support
1833							Strongly support	Strongly support
1834							Strongly oppose	Strongly oppose
1835							Strongly support	Strongly support
1836							Strongly support	Strongly support
1837							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1838							Strongly support	Strongly support
1839							Strongly support	Strongly support
1840							Strongly oppose	Strongly oppose
1841							Strongly support	Strongly support
1842							Strongly support	Somewhat support
1843							Strongly support	Strongly support
1844							Strongly support	Strongly support
1845							Strongly support	Strongly support
1846							Don't know	Somewhat oppose
1847							Strongly support	Strongly oppose
1848							Strongly support	Strongly oppose
1849							Strongly oppose	Strongly oppose
1850							Strongly support	Strongly support
1851							Strongly support	Strongly support
1852							Strongly support	Strongly support
1853							Strongly support	Strongly support
1854							Strongly support	Strongly support
1855							Strongly support	Strongly support
1856							Strongly support	Strongly support
1857							Strongly oppose	Strongly oppose

	O	P	Q	R	S	T	U	V
1858							Strongly support	Strongly support
1859							Strongly support	Strongly support
1860							Strongly oppose	Strongly oppose
1861							Strongly oppose	Strongly oppose
1862							Strongly support	Strongly support
1863							Strongly support	Don't know
1864							Strongly support	Strongly support
1865							Strongly support	Strongly support
1866							Strongly support	Strongly support
1867							Strongly support	Somewhat support
1868							Strongly support	Strongly support
1869							Strongly support	Strongly support
1870							Strongly oppose	Strongly support
1871							Strongly oppose	Strongly oppose
1872							Strongly support	Strongly support
1873							Strongly support	Somewhat oppose
1874							Strongly oppose	Strongly support
1875							Strongly support	Strongly oppose
1876							Strongly oppose	Somewhat oppose
1877							Strongly support	Somewhat oppose
1878							Strongly oppose	Strongly oppose
1879							Strongly support	Strongly support
1880							Strongly support	Strongly support
1881							Strongly support	Strongly support
1882							Strongly oppose	Neither support nor oppose
1883							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1884							Somewhat support	Somewhat oppose
1885							Strongly support	Strongly support
1886							Strongly support	Strongly support
1887							Strongly support	Strongly support
1888							Strongly support	Strongly support
1889							Strongly support	Somewhat support
1890							Strongly support	Strongly support
1891							Strongly support	Strongly support
1892							Strongly support	Strongly support
1893							Strongly support	Strongly support
1894							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1895							Strongly support	Strongly support
1896							Strongly support	Strongly support
1897							Strongly support	Strongly support
1898							Strongly support	Strongly support
1899							Strongly support	Strongly support
1900							Strongly support	Strongly support
1901							Strongly oppose	Somewhat oppose

	O	P	Q	R	S	T	U	V
1902							Strongly support	Strongly support
1903							Strongly support	Strongly oppose
1904							Strongly support	Strongly support
1905							Strongly support	Strongly support
1906							Strongly support	Strongly support
1907							Strongly support	Neither support nor oppose
1908							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1909							Strongly support	Neither support nor oppose
1910							Strongly support	Strongly support
1911							Strongly support	Strongly support
1912							Strongly support	Strongly support
1913							Strongly support	Strongly support
1914							Strongly support	Strongly support
1915							Strongly support	Strongly support
1916							Strongly support	Strongly support
1917							Strongly support	Strongly support
1918							Strongly support	Strongly support
1919							Strongly support	Strongly support
1920							Strongly support	Strongly support
1921							Strongly support	Strongly support
1922							Strongly support	Strongly oppose
1923							Strongly support	Strongly support
1924			Liaison Officet				Strongly oppose	Somewhat oppose
1925							Strongly support	Strongly oppose
1926							Strongly support	Strongly support
1927							Strongly support	Somewhat support
1928			Commercial Director				Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1929			Project Manager				Strongly support	Strongly support
1930							Strongly support	Neither support nor oppose
1931							Somewhat oppose	Somewhat support
1932							Strongly oppose	Somewhat support
1933							Strongly support	Strongly oppose
1934			Chairperson				Strongly support	Strongly support
1935							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1936							Strongly support	Somewhat oppose
1937							Strongly support	Strongly support
1938							Strongly support	Strongly support
1939							Strongly support	Strongly support
1940							Strongly support	Strongly support
1941							Strongly support	Strongly support
1942							Strongly support	Strongly oppose
1943							Somewhat oppose	Somewhat oppose
1944							Strongly support	Strongly support
1945							Strongly support	Strongly support
1946							Strongly support	Strongly support
1947							Strongly support	Strongly oppose
1948							Strongly support	Somewhat support
1949							Strongly support	Strongly oppose
1950							Strongly support	Somewhat oppose
1951							Strongly support	Strongly support
1952							Strongly support	Strongly support
1953							Somewhat support	Somewhat oppose
1954							Strongly support	Strongly support
1955							Strongly support	Strongly support
1956							Strongly support	Strongly support
1957							Strongly support	Strongly support
1958							Strongly support	Strongly support
1959							Strongly support	Strongly support
1960							Strongly support	Strongly support
1961							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1962							Strongly support	Neither support nor oppose
1963							Strongly support	Strongly support
1964							Strongly support	Strongly support
1965							Strongly support	Strongly oppose
1966							Strongly oppose	Strongly support
1967							Strongly oppose	Somewhat oppose
1968							Strongly support	Strongly oppose
1969							Strongly support	Strongly support
1970							Strongly support	Strongly support
1971							Strongly support	Strongly support
1972							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
1973							Strongly support	Strongly support
1974							Strongly support	Strongly support
1975							Strongly support	Strongly support
1976							Somewhat support	Neither support nor oppose
1977							Strongly support	Strongly support
1978							Strongly support	Strongly support
1979							Strongly support	Strongly support
1980							Strongly support	Neither support nor oppose
1981							Strongly support	Strongly support
1982							Strongly support	Strongly oppose

	O	P	Q	R	S	T	U	V
1983							Strongly support	Strongly support
1984							Strongly support	Strongly support
1985							Strongly support	Strongly support
1986							Strongly support	Strongly support
1987							Strongly support	Neither support nor oppose
1988							Strongly support	Strongly oppose
1989							Strongly oppose	Strongly support
1990							Strongly support	Strongly support
1991							Strongly support	Neither support nor oppose
1992							Strongly support	Strongly support
1993							Strongly support	Strongly support
1994							Strongly oppose	Strongly oppose
1995							Strongly oppose	Somewhat oppose
1996							Strongly support	Strongly support
1997							Strongly support	Strongly support
1998							Neither support nor oppose	Strongly support
1999							Strongly support	Somewhat oppose
2000							Strongly support	Strongly support
2001							Strongly support	Strongly support
2002							Strongly support	Strongly support
2003							Strongly support	Strongly support
2004							Strongly support	Strongly support
2005							Strongly support	Strongly support
2006							Neither support nor oppose	Neither support nor oppose

	O	P	Q	R	S	T	U	V
2007							Strongly support	Somewhat support
2008							Strongly oppose	Somewhat oppose
2009							Strongly support	Strongly support
2010							Strongly support	Strongly support
2011							Strongly support	Neither support nor oppose
2012							Strongly support	Strongly support
2013							Strongly oppose	Strongly oppose
2014							Strongly support	Strongly support
2015							Strongly support	Somewhat support
2016							Strongly support	Strongly oppose
2017							Somewhat support	Somewhat support
2018							Somewhat support	Somewhat support
2019							Somewhat oppose	Somewhat oppose
2020							Strongly support	Strongly support
2021							Strongly support	Strongly support
2022							Strongly support	Strongly support
2023							Strongly support	Strongly support
2024							Strongly support	Somewhat support
2025							Strongly support	Somewhat oppose
2026							Strongly support	Strongly support
2027							Somewhat oppose	Strongly support

	O	P	Q	R	S	T	U	V
2028							Strongly oppose	Strongly support
2029							Strongly support	Strongly support
2030							Strongly support	Strongly support
2031							Strongly support	Strongly support
2032							Strongly support	Strongly support
2033							Strongly support	Strongly support
2034							Strongly support	Strongly support
2035							Strongly support	Strongly support
2036							Strongly support	Strongly support
2037							Strongly support	Strongly support
2038							Strongly support	Strongly support
2039							Strongly support	Strongly support
2040							Strongly support	Strongly oppose
2041							Strongly support	Somewhat oppose
2042							Strongly support	Strongly support
2043							Strongly support	Strongly support
2044							Strongly support	Strongly support
2045							Strongly support	Strongly support
2046							Strongly support	Strongly oppose
2047							Strongly support	Strongly support
2048							Strongly support	Strongly oppose
2049							Strongly support	Strongly support
2050							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
2051							Strongly support	Strongly support
2052							Strongly support	Strongly support
2053							Strongly support	Strongly support
2054							Strongly support	Strongly support
2055							Strongly support	Strongly oppose
2056							Strongly support	Strongly support
2057							Somewhat support	Don't know
2058							Strongly support	Strongly support
2059							Strongly support	Strongly support
2060							Strongly support	Strongly support
2061							Strongly support	Strongly support
2062							Strongly support	Strongly support
2063							Neither support nor oppose	Don't know
2064							Strongly support	Strongly support
2065							Strongly oppose	Strongly oppose
2066							Strongly support	Strongly support
2067							Strongly support	Strongly support
2068							Strongly support	Strongly support
2069							Strongly support	Strongly support
2070							Strongly support	Strongly support
2071							Strongly support	Strongly support
2072							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
2073							Strongly oppose	Strongly support
2074							Strongly support	Strongly support
2075							Strongly support	Strongly support
2076							Strongly support	Strongly oppose
2077							Strongly support	Strongly support
2078							Strongly support	Somewhat oppose
2079							Strongly support	Strongly support
2080							Strongly support	Strongly support
2081							Strongly support	Strongly support
2082							Strongly support	Strongly oppose
2083							Strongly oppose	Neither support nor oppose
2084							Strongly support	Strongly support
2085							Strongly support	Strongly support
2086			Director				Strongly oppose	Don't know
2087							Strongly support	Strongly support
2088							Strongly oppose	Strongly oppose
2089							Strongly support	Strongly support
2090							Somewhat support	Somewhat support
2091							Strongly oppose	Strongly oppose
2092							Strongly oppose	Strongly support
2093							Strongly support	Strongly support
2094							Strongly support	Strongly support
2095							Strongly support	Strongly support
2096							Strongly support	Strongly support
2097							Strongly support	Strongly support
2098							Strongly support	Strongly support
2099							Strongly support	Strongly support
2100							Neither support nor oppose	Strongly oppose
2101							Somewhat support	Strongly oppose

	O	P	Q	R	S	T	U	V
2102							Strongly support	Strongly support
2103							Strongly support	Strongly support
2104							Strongly oppose	Strongly support
2105							Strongly support	Strongly support
2106							Strongly support	Strongly support
2107			Venue Manager				Strongly support	Neither support nor oppose
2108							Somewhat support	Somewhat support
2109							Strongly support	Strongly support
2110							Strongly support	Strongly support
2111							Strongly support	Strongly support
2112							Strongly support	Strongly support
2113							Strongly support	Strongly support
2114							Strongly support	Strongly support
2115							Strongly support	Somewhat support
2116			Chief Executive				Strongly support	Strongly support
2117							Somewhat support	Somewhat support
2118							Strongly support	Strongly support
2119							Strongly support	Strongly oppose
2120							Strongly support	Strongly support
2121							Strongly support	Strongly support
2122							Somewhat support	Somewhat support
2123							Strongly support	Strongly support
2124							Strongly support	Somewhat support
2125							Strongly support	Strongly oppose
2126							Somewhat support	Strongly oppose
2127			Director of Concert & Event Operations				Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
2128							Strongly support	Strongly support
2129							Strongly support	Strongly support
2130							Strongly support	Strongly support
2131							Strongly support	Strongly support
2132							Strongly support	Strongly oppose
2133							Strongly support	Strongly support
2134							Strongly support	Strongly support
2135							Strongly support	Strongly support
2136							Strongly support	Strongly support
2137							Strongly support	Strongly support
2138							Strongly support	Strongly support
2139							Strongly support	Strongly support
2140							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
2141							Somewhat support	Somewhat support
2142							Strongly support	Somewhat support
2143							Strongly support	Strongly support
2144							Strongly support	Strongly support
2145							Strongly support	Strongly support
2146							Strongly support	Strongly support
2147							Strongly support	Strongly support
2148							Strongly support	Strongly support
2149							Strongly support	Neither support nor oppose
2150							Strongly support	Strongly support
2151							Strongly support	Strongly support
2152							Strongly support	Somewhat support
2153							Strongly oppose	Strongly oppose
2154							Strongly support	Strongly oppose
2155							Strongly oppose	Neither support nor oppose
2156							Strongly support	Strongly support
2157							Somewhat support	Somewhat support
2158							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
2159							Strongly support	Strongly support
2160							Strongly support	Strongly support
2161							Strongly support	Strongly support
2162							Strongly support	Strongly support
2163							Strongly support	Strongly support
2164							Strongly support	Strongly support
2165							Strongly support	Strongly oppose
2166							Strongly support	Strongly support
2167							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
2168							Strongly support	Strongly support
2169							Somewhat support	Strongly oppose
2170							Strongly support	Neither support nor oppose
2171							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
2172							Strongly support	Strongly oppose
2173							Strongly support	Strongly support
2174							Strongly oppose	Strongly support
2175							Strongly support	Somewhat support
2176							Somewhat oppose	Strongly oppose
2177							Strongly support	Strongly support
2178							Strongly support	Strongly oppose
2179							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
2180			Secretary/Treasurer				Strongly support	Strongly support
2181							Strongly support	Strongly support
2182							Strongly support	Strongly support
2183							Strongly support	Strongly support
2184							Neither support nor oppose	Neither support nor oppose
2185							Strongly support	Strongly support
2186							Strongly oppose	Strongly oppose
2187							Strongly oppose	Somewhat support
2188							Strongly support	Don't know
2189							Strongly support	Strongly support
2190							Strongly oppose	Strongly oppose
2191							Strongly support	Strongly support
2192							Somewhat oppose	Somewhat oppose

	O	P	Q	R	S	T	U	V
2193							Somewhat oppose	Somewhat support
2194							Strongly oppose	Strongly oppose
2195							Strongly oppose	Somewhat oppose
2196							Strongly support	Strongly support
2197							Strongly oppose	Strongly oppose
2198							Strongly oppose	Strongly oppose
2199							Strongly oppose	Strongly oppose
2200							Somewhat support	Strongly oppose
2201							Strongly oppose	Strongly support
2202							Strongly oppose	Strongly oppose
2203							Strongly oppose	Strongly oppose
2204							Strongly oppose	Strongly oppose
2205							Don't know	Strongly oppose
2206							Strongly oppose	Strongly oppose
2207							Strongly oppose	Strongly oppose
2208							Strongly oppose	Strongly oppose
2209							Strongly oppose	Strongly support
2210							Strongly oppose	Strongly oppose
2211							Somewhat oppose	Somewhat oppose

	O	P	Q	R	S	T	U	V
2212							Strongly oppose	Strongly oppose
2213							Strongly oppose	Strongly oppose
2214							Somewhat oppose	Strongly oppose
2215							Strongly oppose	Strongly oppose
2216							Strongly oppose	Strongly oppose
2217							Neither support nor oppose	Strongly oppose
2218							Somewhat oppose	Strongly oppose
2219							Strongly support	Strongly oppose
2220							Strongly oppose	Neither support nor oppose
2221							Strongly oppose	Strongly oppose
2222							Strongly oppose	Strongly oppose
2223							Strongly oppose	Strongly oppose
2224							Strongly oppose	Strongly oppose
2225							Strongly oppose	Strongly oppose
2226							Strongly support	Strongly support
2227							Strongly oppose	Strongly oppose
2228							Somewhat support	Somewhat support
2229							Strongly oppose	Strongly oppose
2230							Strongly support	Strongly oppose
2231							Somewhat oppose	Somewhat oppose
2232							Strongly oppose	Strongly oppose
2233							Strongly oppose	Strongly support
2234							Strongly oppose	Strongly support

	O	P	Q	R	S	T	U	V
2235							Strongly oppose	Strongly oppose
2236							Strongly support	Strongly support
2237							Strongly support	Strongly oppose
2238							Neither support nor oppose	Neither support nor oppose
2239							Don't know	Don't know
2240							Somewhat oppose	Somewhat oppose
2241							Strongly oppose	Strongly support
2242							Neither support nor oppose	Strongly oppose
2243							Strongly oppose	Strongly oppose
2244							Strongly oppose	Strongly oppose
2245							Strongly oppose	Somewhat oppose
2246							Strongly support	Strongly oppose
2247							Strongly oppose	Strongly oppose
2248							Strongly oppose	Neither support nor oppose
2249							Strongly support	Somewhat support
2250							Somewhat support	Strongly support
2251							Strongly oppose	Strongly oppose
2252							Strongly oppose	Strongly oppose
2253							Strongly oppose	Strongly oppose
2254							Neither support nor oppose	Neither support nor oppose
2255							Strongly support	Strongly support
2256							Strongly support	Strongly support
2257							Strongly support	Don't know
2258							Don't know	Don't know
2259							Strongly oppose	Strongly oppose
2260							Neither support nor oppose	Neither support nor oppose
2261							Strongly support	Strongly support
2262							Somewhat oppose	Somewhat oppose
2263							Somewhat support	Strongly oppose
2264							Strongly oppose	Somewhat support

	O	P	Q	R	S	T	U	V
2265							Strongly support	Somewhat support
2266							Somewhat support	Somewhat support
2267							Strongly oppose	Strongly oppose
2268							Strongly oppose	Somewhat support
2269							Strongly oppose	Somewhat oppose
2270							Strongly oppose	Strongly oppose
2271							Strongly oppose	Strongly oppose
2272							Strongly oppose	Neither support nor oppose
2273							Strongly support	Strongly support
2274							Strongly support	Somewhat support
2275							Strongly support	Neither support nor oppose
2276							Strongly support	Strongly support
2277							Strongly support	Strongly support
2278							Strongly support	Strongly support
2279							Strongly oppose	Strongly oppose
2280							Strongly oppose	Strongly oppose
2281							Strongly oppose	Somewhat oppose
2282							Strongly support	Strongly oppose
2283							Strongly support	Strongly support
2284							Strongly oppose	Strongly oppose
2285							Strongly support	Strongly support
2286							Strongly support	Strongly support
2287							Strongly support	Strongly oppose

	O	P	Q	R	S	T	U	V
2288							Strongly oppose	Strongly support
2289							Strongly support	Don't know
2290							Strongly support	Strongly support
2291							Strongly support	Somewhat support
2292							Strongly oppose	Strongly oppose
2293							Strongly support	Strongly oppose
2294							Somewhat support	Somewhat oppose
2295							Strongly oppose	Strongly oppose
2296							Strongly support	Strongly support
2297							Strongly oppose	Strongly oppose
2298							Strongly support	Don't know
2299							Strongly support	Strongly support
2300							Strongly oppose	Strongly oppose
2301							Somewhat oppose	Strongly oppose
2302							Strongly oppose	Somewhat oppose
2303							Strongly oppose	Strongly oppose
2304							Somewhat oppose	Strongly support
2305							Strongly support	Strongly oppose
2306							Strongly support	Strongly oppose
2307							Strongly support	Strongly support
2308							Strongly support	Strongly support
2309							Somewhat support	Somewhat support
2310							Strongly oppose	Strongly oppose
2311							Strongly oppose	Strongly oppose
2312							Somewhat oppose	Somewhat oppose
2313							Strongly support	Strongly support
2314							Strongly oppose	Strongly oppose
2315							Strongly support	Strongly support
2316							Strongly support	Strongly support
2317							Strongly oppose	Somewhat support
2318							Strongly support	Strongly support
2319							Strongly oppose	Strongly oppose
2320							Strongly support	Strongly support
2321							Strongly oppose	Somewhat support

	O	P	Q	R	S	T	U	V
2322							Strongly oppose	Strongly oppose
2323							Strongly support	Strongly support
2324							Strongly oppose	Somewhat support
2325							Strongly oppose	Strongly oppose
2326							Strongly support	Strongly oppose
2327							Strongly oppose	Strongly support
2328							Strongly support	Strongly support
2329							Somewhat support	Strongly oppose
2330							Strongly support	Strongly support
2331							Somewhat support	Somewhat support
2332							Strongly oppose	Strongly oppose
2333							Strongly oppose	Strongly support
2334							Strongly support	Neither support nor oppose
2335							Strongly support	Strongly support
2336							Strongly support	Strongly oppose
2337							Strongly support	Neither support nor oppose
2338							Strongly support	Strongly support
2339							Strongly oppose	Strongly oppose
2340							Strongly oppose	Somewhat support

	O	P	Q	R	S	T	U	V
2341							Strongly support	Strongly support
2342							Strongly support	Strongly support
2343							Strongly oppose	Strongly support
2344							Strongly oppose	Strongly oppose
2345							Strongly oppose	Neither support nor oppose
2346							Strongly oppose	Strongly oppose
2347							Strongly oppose	Somewhat support
2348							Strongly oppose	Strongly oppose
2349							Strongly oppose	Somewhat oppose
2350							Strongly support	Somewhat support
2351							Strongly support	Strongly support
2352							Strongly oppose	Strongly oppose
2353							Strongly oppose	Strongly oppose
2354							Strongly support	Strongly support
2355							Strongly support	Strongly oppose
2356							Strongly oppose	Strongly support
2357							Strongly support	Don't know
2358							Strongly oppose	Strongly oppose
2359							Strongly support	Don't know
2360							Somewhat support	Somewhat support
2361							Strongly oppose	Somewhat support
2362							Strongly oppose	Strongly oppose
2363							Strongly support	Don't know
2364							Strongly support	Strongly oppose

	O	P	Q	R	S	T	U	V
2365							Strongly support	Strongly support
2366							Strongly support	Strongly support
2367							Strongly support	Somewhat support
2368							Strongly support	Strongly oppose
2369							Strongly oppose	Strongly oppose
2370							Strongly support	Strongly support
2371							Strongly support	Strongly support
2372							Strongly oppose	Strongly oppose
2373							Strongly support	Strongly support
2374							Strongly support	Strongly oppose
2375							Strongly oppose	Strongly oppose
2376							Strongly support	Strongly support
2377							Strongly support	Strongly oppose
2378							Strongly support	Strongly support
2379							Strongly support	Strongly oppose
2380							Strongly support	Strongly support
2381							Strongly support	Strongly support
2382							Strongly oppose	Strongly oppose
2383							Neither support nor oppose	Somewhat oppose
2384							Strongly support	Somewhat oppose
2385							Strongly support	Strongly oppose
2386							Strongly oppose	Strongly oppose
2387							Strongly support	Strongly oppose
2388							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
2389			retired				Strongly oppose	Strongly oppose
2390							Strongly oppose	Strongly oppose
2391							Strongly oppose	Strongly oppose
2392							Strongly support	Somewhat oppose
2393			Treasurer				Strongly support	Strongly support
2394							Strongly support	Neither support nor oppose
2395							Strongly support	Neither support nor oppose
2396							Strongly oppose	Neither support nor oppose
2397							Strongly oppose	Neither support nor oppose
2398							Strongly support	Strongly support
2399							Strongly oppose	Strongly oppose
2400							Somewhat support	Somewhat support
2401							Strongly oppose	Somewhat oppose
2402							Strongly support	Strongly oppose
2403							Strongly support	Strongly oppose
2404							Strongly support	Strongly support
2405							Somewhat support	Strongly support
2406							Strongly oppose	Strongly oppose
2407							Strongly oppose	Neither support nor oppose
2408							Strongly oppose	Strongly oppose
2409							Strongly oppose	Strongly oppose
2410							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
2411							Strongly support	Strongly support
2412							Strongly support	Somewhat support
2413							Strongly support	Strongly support
2414			Policy & External Affairs Director				Strongly support	Strongly oppose
2415							Strongly support	Strongly support
2416							Somewhat support	Strongly oppose
2417							Strongly support	Strongly support
2418							Strongly support	Strongly support
2419							Strongly support	Strongly support
2420							Strongly support	Strongly support
2421							Strongly oppose	Strongly support
2422							Strongly support	Strongly support
2423							Strongly oppose	Strongly oppose
2424							Strongly oppose	Strongly oppose
2425							Strongly support	Strongly oppose
2426							Strongly oppose	Strongly oppose
2427							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
2428							Strongly support	Strongly support
2429							Strongly oppose	Strongly support
2430							Strongly support	Strongly support
2431							Strongly oppose	Strongly oppose
2432							Strongly oppose	Don't know
2433							Strongly oppose	Strongly oppose
2434							Strongly oppose	Don't know
2435							Strongly oppose	Strongly oppose
2436							Strongly oppose	Strongly oppose
2437							Strongly oppose	Strongly oppose
2438							Strongly oppose	Strongly oppose
2439							Somewhat oppose	Neither support nor oppose
2440							Neither support nor oppose	Somewhat support
2441							Somewhat oppose	Somewhat oppose
2442							Strongly oppose	Somewhat oppose
2443							Strongly oppose	Somewhat oppose
2444							Strongly oppose	Strongly oppose

	O	P	Q	R	S	T	U	V
2445							Strongly oppose	Strongly support
2446							Strongly oppose	Strongly oppose
2447							Strongly oppose	Strongly oppose
2448							Strongly oppose	Strongly support
2449							Somewhat support	Somewhat support
2450							Strongly oppose	Somewhat support
2451							Strongly support	Strongly support
2452							Strongly oppose	Strongly oppose
2453							Strongly oppose	Strongly support
2454							Strongly oppose	Strongly oppose
2455							Strongly oppose	Strongly support
2456							Strongly oppose	Somewhat oppose
2457							Strongly oppose	Neither support nor oppose

	O	P	Q	R	S	T	U	V
2458			Director for Scotland				Strongly support	Strongly support
2459							Strongly support	Strongly oppose
2460							Somewhat support	Strongly oppose
2461							Strongly support	Strongly support
2462							Strongly support	Strongly oppose
2463							Neither support nor oppose	Strongly oppose
2464							Strongly support	Strongly oppose
2465							Strongly oppose	Strongly oppose
2466							Strongly oppose	Don't know
2467							Strongly oppose	Strongly oppose

	O	P	Q	R	S	T	U	V
2468							Strongly oppose	Strongly oppose
2469							Strongly oppose	Strongly oppose
2470							Strongly oppose	Strongly support
2471							Strongly support	Strongly support
2472							Strongly oppose	Strongly oppose
2473							Neither support nor oppose	Neither support nor oppose
2474							Somewhat oppose	Neither support nor oppose
2475							Strongly oppose	Strongly oppose
2476							Strongly oppose	Strongly support
2477							Strongly oppose	Strongly support
2478							Strongly oppose	Strongly oppose
2479							Strongly oppose	Strongly support
2480							Strongly oppose	Strongly oppose
2481							Strongly oppose	Strongly oppose
2482							Strongly oppose	Strongly support
2483							Strongly oppose	Strongly oppose
2484							Somewhat oppose	Somewhat oppose

	O	P	Q	R	S	T	U	V
2485							Strongly oppose	Strongly oppose
2486							Strongly oppose	Strongly oppose
2487							Strongly support	Don't know
2488							Strongly oppose	Somewhat support
2489							Strongly support	Strongly support
2490							Strongly oppose	Strongly oppose
2491							Strongly oppose	Strongly support
2492							Somewhat oppose	Somewhat oppose
2493			Chair				Strongly support	Strongly support
2494							Strongly support	Neither support nor oppose
2495							Strongly oppose	Strongly oppose
2496							Somewhat oppose	Somewhat oppose
2497							Strongly oppose	Strongly support
2498							Strongly oppose	Strongly oppose
2499							Strongly support	Strongly support
2500							Strongly oppose	Strongly support
2501							Strongly oppose	Strongly oppose
2502							Strongly support	Strongly support
2503							Strongly support	Strongly support
2504							Strongly oppose	Strongly oppose
2505							Strongly oppose	Strongly oppose
2506							Strongly support	Somewhat support
2507							Strongly oppose	Strongly oppose

	O	P	Q	R	S	T	U	V
2508							Strongly oppose	Strongly oppose
2509							Strongly support	Strongly support
2510							Strongly support	Strongly support
2511							Strongly oppose	Strongly oppose
2512							Strongly support	Strongly support
2513							Somewhat oppose	Strongly support
2514							Strongly support	Strongly support
2515							Strongly support	Strongly support
2516							Strongly support	Strongly oppose
2517							Strongly support	Strongly support
2518							Strongly support	Strongly support
2519							Strongly support	Strongly support
2520							Strongly support	Strongly support
2521							Strongly support	Strongly support
2522							Somewhat support	Strongly oppose
2523							Strongly support	Strongly support
2524							Strongly support	Strongly oppose
2525							Strongly oppose	Strongly oppose
2526							Strongly support	Strongly support
2527							Strongly support	Strongly support
2528							Strongly support	Strongly support
2529							Strongly support	Strongly support
2530							Strongly support	Somewhat oppose
2531							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
2532							Strongly support	Neither support nor oppose
2533							Strongly support	Strongly oppose
2534							Strongly support	Strongly support
2535							Strongly support	Somewhat oppose
2536							Strongly oppose	Strongly oppose
2537							Strongly oppose	Strongly support
2538							Strongly oppose	Strongly oppose
2539							Strongly support	Strongly support
2540							Strongly support	Strongly support
2541							Strongly support	Strongly support
2542							Strongly support	Strongly support
2543							Strongly support	Strongly support
2544							Strongly support	Strongly support
2545							Strongly support	Strongly support
2546							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
2547							Strongly support	Strongly support
2548							Strongly oppose	Strongly oppose
2549							Somewhat oppose	Somewhat support
2550							Strongly support	Strongly support
2551							Strongly support	Strongly support
2552							Strongly support	Strongly support
2553							Strongly support	Strongly support
2554							Strongly support	Neither support nor oppose
2555							Strongly support	Strongly support
2556							Strongly support	Strongly support
2557							Strongly support	Strongly support
2558							Strongly support	Strongly support
2559							Strongly support	Strongly support
2560							Strongly support	Strongly support
2561							Strongly support	Strongly support
2562							Strongly support	Strongly support
2563							Strongly oppose	Strongly oppose
2564							Strongly oppose	Strongly support
2565							Strongly oppose	Strongly support
2566							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
2567							Strongly support	Strongly support
2568							Strongly support	Strongly support
2569							Strongly oppose	Strongly oppose
2570							Strongly support	Somewhat oppose
2571							Strongly support	Strongly support
2572							Strongly support	Strongly support
2573							Strongly oppose	Strongly oppose
2574							Strongly support	Somewhat support
2575							Strongly support	Strongly support
2576							Strongly support	Strongly support
2577							Strongly support	Strongly support
2578							Strongly support	Strongly support
2579							Strongly support	Strongly support
2580							Strongly support	Strongly support
2581							Strongly support	Strongly support
2582							Strongly support	Somewhat oppose
2583							Strongly support	Strongly support
2584							Strongly support	Strongly support
2585							Strongly support	Strongly support
2586							Strongly support	Strongly support
2587							Strongly support	Strongly support
2588							Strongly support	Strongly support
2589							Strongly support	Strongly support
2590							Strongly support	Strongly support
2591							Strongly support	Strongly support
2592							Strongly support	Strongly support
2593							Strongly support	Strongly support
2594							Strongly support	Somewhat support
2595							Strongly support	Somewhat support
2596							Strongly support	Somewhat support
2597							Strongly support	Strongly oppose

	O	P	Q	R	S	T	U	V
2598							Strongly support	Strongly support
2599							Strongly support	Strongly support
2600							Strongly support	Strongly oppose
2601							Strongly support	Strongly support
2602							Strongly oppose	Neither support nor oppose
2603							Strongly support	Strongly support
2604							Strongly support	Strongly support
2605							Strongly support	Strongly support
2606							Strongly support	Strongly support
2607							Strongly oppose	Strongly oppose
2608							Strongly support	Strongly support
2609							Strongly support	Strongly support
2610							Strongly support	Strongly support
2611							Strongly support	Strongly support
2612							Strongly support	Strongly support
2613							Strongly support	Strongly support
2614							Strongly support	Strongly support
2615							Strongly support	Don't know
2616							Strongly support	Strongly support
2617							Strongly support	Strongly support
2618							Strongly support	Strongly support
2619							Strongly support	Strongly support
2620							Strongly support	Strongly support
2621							Strongly support	Strongly support
2622							Strongly support	Strongly support
2623							Strongly support	Strongly support
2624							Strongly support	Strongly support
2625							Strongly oppose	Strongly oppose
2626							Strongly support	Strongly support
2627							Strongly support	Strongly support
2628							Strongly support	Strongly support
2629							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
2630							Strongly support	Strongly support
2631							Strongly support	Strongly support
2632							Strongly support	Strongly support
2633			Secretary				Strongly support	Strongly oppose
2634							Strongly support	Strongly support
2635							Strongly support	Strongly support
2636							Somewhat oppose	Somewhat support
2637							Strongly oppose	Strongly oppose
2638							Strongly oppose	Strongly oppose
2639							Strongly oppose	Strongly oppose
2640							Strongly support	Strongly support
2641							Strongly support	Strongly support
2642							Strongly oppose	Strongly oppose
2643							Strongly support	Strongly support
2644							Strongly support	Strongly support
2645							Strongly support	Strongly support
2646							Strongly support	Neither support nor oppose
2647							Strongly support	Strongly support
2648							Strongly support	Strongly support
2649							Strongly support	Strongly support
2650							Strongly oppose	Strongly oppose
2651							Strongly support	Strongly support
2652							Strongly support	Somewhat oppose
2653							Strongly support	Strongly support
2654							Strongly support	Strongly support
2655							Strongly oppose	Strongly support
2656							Strongly support	Strongly support
2657							Strongly support	Strongly support
2658							Strongly support	Strongly support
2659							Strongly support	Strongly support
2660							Strongly support	Strongly support
2661							Strongly support	Strongly support
2662							Strongly oppose	Strongly oppose
2663							Strongly support	Strongly support
2664							Strongly support	Strongly oppose

	O	P	Q	R	S	T	U	V
2665							Strongly support	Strongly support
2666							Somewhat oppose	Strongly oppose
2667							Strongly support	Somewhat support
2668							Strongly support	Strongly support
2669							Strongly support	Strongly support
2670							Strongly support	Strongly support
2671							Strongly oppose	Don't know
2672							Strongly oppose	Somewhat support
2673							Strongly oppose	Strongly oppose
2674							Strongly support	Strongly support
2675							Strongly support	Somewhat support
2676							Strongly support	Strongly support
2677							Strongly support	Strongly support
2678							Strongly support	Somewhat support
2679							Strongly support	Strongly support
2680							Strongly support	Strongly support
2681							Strongly support	Strongly oppose
2682							Strongly support	Strongly support
2683							Somewhat support	Strongly support

	O	P	Q	R	S	T	U	V
2684							Strongly support	Strongly oppose
2685							Strongly support	Strongly support
2686							Strongly support	Strongly support
2687							Strongly support	Strongly support
2688			Founding Director				Strongly support	Strongly oppose
2689							Strongly support	Strongly support
2690							Strongly oppose	Strongly oppose
2691							Strongly support	Strongly support
2692							Strongly support	Strongly support
2693							Strongly oppose	Strongly support
2694			Director				Strongly support	Strongly support
2695							Strongly support	Strongly support
2696							Strongly support	Strongly oppose
2697							Don't know	Don't know
2698							Strongly support	Strongly support
2699							Strongly support	Strongly support
2700							Strongly support	Strongly support
2701							Somewhat oppose	Somewhat support
2702			Senior Development Officer				Strongly support	Strongly support
2703							Strongly oppose	Somewhat support
2704							Strongly support	Strongly support
2705							Strongly support	Strongly support
2706							Somewhat oppose	Strongly oppose

	O	P	Q	R	S	T	U	V
2707							Strongly support	Strongly support
2708							Strongly support	Strongly support
2709							Strongly support	Strongly support
2710							Strongly support	Somewhat oppose
2711							Strongly support	Strongly support
2712							Strongly support	Strongly support
2713							Strongly support	Strongly support
2714							Strongly support	Strongly support
2715							Strongly support	Strongly support
2716							Strongly support	Somewhat support
2717							Strongly support	Somewhat oppose
2718							Strongly oppose	Strongly oppose
2719							Strongly support	Strongly support
2720							Strongly support	Somewhat support
2721							Strongly support	Strongly support
2722							Strongly oppose	Strongly oppose
2723							Strongly support	Somewhat support
2724							Strongly oppose	Strongly oppose
2725							Strongly support	Strongly support
2726							Strongly support	Strongly support
2727							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
2728							Strongly support	Strongly support
2729							Strongly support	Strongly support
2730							Strongly support	Strongly support
2731							Strongly support	Strongly support
2732							Strongly support	Strongly support
2733							Strongly support	Somewhat support
2734							Strongly support	Strongly support
2735							Strongly support	Strongly support
2736							Strongly support	Strongly support
2737							Strongly support	Strongly support
2738							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
2739							Strongly support	Strongly support
2740							Strongly support	Strongly support
2741							Strongly support	Strongly support
2742							Strongly support	Strongly support
2743							Strongly support	Strongly support
2744							Strongly support	Strongly support
2745							Strongly oppose	Strongly oppose
2746							Somewhat oppose	Neither support nor oppose
2747							Strongly support	Strongly support
2748							Strongly support	Strongly support
2749							Strongly oppose	Strongly oppose
2750							Strongly support	Strongly support
2751							Strongly oppose	Somewhat oppose
2752							Strongly oppose	Strongly oppose
2753							Strongly support	Strongly support
2754			Just Transition Officer				Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
2755							Strongly support	Strongly support
2756							Strongly support	Strongly support
2757							Somewhat support	Somewhat support
2758							Strongly support	Strongly support
2759							Strongly support	Strongly support
2760							Strongly support	Strongly support
2761							Strongly oppose	Strongly oppose
2762							Neither support nor oppose	Somewhat oppose
2763			Branch Secretary				Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
2764							Strongly support	Strongly support
2765							Strongly oppose	Strongly oppose
2766							Strongly support	Strongly support
2767							Strongly support	Strongly support
2768							Strongly support	Strongly support
2769							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
2770							Strongly support	Strongly support
2771							Strongly support	Strongly support
2772							Strongly support	Strongly oppose
2773							Strongly support	Strongly support
2774							Strongly support	Strongly support
2775							Strongly support	Strongly support
2776							Strongly oppose	Strongly support
2777							Strongly support	Somewhat support
2778							Strongly oppose	Strongly oppose
2779							Strongly support	Strongly support
2780							Strongly oppose	Neither support nor oppose
2781							Strongly oppose	Somewhat oppose
2782							Strongly support	Strongly support
2783							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
2784							Somewhat oppose	Strongly support
2785							Strongly support	Strongly support
2786							Strongly oppose	Strongly oppose
2787							Strongly support	Strongly support
2788							Strongly support	Somewhat support
2789							Strongly support	Strongly support
2790							Strongly support	Strongly support
2791							Somewhat support	Somewhat support

	O	P	Q	R	S	T	U	V
2792							Strongly support	Strongly support
2793							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
2794							Strongly support	Strongly support
2795							Strongly support	Strongly support
2796							Strongly support	Strongly support
2797							Strongly oppose	Strongly oppose
2798							Strongly support	Strongly support
2799							Strongly support	Strongly support
2800							Strongly support	Strongly support
2801							Strongly support	Strongly support
2802							Strongly support	Strongly support
2803							Strongly support	Strongly support
2804							Somewhat support	Somewhat oppose

	O	P	Q	R	S	T	U	V
2805							Strongly support	Strongly support
2806							Strongly support	Strongly support
2807							Somewhat support	Somewhat support
2808							Strongly support	Strongly support
2809							Strongly support	Strongly support
2810							Strongly support	Strongly oppose
2811							Neither support nor oppose	Strongly oppose
2812							Strongly support	Somewhat support
2813							Somewhat support	Somewhat support
2814							Strongly support	Somewhat support
2815							Strongly support	Neither support nor oppose
2816							Strongly support	Strongly support
2817							Strongly support	Strongly oppose
2818							Strongly support	Strongly support
2819							Strongly support	Somewhat support
2820							Strongly support	Strongly oppose
2821			Chair				Strongly oppose	Somewhat oppose
2822							Strongly support	Strongly support
2823							Strongly support	Strongly support
2824							Strongly support	Strongly oppose
2825							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
2826							Strongly support	Strongly support
2827							Strongly support	Strongly support
2828							Strongly support	Strongly oppose
2829							Strongly support	Strongly support
2830							Strongly oppose	Neither support nor oppose
2831							Strongly oppose	Strongly support
2832							Strongly support	Strongly support
2833							Strongly support	Strongly support
2834							Strongly support	Strongly support
2835							Strongly support	Strongly support
2836							Strongly oppose	Strongly oppose
2837							Strongly oppose	Somewhat support
2838							Strongly support	Strongly support
2839							Strongly support	Strongly oppose
2840							Strongly support	Strongly support
2841							Strongly support	Strongly support
2842							Strongly support	Strongly support
2843							Strongly oppose	Strongly oppose
2844							Somewhat oppose	Somewhat oppose
2845							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
2846							Strongly support	Strongly support
2847							Strongly support	Strongly oppose
2848							Strongly support	Strongly support
2849							Strongly support	Strongly support
2850							Strongly support	Strongly support
2851							Strongly support	Strongly support
2852							Somewhat support	Strongly oppose
2853							Strongly support	Strongly oppose
2854							Strongly support	Strongly support
2855							Strongly support	Strongly support
2856							Strongly support	Strongly support
2857							Strongly support	Strongly support
2858							Strongly support	Strongly support
2859							Strongly support	Strongly support
2860							Strongly oppose	Strongly oppose
2861							Strongly support	Strongly support
2862							Strongly oppose	Strongly support
2863							Strongly support	Strongly support
2864							Somewhat support	Strongly oppose
2865							Strongly support	Strongly support
2866							Strongly support	Strongly support
2867							Strongly support	Strongly support
2868							Strongly support	Strongly support
2869							Somewhat oppose	Somewhat oppose
2870							Strongly support	Strongly support
2871							Strongly support	Strongly support
2872							Strongly oppose	Strongly oppose
2873							Strongly oppose	Strongly oppose
2874							Strongly oppose	Strongly oppose

	O	P	Q	R	S	T	U	V
2875							Strongly support	Strongly support
2876							Strongly oppose	Strongly oppose
2877							Strongly support	Strongly support
2878							Strongly oppose	Strongly oppose
2879							Strongly support	Strongly support
2880							Strongly support	Strongly support
2881							Strongly support	Strongly support
2882							Strongly support	Strongly support
2883							Strongly support	Strongly oppose
2884							Strongly support	Strongly support
2885							Strongly support	Strongly support
2886							Don't know	Somewhat support
2887							Strongly support	Strongly support
2888							Strongly support	Strongly support
2889							Strongly support	Neither support nor oppose
2890							Strongly support	Strongly support
2891							Strongly support	Strongly support
2892							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
2893							Strongly support	Somewhat support
2894			Administrator/Development Worker				Strongly support	Strongly support
2895							Strongly oppose	Somewhat oppose
2896							Neither support nor oppose	Neither support nor oppose
2897							Strongly support	Strongly support
2898							Strongly support	Strongly support
2899							Strongly support	Strongly support
2900							Strongly support	Strongly support
2901							Strongly support	Strongly support
2902							Neither support nor oppose	Strongly oppose
2903							Strongly oppose	Neither support nor oppose
2904							Strongly support	Strongly support
2905							Strongly support	Strongly support
2906							Somewhat support	Somewhat support
2907							Strongly support	Strongly support
2908							Strongly support	Strongly support
2909							Strongly support	Strongly support
2910							Strongly oppose	Strongly support
2911							Strongly oppose	Strongly oppose
2912							Strongly support	Somewhat support
2913							Strongly support	Strongly support
2914							Strongly support	Strongly oppose
2915							Strongly oppose	Strongly oppose
2916							Somewhat oppose	Somewhat oppose
2917							Strongly oppose	Strongly support
2918							Strongly support	Strongly support
2919							Strongly support	Somewhat support

	O	P	Q	R	S	T	U	V
2920							Strongly oppose	Strongly oppose
2921							Strongly support	Strongly support
2922							Strongly support	Strongly support
2923							Strongly support	Strongly support
2924							Strongly support	Strongly support
2925							Strongly support	Strongly oppose
2926							Strongly support	Somewhat support
2927							Strongly support	Strongly support
2928							Strongly oppose	Strongly oppose
2929							Strongly support	Strongly support
2930							Strongly support	Somewhat support

	O	P	Q	R	S	T	U	V
2931							Strongly oppose	Strongly oppose
2932							Strongly oppose	Strongly oppose
2933							Strongly support	Strongly support
2934							Strongly support	Strongly oppose
2935							Strongly oppose	Somewhat oppose
2936							Strongly support	Strongly support
2937							Somewhat support	Somewhat support
2938							Strongly support	Strongly support
2939							Strongly support	Strongly support
2940							Strongly support	Neither support nor oppose
2941							Strongly support	Strongly support
2942							Strongly support	Strongly support
2943							Strongly support	Strongly support
2944							Strongly oppose	Strongly oppose
2945							Strongly support	Strongly support
2946							Strongly support	Strongly support
2947							Strongly support	Strongly support
2948							Strongly support	Strongly support
2949							Strongly support	Strongly support
2950							Strongly support	Strongly support
2951							Strongly support	Strongly support
2952							Strongly support	Strongly support
2953							Strongly support	Strongly support
2954							Strongly support	Strongly oppose

	O	P	Q	R	S	T	U	V
2955			Chair				Strongly support	Strongly support
2956							Strongly support	Strongly oppose
2957							Strongly support	Strongly oppose
2958							Strongly support	Strongly support
2959							Strongly support	Strongly support
2960							Strongly support	Strongly support
2961							Somewhat support	Somewhat support
2962							Somewhat support	Somewhat support
2963							Strongly support	Neither support nor oppose
2964							Strongly support	Don't know

	O	P	Q	R	S	T	U	V
2965							Somewhat oppose	Somewhat support
2966							Strongly support	Strongly support
2967							Strongly support	Strongly oppose
2968							Strongly support	Strongly support
2969							Strongly support	Strongly support
2970							Strongly support	Strongly support
2971							Strongly support	Strongly support
2972							Strongly oppose	Strongly support
2973							Strongly oppose	Strongly oppose
2974							Strongly support	Strongly support
2975							Strongly support	Somewhat support
2976							Strongly support	Strongly support
2977							Strongly oppose	Strongly support

	O	P	Q	R	S	T	U	V
2978							Strongly support	Strongly support
2979							Strongly support	Strongly support
2980							Strongly support	Strongly support
2981							Strongly oppose	Neither support nor oppose
2982							Strongly support	Strongly support
2983							Strongly support	Strongly support
2984							Somewhat oppose	Somewhat support
2985							Strongly support	Strongly support
2986							Strongly support	Strongly oppose
2987							Strongly oppose	Strongly oppose
2988							Strongly support	Strongly support
2989							Strongly support	Strongly support
2990							Strongly oppose	Strongly oppose
2991							Strongly support	Strongly support
2992							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
2993							Strongly support	Neither support nor oppose
2994							Strongly support	Strongly support
2995							Strongly support	Strongly support
2996							Strongly support	Strongly support
2997							Strongly support	Strongly support
2998							Strongly support	Strongly support
2999							Strongly support	Strongly support
3000							Strongly oppose	Somewhat oppose
3001							Strongly support	Strongly support
3002							Strongly support	Strongly support
3003							Strongly support	Strongly support
3004							Strongly support	Strongly support
3005							Strongly support	Strongly support
3006							Strongly support	Strongly support
3007							Strongly oppose	Don't know
3008							Strongly support	Strongly support
3009							Strongly oppose	Neither support nor oppose
3010							Strongly oppose	Somewhat oppose
3011			Secretary				Strongly support	Strongly support
3012			Charity Shop Manager				Strongly oppose	Strongly oppose
3013							Strongly support	Strongly support
3014							Strongly oppose	Neither support nor oppose
3015							Strongly oppose	Strongly oppose
3016							Strongly support	Strongly support
3017							Strongly support	Strongly support
3018							Strongly support	Strongly support
3019							Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
3020			Head of Transport Planning and Delivery				Strongly support	Somewhat oppose
3021			Senior Strategy Officer				Strongly support	Neither support nor oppose

	O	P	Q	R	S	T	U	V
3022			Transportation Planning Team Leader				Strongly support	Strongly support
3023			Managing Director				Strongly support	Strongly support

	O	P	Q	R	S	T	U	V
3024			Interim Active Travel and Transport Manager				Strongly support	Somewhat oppose
3025							Strongly support	Strongly support
3026			Chair				Strongly support	Strongly support
3027							Strongly oppose	Strongly oppose

	W	X	Y
1	Q9.a	Q9.b	Q10
2	Take forward Local services franchising	Take forward BSIPs	To what extent do you support or oppose SPT's recommendat...
3	Neither support nor oppose	Neither support nor oppose	Strongly oppose
4	Strongly oppose	Somewhat support	Strongly oppose
5	Somewhat support	Somewhat support	Somewhat oppose
6	Somewhat support	Somewhat support	Somewhat support
7	Strongly support	Somewhat support	Strongly oppose
8	Somewhat support	Somewhat support	Strongly support
9	Somewhat support	Somewhat support	Somewhat support
10	Strongly oppose		Somewhat support
11	Strongly oppose	Strongly support	Strongly support
12	Strongly oppose	Strongly support	Strongly support
13	Strongly oppose	Somewhat support	Strongly oppose
14	Strongly oppose	Strongly support	Strongly oppose
15	Strongly support	Strongly support	Strongly support
16	Strongly support	Strongly support	Strongly support
17	Somewhat oppose	Strongly support	Strongly support
18	Strongly support	Somewhat oppose	Strongly support
19	Strongly support	Strongly support	Strongly support

	W	X	Y
20	Somewhat oppose	Somewhat support	Somewhat support
21	Somewhat oppose	Somewhat support	Somewhat oppose
22	Somewhat oppose	Somewhat oppose	Strongly support
23	Strongly oppose	Neither support nor oppose	Strongly oppose
24	Strongly support	Strongly support	Strongly support
25	Somewhat support	Somewhat support	Somewhat support
26	Strongly support	Strongly support	Strongly support
27	Strongly support	Strongly oppose	Strongly support
28	Strongly support	Strongly support	Strongly support
29	Strongly support	Strongly support	Strongly support
30	Somewhat oppose	Somewhat support	Strongly support
31	Somewhat support	Don't know	Neither support nor oppose
32	Strongly support	Strongly support	Strongly support
33	Strongly support	Somewhat support	Strongly support
34	Somewhat support	Somewhat support	Somewhat support
35	Neither support nor oppose	Somewhat oppose	Strongly support
36	Strongly support	Strongly oppose	Strongly support
37	Somewhat support	Somewhat support	Strongly support
38	Strongly support	Strongly support	Strongly support
39	Strongly support	Strongly support	Strongly support
40	Strongly support	Strongly support	Strongly support
41	Strongly support	Strongly support	Strongly support
42	Somewhat support	Strongly support	Somewhat support
43	Strongly support	Strongly support	Strongly support
44	Somewhat support	Somewhat support	Strongly support

	W	X	Y
45	Strongly support	Strongly oppose	Strongly support
46	Somewhat support	Somewhat support	Neither support nor oppose
47	Somewhat support	Somewhat support	Strongly oppose
48	Strongly support	Strongly oppose	Strongly support
49	Somewhat support	Somewhat support	Strongly support
50	Somewhat support	Somewhat support	Strongly support
51	Strongly support	Strongly support	Neither support nor oppose
52	Strongly support	Strongly oppose	Strongly support
53	Somewhat support	Strongly support	Neither support nor oppose
54	Strongly support	Somewhat support	Somewhat support
55	Somewhat support	Neither support nor oppose	Strongly support
56	Strongly support	Somewhat support	Somewhat support
57	Strongly support	Somewhat support	Somewhat support
58	Strongly support	Strongly support	Strongly support
59	Strongly support	Strongly oppose	Strongly support
60	Strongly support	Strongly support	Strongly support
61	Somewhat support	Don't know	Don't know
62	Somewhat support	Strongly support	Strongly support

	W	X	Y
63	Strongly support	Strongly support	Somewhat support
64	Strongly support	Strongly support	Strongly support
65	Strongly support	Strongly support	Somewhat support
66	Strongly support	Strongly support	Strongly support
67	Strongly support	Strongly support	Strongly support
68	Somewhat support	Somewhat support	Somewhat support
69	Don't know	Somewhat support	Strongly support
70	Neither support nor oppose	Neither support nor oppose	Strongly support
71	Somewhat support	Strongly support	Neither support nor oppose
72	Strongly support	Strongly support	Strongly support
73	Strongly support	Strongly support	Strongly support
74	Strongly support	Neither support nor oppose	Somewhat oppose
75	Somewhat support	Neither support nor oppose	Strongly support
76	Somewhat oppose	Somewhat support	Neither support nor oppose
77	Somewhat support	Strongly oppose	Strongly support
78	Somewhat support	Somewhat oppose	Neither support nor oppose
79	Strongly support	Strongly support	Strongly support
80	Strongly support	Strongly support	Strongly support
81	Strongly support	Somewhat support	Strongly support
82	Neither support nor oppose	Neither support nor oppose	Neither support nor oppose
83	Strongly support	Strongly support	Strongly support
84	Somewhat support	Somewhat support	Strongly support
85	Neither support nor oppose	Somewhat support	Strongly support
86	Somewhat support	Somewhat support	Strongly support
87	Somewhat oppose	Somewhat support	Somewhat support
88	Somewhat support	Neither support nor oppose	Somewhat support

	W	X	Y
89	Strongly support	Strongly support	Strongly support
90	Strongly support	Somewhat support	Strongly support
91	Strongly support	Somewhat support	Strongly support
92	Strongly support	Somewhat oppose	Strongly support
93	Strongly support	Strongly support	Strongly support
94	Somewhat support	Neither support nor oppose	Neither support nor oppose
95	Somewhat support	Somewhat support	Strongly support
96	Somewhat support	Somewhat support	Strongly support
97	Somewhat oppose	Strongly support	Somewhat support
98	Strongly support	Strongly oppose	Strongly support
99	Strongly support	Strongly support	Strongly support
100	Strongly support	Somewhat support	Strongly support
101	Somewhat support	Strongly support	Strongly support
102	Strongly support	Neither support nor oppose	Strongly support
103	Somewhat support	Neither support nor oppose	Strongly support
104	Strongly support	Strongly support	Somewhat oppose
105	Strongly support	Strongly support	Strongly support
106	Somewhat support	Somewhat support	Somewhat support
107	Strongly oppose	Strongly support	Strongly support
108	Strongly support	Strongly support	Neither support nor oppose
109	Somewhat oppose	Somewhat support	Strongly support
110	Strongly support	Strongly support	Strongly support
111	Somewhat support	Somewhat support	Strongly support

	W	X	Y
112	Strongly support	Strongly support	Strongly support
113	Strongly oppose	Somewhat support	Somewhat support
114	Strongly support	Neither support nor oppose	Strongly support
115	Somewhat support	Somewhat support	Strongly support
116	Strongly support	Strongly oppose	Strongly support
117	Strongly support	Strongly oppose	Strongly support
118	Strongly support	Don't know	Strongly support
119	Strongly support	Strongly support	Strongly support
120	Strongly support	Strongly support	Strongly support
121	Strongly support	Somewhat support	Strongly oppose
122	Somewhat support	Somewhat support	Strongly support
123	Strongly support	Somewhat support	Strongly support
124	Strongly support	Strongly support	Strongly support
125	Strongly support	Somewhat support	Strongly support
126	Strongly support	Neither support nor oppose	Strongly support
127	Somewhat support	Strongly support	Strongly support
128	Strongly support	Strongly support	Strongly support
129	Strongly support	Somewhat support	Strongly support
130	Strongly oppose	Strongly support	Neither support nor oppose
131	Strongly oppose	Neither support nor oppose	Neither support nor oppose
132	Somewhat support	Somewhat support	Strongly support
133	Somewhat support	Strongly support	Strongly support

	W	X	Y
134	Strongly support	Strongly support	Strongly support
135	Strongly support	Somewhat support	Strongly support
136	Strongly support	Strongly oppose	Strongly oppose
137	Somewhat support	Strongly support	Somewhat support
138	Strongly support	Strongly support	Somewhat support
139	Neither support nor oppose	Neither support nor oppose	Somewhat oppose
140	Strongly support	Somewhat oppose	Strongly support
141	Somewhat support	Somewhat oppose	Strongly support
142	Strongly support	Strongly support	Strongly support
143	Strongly support	Somewhat oppose	Strongly support
144	Strongly support	Somewhat support	Strongly support
145	Somewhat support	Somewhat support	Strongly support
146	Somewhat support	Somewhat support	Somewhat support
147	Strongly support	Somewhat support	Neither support nor oppose
148	Neither support nor oppose	Neither support nor oppose	Neither support nor oppose
149	Somewhat oppose	Somewhat oppose	Strongly support
150	Strongly support	Strongly support	Strongly support
151	Strongly support	Strongly support	Strongly support
152	Strongly support	Strongly support	Strongly support
153	Strongly support	Somewhat support	Strongly support
154	Strongly oppose	Strongly oppose	Strongly support
155	Somewhat support	Strongly support	Strongly support
156	Strongly support	Somewhat support	Strongly support
157	Somewhat support	Don't know	Strongly support
158	Somewhat support	Somewhat support	Strongly support

	W	X	Y
159	Somewhat support	Strongly support	Strongly support
160	Strongly support	Strongly support	Strongly support
161	Strongly support	Strongly support	Neither support nor oppose
162	Somewhat support	Somewhat support	Strongly support
163	Strongly support	Strongly support	Somewhat support
164	Strongly oppose	Strongly support	Strongly support
165	Somewhat support	Neither support nor oppose	Strongly support
166	Strongly support	Strongly support	Strongly support
167	Neither support nor oppose	Strongly support	Somewhat support
168	Strongly support	Somewhat support	Strongly support
169	Strongly support	Strongly oppose	Strongly support
170	Strongly support	Neither support nor oppose	Strongly support
171	Strongly support	Strongly support	Strongly oppose
172	Somewhat support	Somewhat support	Somewhat oppose
173	Neither support nor oppose	Somewhat support	Strongly oppose
174	Somewhat support	Somewhat support	Strongly oppose
175	Strongly oppose	Strongly oppose	Strongly oppose
176	Somewhat support	Strongly oppose	Strongly oppose
177	Strongly oppose	Somewhat support	Somewhat support
178	Somewhat support	Don't know	Don't know
179	Somewhat support	Strongly support	Neither support nor oppose
180	Strongly oppose	Strongly oppose	Strongly oppose
181	Strongly support	Neither support nor oppose	Strongly support
182	Strongly support	Somewhat support	Strongly support
183	Neither support nor oppose	Somewhat support	Strongly support
184	Somewhat support	Strongly support	Strongly support
185	Strongly support	Strongly support	Strongly support

	W	X	Y
186	Strongly support	Strongly support	Somewhat support
187	Strongly support	Strongly support	Somewhat support
188	Strongly support	Strongly support	Strongly support
189	Somewhat support	Somewhat support	Somewhat support
190	Neither support nor oppose	Strongly support	Strongly support
191	Somewhat support	Strongly support	Strongly support
192	Somewhat support	Somewhat support	Strongly support
193	Somewhat support	Somewhat support	Strongly support
194	Somewhat support	Somewhat support	Neither support nor oppose
195	Strongly support	Strongly support	Strongly support
196	Somewhat support	Somewhat support	Somewhat support
197	Somewhat support	Somewhat support	Strongly support
198	Neither support nor oppose	Somewhat support	Strongly support
199	Neither support nor oppose	Somewhat support	Strongly support
200	Somewhat oppose	Somewhat oppose	Strongly support
201	Somewhat oppose	Somewhat oppose	Somewhat support
202	Somewhat oppose	Somewhat oppose	Strongly oppose
203	Strongly support	Somewhat support	Strongly support
204	Somewhat support	Neither support nor oppose	Somewhat support
205	Strongly support	Strongly support	Strongly support
206	Neither support nor oppose	Neither support nor oppose	Strongly support

	W	X	Y
207	Strongly support	Strongly support	Strongly support
208	Strongly support	Strongly support	Strongly support
209	Somewhat support	Strongly support	Strongly support
210	Strongly support	Somewhat support	Strongly support
211	Strongly support	Strongly support	Strongly support
212	Strongly support	Strongly support	Strongly support
213	Somewhat support	Somewhat support	Somewhat support
214	Strongly support	Strongly oppose	Strongly support
215	Strongly support	Strongly support	Somewhat support
216	Somewhat support	Somewhat support	Strongly support
217	Strongly support	Neither support nor oppose	Strongly support
218	Strongly support	Strongly support	Strongly support
219	Somewhat support	Somewhat support	Somewhat support
220	Strongly support	Neither support nor oppose	Strongly support
221	Strongly oppose	Strongly support	Neither support nor oppose
222	Strongly support	Strongly oppose	Strongly support
223	Strongly oppose	Strongly oppose	Strongly oppose
224	Strongly support	Strongly oppose	Strongly support
225	Somewhat support	Somewhat support	Strongly support
226	Somewhat support	Somewhat support	Neither support nor oppose
227	Strongly support	Strongly support	Strongly support
228	Strongly support	Strongly support	Somewhat support
229	Strongly support	Strongly support	Strongly support

	W	X	Y
230	Strongly support	Strongly support	Strongly support
231	Somewhat support	Somewhat support	Strongly support
232	Neither support nor oppose	Strongly support	Strongly support
233	Somewhat support	Somewhat support	Strongly support
234	Strongly support	Somewhat support	Strongly support
235	Strongly support	Somewhat support	Somewhat support
236	Strongly oppose	Strongly support	Somewhat support
237	Strongly support	Strongly support	Strongly support
238	Strongly support	Somewhat support	Somewhat support
239	Somewhat support	Somewhat support	Strongly support
240	Strongly support	Strongly support	Strongly support
241	Strongly support	Strongly support	Somewhat support
242	Strongly oppose	Strongly support	Strongly support
243	Neither support nor oppose	Strongly support	Strongly support
244	Somewhat support	Somewhat support	Somewhat support
245	Somewhat support	Somewhat support	Strongly support
246	Neither support nor oppose	Somewhat support	Strongly support
247	Somewhat support	Somewhat support	Strongly support
248	Strongly support	Strongly support	Strongly support
249	Strongly support	Strongly support	Strongly support
250	Strongly support	Strongly support	Strongly support
251	Strongly support	Strongly support	Strongly support
252	Somewhat support	Strongly support	Strongly support

	W	X	Y
253	Somewhat support	Somewhat support	Strongly support
254	Strongly support	Strongly support	Strongly support
255	Strongly support	Somewhat oppose	Strongly support
256	Somewhat support	Strongly support	Strongly support
257	Strongly support	Strongly support	Strongly support
258	Strongly support	Somewhat support	Strongly support
259	Strongly support	Somewhat oppose	Strongly support
260	Strongly oppose	Strongly oppose	Somewhat support
261	Somewhat support	Strongly support	Strongly support
262	Strongly oppose	Strongly support	Neither support nor oppose
263	Strongly support	Somewhat oppose	Strongly support
264	Strongly support	Strongly support	Somewhat support
265	Don't know	Don't know	Strongly support
266	Somewhat support	Somewhat support	Strongly support
267	Strongly support	Strongly support	Strongly support
268	Somewhat support	Somewhat support	Somewhat support
269	Strongly oppose	Somewhat oppose	Strongly support
270	Somewhat support	Strongly support	Strongly support
271	Strongly oppose	Strongly support	Somewhat support
272	Somewhat support	Strongly support	Strongly support
273	Somewhat support	Don't know	Don't know

	W	X	Y
274	Somewhat support	Somewhat support	Strongly support
275	Somewhat oppose	Somewhat support	Strongly support
276	Strongly support	Somewhat oppose	Strongly support
277	Strongly support	Strongly support	Strongly support
278	Somewhat support	Strongly support	Somewhat support
279	Strongly oppose	Strongly oppose	Strongly support
280	Strongly support	Somewhat support	Somewhat oppose
281	Strongly support	Strongly support	Strongly support
282	Strongly support	Somewhat support	Strongly support
283	Strongly support	Strongly support	Strongly support
284	Strongly support	Strongly support	Strongly support
285	Strongly support	Somewhat support	Strongly support
286	Somewhat oppose	Somewhat support	Somewhat support
287	Somewhat support	Somewhat oppose	Strongly support
288	Somewhat support	Strongly support	Strongly support

	W	X	Y
289	Neither support nor oppose	Strongly support	Strongly support
290	Strongly support	Strongly support	Strongly support
291	Strongly support	Strongly oppose	Strongly support
292	Strongly support	Strongly support	Strongly support
293	Strongly support	Somewhat support	Strongly support
294	Strongly support	Strongly support	Strongly support
295	Strongly support	Somewhat oppose	Strongly support
296	Strongly support	Somewhat support	Strongly support
297	Somewhat oppose	Somewhat support	Strongly support
298	Somewhat support	Somewhat support	Strongly support
299	Somewhat support	Strongly support	Strongly support
300	Strongly support	Strongly support	Strongly oppose
301	Strongly oppose	Somewhat support	Strongly oppose
302	Strongly oppose	Somewhat support	Strongly oppose
303	Somewhat support	Somewhat support	Strongly support
304	Somewhat oppose	Strongly support	Neither support nor oppose
305	Strongly oppose	Strongly oppose	Strongly support
306	Strongly oppose	Strongly support	Neither support nor oppose
307	Strongly support	Strongly support	Strongly support
308	Strongly support	Strongly support	Strongly support
309	Neither support nor oppose	Strongly support	Strongly support
310	Strongly support	Strongly support	Strongly support
311	Somewhat oppose	Strongly support	Strongly support
312	Strongly support	Strongly support	Strongly support
313	Don't know	Don't know	Somewhat support
314	Strongly support	Somewhat support	Somewhat support
315	Somewhat support	Strongly support	Strongly support

	W	X	Y
316	Somewhat support	Somewhat support	Strongly support
317	Strongly support	Somewhat support	Neither support nor oppose
318	Somewhat support	Somewhat oppose	Strongly support
319	Strongly support	Strongly support	Strongly support
320	Strongly support	Strongly oppose	Strongly support
321	Strongly oppose	Strongly oppose	Strongly oppose
322	Strongly support	Strongly support	Strongly support
323	Somewhat support	Strongly support	Somewhat support
324	Strongly support	Strongly support	Strongly support
325	Neither support nor oppose	Somewhat support	Somewhat support
326	Strongly support	Strongly support	Strongly support
327	Somewhat support	Strongly support	Strongly support
328	Strongly support	Strongly support	Strongly support
329	Strongly support	Strongly oppose	Strongly support
330	Don't know	Don't know	Strongly support
331	Strongly support	Strongly support	Strongly support
332	Strongly support	Strongly support	Strongly support
333	Strongly support	Strongly support	Strongly support

	W	X	Y
334	Somewhat support	Strongly oppose	Neither support nor oppose
335	Somewhat support	Somewhat support	Somewhat support
336	Strongly support	Strongly support	Strongly support
337	Strongly oppose	Somewhat support	Strongly support
338	Strongly support	Strongly oppose	Strongly support
339	Somewhat support	Somewhat support	Neither support nor oppose
340	Somewhat support	Somewhat support	Strongly support
341	Somewhat support	Neither support nor oppose	Neither support nor oppose
342	Strongly oppose	Strongly oppose	Somewhat support
343	Somewhat support	Neither support nor oppose	Neither support nor oppose
344	Strongly support	Strongly support	Strongly support
345	Strongly oppose	Strongly support	Strongly oppose
346	Somewhat support	Somewhat support	Strongly support

	W	X	Y
347	Neither support nor oppose	Somewhat support	Neither support nor oppose
348	Neither support nor oppose	Neither support nor oppose	Somewhat support
349	Strongly support	Strongly support	Strongly support
350	Strongly support	Strongly support	Somewhat support
351	Don't know	Somewhat support	Strongly oppose
352	Somewhat support	Somewhat support	Strongly support
353	Strongly support	Strongly support	Strongly support
354	Somewhat support	Somewhat support	Somewhat support
355	Strongly support	Strongly support	Strongly support
356	Strongly support	Neither support nor oppose	Somewhat support
357	Strongly oppose	Somewhat support	Somewhat support
358	Somewhat support	Strongly support	Strongly support
359	Strongly support	Somewhat support	Strongly support
360	Somewhat oppose	Somewhat oppose	Strongly support
361	Strongly support	Strongly support	Strongly support
362	Somewhat oppose	Somewhat support	Strongly oppose
363	Strongly support	Neither support nor oppose	Strongly support
364	Neither support nor oppose	Strongly support	Strongly support
365	Strongly oppose	Strongly support	Strongly support
366	Strongly support	Somewhat oppose	Strongly support

	W	X	Y
367	Strongly support	Strongly oppose	Strongly support
368	Strongly support	Strongly support	Strongly support
369	Somewhat support	Somewhat support	Strongly support
370	Strongly support	Strongly support	Strongly support
371	Strongly support	Strongly oppose	Somewhat support
372	Strongly support	Strongly support	Strongly support
373	Strongly support	Strongly support	Strongly support
374	Neither support nor oppose	Somewhat support	Somewhat support
375	Somewhat support	Strongly support	Somewhat support
376	Strongly support	Strongly support	Strongly support
377	Strongly oppose	Strongly oppose	Strongly support
378	Strongly support	Strongly support	Somewhat support
379	Strongly support	Somewhat support	Strongly support
380	Strongly support	Strongly support	Strongly support
381	Somewhat support	Somewhat support	Somewhat support
382	Strongly oppose	Strongly support	Strongly support
383	Strongly support	Somewhat oppose	Strongly support

	W	X	Y
384	Somewhat support	Strongly support	Strongly support
385	Strongly support	Strongly oppose	Strongly support
386	Somewhat support	Somewhat support	Strongly support
387	Strongly support	Neither support nor oppose	Somewhat support
388	Strongly support	Somewhat oppose	Strongly support
389	Strongly oppose	Strongly oppose	Strongly support
390	Strongly support	Strongly support	Strongly support
391	Somewhat support	Somewhat support	Strongly support
392	Strongly support	Somewhat oppose	Strongly support
393	Strongly support	Strongly support	Strongly support
394	Strongly oppose	Strongly support	Strongly support
395	Somewhat support	Strongly support	Strongly support
396	Neither support nor oppose	Somewhat support	Strongly support
397	Strongly support	Somewhat support	Strongly support
398	Strongly support	Strongly support	Strongly support
399	Strongly support	Somewhat oppose	Strongly support
400	Strongly support	Strongly support	Strongly support
401	Strongly support	Neither support nor oppose	Strongly support
402	Somewhat support	Somewhat support	Strongly support
403	Strongly support	Somewhat support	Strongly support
404	Don't know	Don't know	Strongly support

	W	X	Y
405	Strongly support	Somewhat oppose	Strongly support
406	Strongly support	Strongly oppose	Strongly support
407	Strongly support	Strongly support	Strongly support
408	Somewhat support	Strongly support	Strongly support
409	Strongly support	Somewhat support	Strongly support
410	Strongly support	Somewhat oppose	Strongly oppose
411	Strongly support	Strongly support	Strongly support
412	Somewhat oppose	Somewhat oppose	Strongly support
413	Somewhat support	Somewhat support	Strongly oppose
414	Strongly support	Strongly support	Strongly support
415	Somewhat support	Somewhat support	Somewhat support
416	Somewhat support	Somewhat support	Strongly support
417	Somewhat oppose	Somewhat support	Somewhat support

	W	X	Y
418	Strongly support	Somewhat oppose	Strongly support
419	Somewhat support	Somewhat support	Strongly support
420	Strongly support	Strongly support	Strongly support
421	Somewhat support	Somewhat oppose	Strongly support
422	Strongly oppose	Strongly oppose	Neither support nor oppose
423	Somewhat support	Somewhat support	Strongly support
424	Strongly support	Strongly support	Somewhat support
425	Strongly support	Somewhat support	Neither support nor oppose
426	Somewhat support	Somewhat support	Strongly support
427	Strongly oppose	Strongly support	Strongly support
428	Strongly support	Somewhat oppose	Strongly support

	W	X	Y
429	Don't know	Don't know	Strongly support
430	Strongly support	Strongly support	Strongly support
431	Strongly support	Strongly support	Strongly support
432	Somewhat support	Somewhat support	Neither support nor oppose
433	Strongly support	Strongly support	Strongly support
434	Somewhat support	Somewhat support	Strongly support
435	Somewhat oppose	Somewhat oppose	Strongly support
436	Strongly support	Somewhat support	Strongly support
437	Strongly support	Somewhat support	Strongly support
438	Somewhat support	Somewhat support	Strongly support
439	Strongly support	Strongly support	Strongly support
440	Strongly support	Strongly support	Somewhat support
441	Somewhat support	Neither support nor oppose	Somewhat support
442	Strongly support	Strongly support	Strongly support
443	Somewhat support	Don't know	Strongly support
444	Don't know	Don't know	Don't know
445	Strongly support	Strongly oppose	Strongly support
446	Strongly support	Somewhat support	Strongly support
447	Strongly support	Strongly support	Strongly support
448	Somewhat support	Somewhat support	Strongly support
449	Strongly oppose	Strongly support	Strongly support

	W	X	Y
450	Strongly support	Strongly support	Strongly support
451	Strongly support	Strongly support	Strongly support
452	Somewhat support	Somewhat support	Somewhat support
453	Strongly support	Somewhat support	Strongly support
454	Strongly oppose	Neither support nor oppose	Strongly oppose
455	Strongly support	Strongly support	Strongly support
456	Somewhat support	Somewhat support	Somewhat support
457	Strongly support	Neither support nor oppose	Strongly support
458	Somewhat oppose	Somewhat oppose	Strongly support
459	Strongly support	Strongly support	Strongly oppose
460	Somewhat oppose	Don't know	Somewhat support
461	Somewhat support	Somewhat support	Somewhat support
462	Strongly support	Strongly support	Strongly oppose
463	Strongly support	Strongly oppose	Strongly support
464	Strongly support	Strongly support	Strongly support
465	Somewhat support	Somewhat support	Strongly support
466	Somewhat support	Neither support nor oppose	Strongly support
467	Strongly support	Strongly oppose	Strongly support
468	Neither support nor oppose	Neither support nor oppose	Strongly support
469	Somewhat support	Neither support nor oppose	Somewhat support
470	Somewhat support	Strongly support	Neither support nor oppose
471	Strongly support	Strongly support	Strongly support

	W	X	Y
472	Don't know	Don't know	Strongly support
473	Strongly support	Somewhat support	Strongly support
474	Strongly support	Neither support nor oppose	Strongly support
475	Strongly support	Somewhat support	Strongly support
476	Strongly support	Strongly support	Strongly support
477	Strongly support	Somewhat support	Somewhat support
478	Somewhat support	Somewhat support	Somewhat support
479	Strongly support	Strongly oppose	Neither support nor oppose
480	Strongly oppose	Strongly oppose	Strongly oppose
481	Strongly support	Strongly support	Strongly support
482	Somewhat support	Somewhat support	Strongly support
483	Strongly oppose	Strongly oppose	Strongly support
484	Strongly support	Strongly support	Strongly support
485	Strongly oppose	Somewhat support	Somewhat oppose
486	Strongly support	Strongly support	Somewhat support
487	Strongly support	Somewhat support	Strongly oppose
488	Strongly support	Strongly support	Somewhat support

	W	X	Y
489	Strongly support	Strongly support	Somewhat support
490	Strongly support	Strongly support	Strongly support
491	Strongly oppose	Strongly oppose	Strongly oppose
492	Strongly support	Neither support nor oppose	Neither support nor oppose
493	Strongly support	Strongly support	Strongly support
494	Strongly support	Strongly support	Strongly support
495	Somewhat support	Somewhat support	Somewhat support
496	Somewhat support	Don't know	Somewhat support
497	Strongly support	Strongly support	Strongly support
498	Strongly oppose	Strongly oppose	Strongly oppose
499	Neither support nor oppose	Somewhat support	Somewhat support
500	Strongly support	Strongly oppose	Strongly support
501	Strongly support	Somewhat support	Strongly support
502	Strongly support	Somewhat support	Neither support nor oppose
503	Strongly support	Somewhat support	Strongly support
504	Strongly support	Strongly oppose	Strongly support
505	Strongly support	Strongly oppose	Strongly support
506	Strongly support	Strongly oppose	Strongly support
507	Strongly oppose	Strongly support	Strongly oppose
508	Strongly support	Strongly support	Strongly support
509	Strongly support	Strongly support	Strongly support
510	Strongly support		Strongly support
511	Strongly support	Strongly support	Strongly support
512	Strongly support	Strongly oppose	Strongly support

	W	X	Y
513	Strongly support	Strongly oppose	Strongly support
514	Strongly support	Strongly oppose	Strongly support
515	Strongly support	Strongly oppose	Strongly support
516	Strongly support	Strongly oppose	Strongly support
517	Strongly support	Strongly support	Strongly support
518	Neither support nor oppose	Neither support nor oppose	Neither support nor oppose
519	Somewhat oppose	Don't know	Strongly support
520	Strongly support	Strongly oppose	Strongly support
521	Neither support nor oppose	Neither support nor oppose	Somewhat support
522	Strongly support	Somewhat oppose	Strongly support
523	Strongly support	Strongly oppose	Strongly support
524	Somewhat support	Somewhat support	Somewhat support
525	Strongly support	Strongly oppose	Strongly support
526	Strongly support	Strongly support	Somewhat oppose
527	Strongly support	Strongly oppose	Strongly support
528	Strongly support	Strongly oppose	Strongly support
529	Strongly support	Strongly oppose	Strongly support
530	Strongly support	Strongly support	Strongly support
531	Strongly support	Strongly support	Strongly support
532	Strongly oppose	Strongly oppose	Strongly support
533	Strongly support	Strongly oppose	Strongly support
534	Strongly support	Strongly oppose	Strongly support
535	Strongly support	Strongly support	Strongly support
536	Strongly support	Strongly oppose	Strongly support
537	Strongly support	Strongly oppose	Strongly support
538	Strongly support	Strongly oppose	Strongly support
539	Strongly support	Strongly support	Strongly support
540	Strongly support	Somewhat support	Somewhat support

	W	X	Y
541	Strongly support	Strongly support	Strongly support
542	Strongly support	Strongly support	Strongly oppose
543	Strongly support	Strongly oppose	Strongly support
544	Strongly support	Strongly oppose	Strongly support
545	Strongly support	Strongly oppose	Strongly support
546	Somewhat support	Neither support nor oppose	Strongly support
547	Neither support nor oppose	Don't know	Strongly support
548	Strongly support	Strongly support	Strongly support
549	Neither support nor oppose	Strongly support	Strongly support
550	Strongly support	Strongly oppose	Strongly support
551	Strongly support	Strongly support	Strongly support
552	Strongly support	Strongly oppose	Strongly support
553	Somewhat support	Somewhat oppose	Strongly support
554	Somewhat support	Somewhat support	Strongly support
555	Strongly support	Somewhat support	Strongly support
556	Strongly support	Don't know	Strongly support
557	Strongly oppose	Somewhat oppose	Strongly support
558	Strongly support	Strongly oppose	Strongly support
559	Strongly support	Strongly support	Strongly support
560	Somewhat support	Somewhat support	Strongly support
561	Strongly support	Strongly oppose	Strongly support
562	Strongly support	Somewhat oppose	Strongly support
563	Strongly support	Strongly oppose	Strongly support
564	Strongly support	Strongly support	Strongly support
565	Strongly support	Strongly oppose	Strongly support
566	Strongly support	Strongly oppose	Strongly support
567	Strongly support	Strongly oppose	Strongly support
568	Strongly support	Strongly support	Strongly support
569	Strongly support	Strongly oppose	Strongly support
570	Strongly support	Strongly support	Strongly support
571	Strongly support	Somewhat oppose	Strongly support

	W	X	Y
572	Neither support nor oppose	Strongly support	Strongly support
573	Strongly support	Strongly oppose	Strongly support
574	Somewhat support	Somewhat support	Strongly support
575	Strongly support	Strongly support	Strongly support
576	Strongly support	Strongly support	Strongly support
577	Strongly oppose	Strongly oppose	Strongly oppose
578	Strongly support	Strongly oppose	Strongly support
579	Strongly support	Strongly support	Strongly support
580	Strongly support	Strongly support	Strongly support
581	Strongly support	Strongly oppose	Strongly support
582	Somewhat support	Somewhat support	Strongly support
583	Somewhat support	Somewhat support	Strongly support
584	Somewhat support	Neither support nor oppose	Strongly support
585	Strongly support	Strongly support	Strongly support
586	Strongly support	Strongly support	Strongly support
587	Strongly support	Somewhat support	Somewhat support
588	Strongly support	Strongly oppose	Strongly support
589	Strongly support	Strongly oppose	Strongly support
590	Strongly support	Strongly oppose	Strongly support
591	Strongly support	Strongly support	Strongly support
592	Don't know	Don't know	Strongly support
593	Strongly support	Somewhat support	Strongly support
594	Strongly support	Strongly oppose	Strongly support
595	Strongly support	Strongly oppose	Strongly support
596	Neither support nor oppose	Strongly support	Somewhat support
597	Strongly support	Neither support nor oppose	Somewhat oppose
598	Strongly support	Strongly oppose	Strongly support
599	Strongly oppose	Strongly support	Strongly support
600	Strongly support	Somewhat support	Strongly support
601	Strongly support	Strongly oppose	Don't know
602	Strongly support	Strongly oppose	Strongly support
603	Strongly oppose	Strongly support	Strongly support
604	Strongly support	Somewhat support	Somewhat oppose
605	Strongly support	Strongly oppose	Strongly support
606	Strongly support	Strongly oppose	Strongly support
607	Strongly support	Strongly oppose	Strongly support
608	Strongly support	Strongly oppose	Strongly support

	W	X	Y
609	Strongly support	Strongly support	Strongly support
610	Somewhat oppose	Somewhat support	Somewhat support
611	Strongly support	Neither support nor oppose	Somewhat support
612	Strongly support	Strongly oppose	Strongly support
613	Strongly support	Strongly oppose	Strongly support
614	Neither support nor oppose	Somewhat support	Neither support nor oppose
615	Strongly support	Strongly oppose	Strongly support
616	Strongly support	Strongly oppose	Strongly support
617	Strongly support	Strongly oppose	Strongly support
618	Strongly support	Strongly support	Strongly support
619	Strongly support	Strongly support	Strongly support
620	Strongly support	Strongly oppose	Strongly support
621	Somewhat support	Somewhat support	Strongly support
622	Strongly support	Strongly oppose	Strongly support
623	Strongly support	Somewhat support	Somewhat support
624	Strongly support	Somewhat support	Strongly support
625	Neither support nor oppose	Neither support nor oppose	Neither support nor oppose
626	Strongly support	Strongly oppose	Strongly support
627	Strongly support	Strongly oppose	Strongly support
628	Strongly support	Strongly oppose	Strongly support
629	Strongly support	Strongly oppose	Strongly support
630	Somewhat support	Somewhat support	Strongly support
631	Strongly support	Strongly oppose	Strongly support
632	Strongly support	Strongly oppose	Strongly support
633	Strongly support	Strongly oppose	Strongly support
634	Strongly support	Strongly support	Strongly oppose
635	Strongly support	Strongly oppose	Strongly support
636	Somewhat oppose	Strongly support	Strongly support

	W	X	Y
637	Strongly support	Strongly oppose	Strongly support
638	Strongly support	Strongly oppose	Strongly support
639	Strongly support	Strongly support	Strongly support
640	Strongly support	Strongly oppose	Strongly support
641	Strongly support	Somewhat support	Strongly support
642	Strongly support	Strongly oppose	Strongly support
643	Strongly support	Neither support nor oppose	Somewhat support
644	Strongly support	Strongly oppose	Don't know
645	Strongly oppose	Strongly support	Strongly support
646	Strongly support	Strongly support	Strongly support
647	Strongly support	Strongly support	Don't know
648	Somewhat support	Strongly support	Strongly support
649	Strongly support	Strongly support	Strongly support
650	Strongly support	Strongly oppose	Strongly support
651	Strongly oppose	Strongly support	Strongly support
652	Strongly support	Strongly oppose	Strongly support
653	Strongly support	Strongly oppose	Strongly support
654	Somewhat support	Strongly support	Strongly support
655	Strongly support	Strongly oppose	Strongly support
656	Strongly support	Strongly oppose	Strongly support
657	Strongly support	Neither support nor oppose	Strongly support
658	Strongly support	Somewhat support	Neither support nor oppose
659	Strongly support	Strongly oppose	Strongly support
660	Strongly oppose	Strongly oppose	Strongly oppose
661	Strongly support	Strongly oppose	Strongly support
662	Strongly support	Strongly oppose	Strongly support

	W	X	Y
663	Strongly support	Strongly support	Strongly support
664	Strongly oppose	Strongly support	Strongly support
665	Strongly support	Strongly support	Strongly support
666	Strongly support	Strongly oppose	Strongly support
667	Strongly support	Strongly support	Strongly support
668	Strongly support	Somewhat oppose	Strongly support
669	Strongly support	Strongly oppose	Strongly support
670	Somewhat oppose	Somewhat support	Strongly support
671	Strongly support	Strongly oppose	Strongly support
672	Somewhat support	Somewhat support	Somewhat support
673	Strongly support	Strongly support	Strongly support
674	Strongly support	Somewhat support	Strongly support
675	Strongly oppose	Strongly oppose	Strongly oppose
676	Strongly support	Somewhat support	Strongly support
677	Somewhat oppose	Neither support nor oppose	Strongly support
678	Somewhat support	Somewhat oppose	Somewhat support
679	Strongly support	Strongly oppose	Strongly support
680	Strongly support	Strongly oppose	Strongly support
681	Somewhat oppose	Somewhat oppose	Somewhat support
682	Strongly oppose	Strongly support	Strongly support
683	Strongly support	Strongly oppose	Strongly support
684	Strongly support	Strongly oppose	Strongly support
685	Strongly support	Strongly oppose	Strongly support
686	Strongly support	Strongly oppose	Strongly support
687	Strongly support	Strongly oppose	Strongly support
688	Strongly support	Strongly oppose	Strongly support
689	Strongly oppose	Strongly oppose	Strongly support
690	Somewhat support	Somewhat support	Strongly support
691	Strongly support	Strongly oppose	Strongly support
692	Strongly support	Strongly oppose	Strongly support
693	Somewhat support	Somewhat support	Somewhat support
694	Strongly support	Strongly oppose	Strongly support
695	Strongly support	Strongly oppose	Strongly support

	W	X	Y
696	Somewhat support	Strongly support	Strongly support
697	Strongly support	Strongly oppose	Strongly support
698	Strongly support	Strongly oppose	Strongly support
699	Strongly oppose	Strongly oppose	Strongly oppose
700	Strongly support	Strongly oppose	Strongly support
701	Strongly support	Strongly oppose	Strongly support
702	Strongly support		Strongly support
703	Strongly support	Strongly oppose	Strongly support
704	Somewhat support	Strongly support	Neither support nor oppose
705	Strongly support	Somewhat support	Somewhat support
706	Strongly support	Strongly support	Strongly support
707	Strongly support	Strongly oppose	Strongly support
708	Somewhat oppose	Somewhat support	Strongly support
709	Strongly support	Strongly oppose	Strongly support
710	Strongly support	Strongly oppose	Strongly support
711	Strongly support	Strongly oppose	Strongly support

	W	X	Y
712	Strongly support	Strongly oppose	Strongly support
713	Strongly support	Strongly oppose	Strongly support
714	Strongly support	Strongly support	Strongly support
715	Strongly support	Strongly oppose	Strongly support
716	Strongly support	Strongly oppose	Strongly support
717	Strongly support	Strongly oppose	Strongly support
718	Strongly oppose	Strongly support	Strongly support
719	Strongly support	Strongly oppose	Strongly support
720	Somewhat oppose		Strongly support
721	Strongly support	Strongly oppose	Strongly support
722	Strongly support	Strongly support	Strongly support
723	Strongly support	Strongly oppose	Strongly support
724	Strongly oppose	Strongly oppose	Strongly support
725	Strongly support	Strongly oppose	Strongly support
726	Strongly oppose	Strongly oppose	Strongly support
727	Somewhat support	Somewhat support	Strongly oppose
728	Somewhat support	Strongly support	Don't know
729	Strongly support	Strongly oppose	Strongly support
730	Strongly support	Strongly support	Strongly support
731	Strongly support	Strongly oppose	Strongly support
732	Strongly oppose	Strongly support	Strongly support
733	Strongly support	Strongly support	Strongly support
734	Strongly support	Strongly oppose	Strongly support
735	Somewhat support	Somewhat support	Strongly support
736	Strongly support	Strongly oppose	Strongly support
737	Strongly oppose	Strongly oppose	Strongly oppose
738	Somewhat support	Somewhat support	Somewhat support
739	Strongly support	Strongly oppose	Strongly support
740	Strongly support	Strongly oppose	Strongly support
741	Strongly support	Strongly support	Strongly support

	W	X	Y
742	Strongly support	Strongly oppose	Somewhat support
743	Strongly support	Somewhat support	Strongly support
744	Strongly support	Strongly oppose	Strongly support
745	Strongly support	Strongly support	Somewhat support
746	Strongly support	Strongly oppose	Strongly support
747	Neither support nor oppose	Somewhat oppose	Strongly support
748	Neither support nor oppose	Somewhat support	Strongly support
749	Strongly support	Strongly oppose	Strongly support
750	Strongly support	Strongly oppose	Strongly support
751	Somewhat support	Strongly oppose	Strongly support
752	Strongly support	Strongly support	Strongly support
753	Somewhat support	Somewhat support	Strongly support
754	Strongly support	Strongly oppose	Strongly support
755	Strongly oppose	Strongly support	Strongly support
756	Strongly support	Strongly oppose	Strongly support
757	Strongly support	Strongly oppose	Strongly support
758	Strongly support	Strongly oppose	Strongly support
759	Somewhat support	Strongly oppose	Strongly support
760	Strongly support	Strongly oppose	Strongly support
761	Strongly support	Somewhat support	Strongly support
762	Strongly support	Strongly oppose	Strongly support
763	Strongly support	Strongly oppose	Strongly support
764	Strongly support	Strongly oppose	Strongly support
765	Strongly support	Strongly support	Strongly support
766	Strongly support	Strongly oppose	Strongly support
767	Somewhat oppose	Strongly support	Strongly support
768	Strongly support	Strongly support	Strongly support
769	Strongly support	Strongly oppose	Strongly support
770	Strongly support	Strongly support	Strongly support

	W	X	Y
771	Strongly support	Neither support nor oppose	Strongly support
772	Strongly support	Strongly support	Strongly support
773	Strongly oppose	Strongly oppose	Strongly support
774	Strongly support	Strongly support	Strongly support
775	Strongly support	Strongly support	Strongly support
776	Strongly support	Strongly oppose	Strongly support
777	Strongly support	Strongly oppose	Strongly support
778	Strongly oppose	Strongly oppose	Strongly support
779	Strongly support	Somewhat support	Strongly support
780	Strongly support	Strongly support	Somewhat support
781	Somewhat oppose	Strongly support	Strongly support
782	Strongly support	Somewhat support	Strongly support
783	Strongly support	Strongly oppose	Strongly support
784	Strongly support	Strongly oppose	Strongly support
785	Strongly support	Strongly oppose	Strongly support
786	Somewhat support	Strongly support	Neither support nor oppose
787	Strongly support	Strongly oppose	Strongly support
788	Strongly support	Strongly oppose	Strongly support
789	Strongly support	Strongly oppose	Strongly support
790	Somewhat support	Somewhat support	Strongly support
791	Strongly support	Strongly oppose	Strongly support
792	Strongly support	Strongly oppose	Strongly support
793	Strongly support	Strongly support	Somewhat support
794	Strongly support	Strongly oppose	Strongly support
795	Strongly support	Strongly oppose	Strongly support
796	Strongly support	Strongly oppose	Strongly support

	W	X	Y
797	Strongly support	Somewhat oppose	Strongly support
798	Strongly support	Neither support nor oppose	Strongly support
799	Strongly support	Strongly oppose	Strongly support
800	Strongly support	Strongly oppose	Strongly support
801	Strongly support	Strongly support	Strongly support
802	Strongly support	Strongly oppose	Strongly support
803	Neither support nor oppose	Neither support nor oppose	Strongly support
804	Strongly support	Strongly oppose	Strongly support
805	Strongly support	Strongly oppose	Strongly support
806	Strongly oppose	Strongly support	Strongly support
807	Somewhat support	Strongly support	Strongly support
808	Strongly support	Don't know	Strongly support
809	Strongly support	Strongly oppose	Strongly support
810	Strongly support	Strongly support	Strongly support
811	Strongly support	Strongly support	Strongly support
812	Strongly support	Strongly support	Strongly support
813	Strongly support	Strongly support	Strongly support
814	Somewhat support	Somewhat support	Somewhat support
815	Neither support nor oppose	Strongly support	Strongly support
816	Strongly support	Strongly oppose	Strongly support
817	Strongly support	Strongly oppose	Strongly support
818	Somewhat support	Somewhat oppose	Strongly support

	W	X	Y
819	Strongly support	Strongly oppose	Strongly support
820	Strongly support	Strongly oppose	Strongly support
821	Strongly support	Strongly oppose	Strongly support
822	Somewhat support	Somewhat support	Strongly support
823	Strongly support	Strongly oppose	Strongly support
824	Neither support nor oppose	Strongly support	Strongly support
825	Somewhat oppose	Somewhat oppose	Somewhat support
826	Strongly support	Somewhat support	Strongly support
827	Strongly support	Strongly oppose	Strongly support
828	Strongly support	Strongly oppose	Strongly support
829	Strongly oppose	Strongly oppose	Strongly support
830	Strongly support	Strongly oppose	Strongly support
831	Strongly support	Neither support nor oppose	Strongly support
832	Strongly support	Strongly oppose	Strongly support
833	Strongly support	Strongly oppose	Strongly support
834	Strongly support	Strongly oppose	Strongly support
835	Strongly support	Strongly oppose	Strongly support
836	Strongly support	Strongly oppose	Strongly support
837	Strongly oppose	Somewhat oppose	Strongly support
838	Strongly support	Strongly support	Strongly support
839	Strongly support	Strongly oppose	Strongly support
840	Somewhat support		Strongly support
841	Strongly support	Strongly oppose	Strongly support
842	Strongly support	Strongly oppose	Strongly support
843	Strongly support	Strongly oppose	Strongly support
844	Strongly support	Strongly support	Strongly support
845	Strongly support	Strongly oppose	Strongly support
846	Strongly support	Strongly oppose	Strongly support
847	Strongly oppose	Strongly support	Strongly support
848	Strongly support	Strongly oppose	Strongly support

	W	X	Y
849	Neither support nor oppose	Neither support nor oppose	Strongly support
850	Strongly support	Don't know	Strongly support
851	Strongly oppose	Strongly oppose	Strongly oppose
852	Strongly support	Strongly oppose	Strongly support
853	Strongly support	Strongly oppose	Strongly support
854	Strongly support	Strongly oppose	Strongly support
855	Strongly support	Strongly support	Somewhat support
856	Strongly support	Strongly oppose	Strongly support
857	Somewhat support	Somewhat support	Strongly support
858	Strongly oppose	Don't know	Strongly support
859	Strongly oppose	Strongly support	Strongly support
860	Strongly support	Strongly support	Neither support nor oppose
861	Strongly support	Strongly oppose	Strongly support
862	Strongly support	Strongly support	Strongly support
863	Strongly support	Don't know	Strongly support
864	Don't know	Don't know	Strongly support
865	Strongly oppose	Strongly support	Strongly support
866			
867	Somewhat support	Somewhat oppose	Strongly support
868	Strongly support	Strongly oppose	Strongly support
869	Strongly support	Strongly support	Strongly support
870	Strongly support	Strongly oppose	Strongly support
871	Strongly support	Strongly support	Somewhat support
872	Strongly support	Neither support nor oppose	Strongly support
873	Neither support nor oppose	Strongly support	Strongly support
874	Strongly support	Strongly oppose	Strongly support

	W	X	Y
875	Neither support nor oppose	Somewhat support	Somewhat support
876	Strongly oppose	Strongly oppose	Strongly support
877	Strongly support	Strongly oppose	Strongly support
878	Neither support nor oppose	Neither support nor oppose	Neither support nor oppose
879	Strongly support	Strongly oppose	Strongly support
880	Strongly support	Strongly oppose	Strongly support
881	Strongly support	Strongly oppose	Strongly support
882	Strongly support	Somewhat support	Strongly support
883	Strongly support	Strongly oppose	Strongly support
884	Strongly support	Strongly support	Strongly support
885	Strongly support	Strongly oppose	Strongly support
886	Strongly support	Strongly oppose	Strongly oppose
887	Strongly support	Strongly support	Somewhat support
888	Strongly support	Strongly oppose	Strongly support
889	Strongly oppose	Strongly support	Strongly support
890	Strongly support	Strongly oppose	Strongly support
891	Strongly support	Neither support nor oppose	Somewhat support
892	Strongly support	Strongly oppose	Strongly support
893	Strongly oppose	Strongly support	Strongly support
894			
895	Strongly support	Strongly oppose	Strongly support
896	Somewhat support	Somewhat support	Strongly support
897	Strongly support	Strongly oppose	Somewhat support
898	Strongly support	Strongly oppose	Strongly support

	W	X	Y
899	Strongly support	Strongly oppose	Strongly support
900	Strongly support	Strongly oppose	Strongly support
901	Strongly support	Strongly oppose	Strongly support
902	Neither support nor oppose	Strongly support	Somewhat support
903	Somewhat support	Somewhat support	Strongly support
904	Strongly support	Somewhat oppose	Strongly support
905	Strongly support	Strongly oppose	Strongly support
906	Strongly support	Strongly oppose	Strongly support
907	Strongly support	Strongly oppose	Strongly support
908	Strongly support	Strongly support	Strongly support
909	Strongly support	Strongly support	Strongly support
910	Strongly support	Strongly oppose	Strongly support
911	Strongly support	Strongly oppose	Strongly support
912	Strongly support	Strongly oppose	Strongly support
913	Neither support nor oppose	Strongly support	Strongly support
914	Strongly support	Strongly oppose	Strongly support
915	Strongly support	Strongly oppose	Strongly support
916	Strongly support	Strongly oppose	Strongly support
917	Somewhat oppose	Somewhat support	Strongly support
918	Strongly support	Strongly support	Strongly support
919	Somewhat oppose	Somewhat support	Strongly support
920	Strongly support	Strongly oppose	Strongly support
921	Strongly support	Strongly oppose	Somewhat support

	W	X	Y
922	Strongly support	Strongly oppose	Strongly support
923	Somewhat oppose	Strongly support	Strongly support
924	Strongly support	Strongly oppose	Strongly support
925	Somewhat support	Strongly support	Strongly support
926	Strongly support	Somewhat support	Strongly support
927	Strongly support	Strongly oppose	Strongly support
928	Strongly support	Strongly oppose	Strongly support
929	Somewhat support	Somewhat support	Somewhat support
930	Neither support nor oppose	Neither support nor oppose	Strongly support
931	Strongly support	Somewhat oppose	Strongly support
932	Strongly support	Strongly oppose	Strongly support
933	Strongly support	Strongly oppose	Strongly support
934	Strongly support	Strongly oppose	Strongly support
935	Neither support nor oppose	Somewhat support	Strongly support
936	Somewhat support	Somewhat support	Somewhat support
937	Strongly support	Strongly support	Strongly support
938	Strongly support	Strongly oppose	Strongly support
939	Strongly oppose	Strongly support	Strongly support
940	Strongly support	Strongly oppose	Strongly support
941	Strongly oppose	Somewhat oppose	Strongly support
942	Strongly support	Strongly oppose	Strongly support
943	Strongly support	Strongly oppose	Strongly support

	W	X	Y
944	Strongly support	Strongly oppose	Strongly support
945	Strongly support	Strongly oppose	Strongly support
946	Somewhat oppose	Strongly oppose	Strongly support
947	Strongly oppose	Strongly support	Somewhat oppose
948	Somewhat support	Strongly oppose	Strongly support
949	Somewhat oppose	Somewhat support	Strongly support
950	Strongly oppose	Strongly support	Strongly support
951	Strongly support	Strongly oppose	Strongly support
952	Strongly support	Strongly support	Neither support nor oppose
953	Strongly support	Strongly oppose	Strongly support
954	Strongly support	Strongly oppose	Strongly support
955	Somewhat oppose	Strongly oppose	Strongly support
956	Somewhat oppose	Somewhat support	Strongly support

	W	X	Y
957	Strongly support	Neither support nor oppose	Strongly support
958	Strongly support	Strongly oppose	Strongly support
959	Strongly support	Strongly support	Strongly support
960	Strongly support	Strongly support	Strongly support
961	Strongly support	Somewhat oppose	Strongly support
962	Strongly support	Strongly oppose	Strongly support
963	Strongly support	Strongly oppose	Strongly support
964	Somewhat support	Strongly oppose	Strongly support
965	Somewhat oppose	Strongly support	Somewhat support
966	Strongly support	Strongly oppose	Strongly support
967	Strongly support	Neither support nor oppose	Strongly support
968	Strongly support	Strongly support	Strongly support
969	Strongly support	Strongly oppose	Strongly support
970	Strongly oppose	Somewhat support	Strongly support
971	Strongly support	Strongly oppose	Strongly support
972	Strongly oppose	Strongly oppose	Strongly support
973	Strongly support	Strongly oppose	Strongly support
974	Strongly support	Strongly oppose	Somewhat support
975	Strongly support	Strongly oppose	Strongly support
976	Somewhat support	Neither support nor oppose	Strongly support
977	Strongly support	Strongly support	Somewhat support

	W	X	Y
978	Strongly support	Strongly oppose	Strongly support
979	Strongly support	Somewhat oppose	Strongly support
980	Strongly oppose	Strongly support	Strongly support
981	Strongly support	Strongly oppose	Strongly support
982	Neither support nor oppose	Neither support nor oppose	Strongly support
983	Strongly support	Strongly oppose	Strongly support
984	Strongly support	Strongly oppose	Strongly support
985	Strongly support	Strongly support	Strongly support
986	Strongly oppose	Strongly support	Strongly support
987	Somewhat support	Somewhat support	Strongly support
988	Strongly support	Strongly support	Strongly support
989	Strongly support	Strongly oppose	Strongly support
990	Strongly support	Strongly support	Strongly support
991	Strongly support	Strongly oppose	Strongly support
992	Strongly support	Strongly oppose	Strongly support
993	Somewhat oppose	Somewhat support	Somewhat support
994	Strongly support	Strongly oppose	Strongly support
995	Strongly support	Strongly oppose	Strongly support
996	Strongly support	Strongly oppose	Strongly support

	W	X	Y
997	Strongly support	Strongly oppose	Strongly support
998	Strongly support	Strongly support	Strongly support
999	Strongly oppose	Strongly support	Strongly support
1000	Strongly oppose	Strongly support	Strongly support
1001	Strongly support	Strongly oppose	Strongly support
1002	Strongly support	Strongly oppose	Strongly support
1003	Strongly oppose	Somewhat oppose	Strongly support
1004	Strongly support	Strongly oppose	Strongly support
1005	Strongly support	Strongly oppose	Strongly support
1006	Strongly support	Strongly oppose	Strongly support
1007	Strongly support	Strongly oppose	Strongly support
1008	Somewhat support	Somewhat support	Strongly support
1009	Strongly oppose	Strongly oppose	Strongly support
1010	Strongly support	Strongly support	Strongly support
1011	Strongly support	Strongly oppose	Strongly support
1012	Strongly support	Somewhat support	Strongly support
1013	Strongly support	Strongly oppose	Strongly support
1014	Strongly support	Strongly oppose	Strongly support

	W	X	Y
1015	Strongly oppose	Strongly support	Neither support nor oppose
1016	Strongly support	Strongly oppose	Strongly support
1017	Strongly support	Strongly oppose	Strongly support
1018	Somewhat support	Somewhat support	Neither support nor oppose
1019	Strongly support	Strongly support	Strongly support
1020	Strongly support	Strongly oppose	Strongly support
1021	Somewhat support	Somewhat support	Somewhat support
1022	Strongly support	Strongly oppose	Strongly support
1023	Strongly support	Strongly oppose	Strongly support
1024	Somewhat support	Somewhat support	Somewhat support
1025	Don't know	Strongly support	Strongly support
1026	Strongly oppose	Strongly support	Strongly support
1027	Somewhat support	Somewhat support	Strongly support
1028	Somewhat oppose	Somewhat oppose	Strongly support
1029	Somewhat support	Somewhat support	Strongly support
1030	Strongly support	Strongly oppose	Strongly support
1031	Somewhat support	Strongly oppose	Strongly support
1032	Strongly support	Strongly oppose	Strongly support

	W	X	Y
1033	Strongly support	Strongly oppose	Strongly support
1034	Strongly support	Strongly support	Strongly support
1035	Somewhat support	Somewhat support	Neither support nor oppose
1036	Strongly support	Strongly support	Strongly support
1037	Somewhat support	Strongly support	Strongly support
1038	Strongly support	Strongly support	Somewhat support
1039	Strongly support	Strongly oppose	Strongly support
1040	Somewhat support	Strongly support	Strongly support
1041	Strongly oppose	Strongly oppose	Strongly support
1042	Somewhat oppose	Somewhat support	Strongly support
1043	Strongly support	Strongly oppose	Strongly support
1044	Strongly support	Strongly oppose	Strongly support
1045	Strongly support	Strongly oppose	Strongly support
1046	Strongly support	Neither support nor oppose	Somewhat support
1047	Strongly support	Strongly oppose	Strongly support
1048	Strongly support	Strongly oppose	Strongly support
1049	Strongly oppose	Strongly support	Strongly support
1050	Strongly support	Strongly oppose	Strongly support
1051	Strongly support	Strongly oppose	Strongly support
1052	Strongly support	Strongly oppose	Strongly support
1053	Strongly support	Strongly oppose	Strongly support
1054	Strongly support	Strongly oppose	Strongly support
1055	Somewhat support	Somewhat support	Strongly support
1056	Strongly support	Strongly oppose	Strongly support
1057	Strongly oppose	Strongly support	Somewhat oppose

	W	X	Y
1058	Strongly support	Strongly support	Strongly support
1059	Somewhat support	Somewhat support	Strongly support
1060	Strongly support	Strongly support	Strongly support
1061	Strongly support	Strongly oppose	Strongly support
1062	Somewhat support	Somewhat support	Strongly support
1063	Strongly support	Strongly support	Strongly support
1064	Strongly support	Strongly oppose	Strongly support
1065	Strongly support	Strongly oppose	Strongly support
1066	Strongly support	Somewhat support	Strongly support
1067	Strongly oppose	Somewhat oppose	Strongly oppose
1068	Strongly oppose	Strongly support	Strongly support
1069	Strongly support	Strongly oppose	Strongly support
1070	Strongly support	Strongly support	Strongly support
1071	Strongly support	Strongly oppose	Strongly support
1072	Somewhat support	Somewhat oppose	Strongly support
1073	Strongly oppose	Strongly support	Strongly support
1074	Strongly support	Strongly support	Strongly support
1075	Strongly support	Strongly oppose	Strongly support
1076	Strongly support	Strongly oppose	Somewhat support
1077	Somewhat support	Strongly oppose	Strongly support
1078	Strongly support	Strongly support	Strongly support
1079	Strongly oppose	Somewhat support	Strongly oppose
1080	Strongly support	Somewhat support	Strongly support

	W	X	Y
1081	Strongly support	Strongly oppose	Strongly support
1082	Strongly support	Strongly oppose	Strongly support
1083	Strongly support	Strongly oppose	Strongly support
1084	Strongly support	Strongly oppose	Strongly support
1085	Strongly support	Strongly support	Strongly support
1086	Strongly support	Strongly oppose	Strongly support
1087	Strongly support	Somewhat support	Somewhat support
1088	Strongly support	Strongly oppose	Strongly support
1089	Strongly support	Don't know	Strongly support
1090	Strongly support	Strongly oppose	Strongly support
1091	Somewhat oppose	Strongly support	Somewhat support
1092	Strongly support	Strongly oppose	Strongly support
1093	Strongly support	Strongly oppose	Strongly support
1094	Strongly support	Somewhat oppose	Strongly support

	W	X	Y
1095	Strongly support	Somewhat oppose	Strongly support
1096	Strongly support	Strongly oppose	Strongly support
1097	Strongly support	Strongly oppose	Strongly support
1098	Somewhat oppose	Strongly support	Strongly support
1099	Strongly support	Strongly oppose	Strongly support
1100	Strongly support	Strongly support	Strongly support
1101	Somewhat support	Strongly support	Somewhat support
1102	Don't know	Strongly oppose	Strongly oppose
1103	Somewhat support	Somewhat support	Strongly support
1104	Somewhat support	Somewhat support	Neither support nor oppose
1105	Strongly support	Strongly oppose	Strongly support
1106	Strongly support	Strongly oppose	Strongly support
1107	Strongly support	Strongly oppose	Strongly support
1108	Somewhat support	Strongly oppose	Don't know
1109	Strongly support	Strongly support	Strongly support
1110	Strongly support	Strongly support	Strongly support
1111	Strongly support	Strongly oppose	Strongly support

	W	X	Y
1112	Strongly support	Somewhat oppose	Strongly support
1113	Somewhat support	Somewhat support	Somewhat support
1114	Strongly support	Strongly support	Somewhat oppose
1115	Somewhat support	Somewhat oppose	Somewhat support
1116	Strongly support	Strongly oppose	Strongly support
1117	Somewhat support	Strongly support	Strongly support
1118	Strongly support	Strongly oppose	Strongly support
1119	Strongly support	Strongly oppose	Strongly support
1120	Strongly support	Strongly oppose	Strongly support
1121	Strongly support	Strongly oppose	Strongly support
1122	Strongly support	Strongly oppose	Strongly support
1123	Strongly support	Don't know	Strongly support
1124	Strongly support	Strongly oppose	Strongly support
1125	Strongly support	Strongly oppose	Strongly support
1126	Strongly oppose	Strongly oppose	Strongly oppose
1127	Strongly oppose	Strongly oppose	Neither support nor oppose
1128	Neither support nor oppose	Neither support nor oppose	Somewhat support
1129	Somewhat support	Somewhat support	Strongly support
1130	Strongly support	Strongly oppose	Strongly support
1131	Strongly support	Strongly oppose	Strongly support
1132	Strongly support	Strongly oppose	Strongly support
1133	Somewhat oppose	Neither support nor oppose	Somewhat support
1134	Strongly support	Somewhat support	Strongly support
1135	Somewhat support	Somewhat support	Strongly support
1136	Strongly support	Strongly support	Strongly support
1137	Strongly oppose	Somewhat support	Strongly support
1138	Somewhat support	Somewhat support	Somewhat support
1139	Neither support nor oppose	Neither support nor oppose	Strongly support
1140	Strongly oppose	Strongly oppose	Strongly support

	W	X	Y
1141	Strongly oppose	Strongly support	Strongly support
1142	Strongly oppose	Somewhat support	Strongly oppose
1143	Strongly support	Strongly support	Strongly support
1144	Strongly support	Strongly support	Strongly support
1145	Strongly oppose	Strongly oppose	Strongly oppose
1146	Strongly support	Strongly support	Strongly support
1147	Strongly oppose	Strongly support	Strongly support
1148	Strongly support	Strongly support	Neither support nor oppose
1149	Strongly oppose	Strongly support	Strongly support
1150	Strongly support	Strongly support	Somewhat support
1151	Somewhat support	Strongly support	Strongly support
1152	Strongly oppose	Somewhat support	Strongly support
1153	Strongly support	Strongly support	Strongly support
1154	Strongly support	Strongly support	Strongly support
1155	Strongly support	Strongly support	Strongly support
1156	Somewhat oppose	Somewhat oppose	Strongly oppose
1157	Somewhat support	Somewhat support	Somewhat support
1158	Strongly support	Strongly oppose	Strongly support
1159	Strongly support	Somewhat support	Strongly support
1160	Neither support nor oppose	Strongly support	Strongly support
1161	Strongly oppose	Strongly oppose	Strongly oppose
1162	Strongly support	Strongly support	Strongly support
1163	Strongly support	Strongly support	Strongly support
1164	Somewhat support	Strongly support	Strongly support
1165			
1166	Strongly support	Strongly oppose	Strongly support
1167	Somewhat support	Somewhat support	Somewhat support
1168	Strongly support	Strongly support	Strongly support
1169	Strongly support	Strongly oppose	Strongly support

	W	X	Y
1170	Strongly support	Strongly support	Strongly support
1171	Strongly support	Strongly support	Strongly support
1172	Strongly oppose	Strongly oppose	Strongly oppose
1173	Strongly support	Strongly support	Strongly support
1174	Strongly support	Strongly support	Strongly support
1175	Somewhat support	Somewhat support	Strongly support
1176	Somewhat support	Somewhat support	Somewhat support
1177	Strongly support	Strongly oppose	Strongly support
1178	Strongly support	Strongly support	Strongly support
1179	Strongly oppose	Neither support nor oppose	Somewhat support
1180	Strongly oppose	Strongly oppose	Strongly support
1181	Neither support nor oppose	Somewhat support	Somewhat support
1182	Strongly support	Strongly oppose	Strongly support
1183	Somewhat support	Somewhat support	Somewhat support
1184	Strongly oppose	Somewhat support	Somewhat support
1185	Strongly support	Strongly oppose	Strongly support
1186	Strongly support	Strongly oppose	Strongly support
1187	Strongly support	Strongly oppose	Strongly support
1188	Strongly support	Strongly oppose	Strongly support
1189	Strongly support	Strongly oppose	Strongly support
1190	Strongly oppose	Strongly support	Somewhat support
1191	Strongly support	Strongly support	Strongly support
1192	Neither support nor oppose	Neither support nor oppose	Somewhat support
1193	Strongly support	Strongly oppose	Strongly support

	W	X	Y
1194	Strongly support	Somewhat support	Strongly support
1195	Strongly support	Strongly oppose	Strongly support
1196	Strongly support	Strongly oppose	Strongly support
1197	Strongly oppose	Strongly support	Strongly oppose
1198	Somewhat support	Strongly support	Strongly support
1199	Somewhat support	Somewhat support	Neither support nor oppose
1200	Strongly support	Strongly support	Strongly support
1201	Strongly support	Strongly support	Neither support nor oppose
1202	Somewhat oppose	Somewhat oppose	Strongly support
1203	Strongly support	Strongly oppose	Strongly support
1204	Strongly support	Strongly oppose	Strongly support
1205	Strongly support	Strongly support	Somewhat support
1206	Somewhat support	Neither support nor oppose	Strongly support
1207	Somewhat support	Strongly oppose	Strongly support
1208	Strongly oppose	Strongly oppose	Strongly support
1209	Strongly support	Strongly support	Strongly support
1210	Neither support nor oppose	Strongly support	Somewhat support
1211	Strongly support	Strongly support	Strongly support
1212	Somewhat support	Somewhat oppose	Strongly support
1213	Don't know	Don't know	Strongly support
1214	Strongly support	Strongly oppose	Strongly support
1215	Strongly support	Strongly oppose	Strongly support
1216	Somewhat support	Strongly support	Strongly support
1217	Somewhat support	Neither support nor oppose	Strongly support

	W	X	Y
1218	Strongly support	Strongly oppose	Strongly support
1219	Somewhat support	Somewhat oppose	Strongly support
1220	Somewhat support	Strongly support	Strongly support
1221	Strongly support	Strongly support	Strongly support
1222	Strongly support	Strongly support	Somewhat support
1223	Strongly support	Strongly support	Strongly support

	W	X	Y
1224	Somewhat support	Somewhat support	Strongly support
1225	Strongly support	Strongly oppose	Strongly support
1226	Strongly support	Strongly oppose	Strongly support
1227	Strongly support	Strongly support	Strongly support
1228	Somewhat support	Somewhat support	Somewhat support
1229	Don't know	Don't know	Somewhat oppose
1230	Somewhat support	Somewhat support	Somewhat support
1231	Somewhat support	Somewhat support	Strongly support
1232	Don't know	Don't know	Strongly support
1233	Strongly support	Somewhat support	Strongly support
1234	Strongly support	Somewhat support	Somewhat support
1235	Neither support nor oppose	Neither support nor oppose	Strongly support
1236	Strongly support	Strongly oppose	Strongly support
1237	Strongly support	Strongly oppose	Strongly support
1238	Strongly support	Strongly oppose	Strongly support

	W	X	Y
1239	Strongly support	Strongly oppose	Strongly support
1240	Strongly support	Strongly oppose	Strongly support
1241	Strongly support	Strongly oppose	Strongly support
1242	Strongly support	Strongly oppose	Strongly support
1243	Strongly oppose	Strongly support	Somewhat support
1244	Strongly support	Strongly oppose	Strongly support
1245	Strongly support	Strongly oppose	Strongly support
1246	Strongly support	Strongly support	Strongly support
1247	Strongly support	Strongly oppose	Strongly support
1248	Neither support nor oppose	Somewhat support	Somewhat support
1249	Somewhat support	Somewhat support	Don't know
1250	Strongly support	Strongly oppose	Strongly support
1251	Somewhat oppose	Strongly support	Strongly support
1252	Strongly support	Strongly oppose	Strongly support
1253	Somewhat support	Somewhat support	Somewhat oppose
1254	Strongly support	Strongly oppose	Strongly support
1255	Somewhat oppose	Somewhat oppose	Somewhat support
1256	Strongly support	Strongly oppose	Strongly support
1257	Strongly support	Neither support nor oppose	Strongly support
1258	Strongly support	Strongly oppose	Strongly support
1259	Strongly support	Strongly oppose	Strongly support
1260	Strongly support	Strongly support	Strongly support
1261	Strongly support	Strongly oppose	Strongly support
1262	Somewhat support	Somewhat support	Strongly support

	W	X	Y
1263	Strongly support	Strongly support	Strongly support
1264	Strongly support	Strongly support	Somewhat oppose
1265	Strongly oppose	Strongly support	Strongly support
1266	Strongly support	Strongly oppose	Strongly support
1267	Strongly support	Strongly oppose	Strongly support
1268	Strongly support	Somewhat support	Strongly support
1269	Strongly support	Strongly oppose	Strongly support
1270	Strongly support	Strongly oppose	Strongly support
1271	Strongly oppose	Strongly support	Don't know
1272	Strongly support	Strongly oppose	Strongly support
1273	Strongly support	Strongly support	Strongly support
1274	Neither support nor oppose	Strongly oppose	Strongly support
1275	Strongly support	Strongly oppose	Strongly support
1276	Strongly support	Strongly oppose	Strongly support
1277	Somewhat support	Somewhat support	Somewhat support
1278	Strongly support	Somewhat support	Strongly support
1279	Somewhat support	Somewhat support	Somewhat support
1280	Somewhat support	Somewhat support	Strongly support
1281	Strongly support	Strongly oppose	Strongly support
1282	Strongly support	Strongly oppose	Strongly support
1283	Strongly support	Strongly oppose	Strongly support
1284	Somewhat support	Somewhat support	Strongly support
1285	Strongly support	Strongly support	Strongly support
1286	Strongly support	Strongly oppose	Strongly support
1287	Strongly support	Strongly support	Strongly support
1288	Somewhat support	Strongly oppose	Strongly support
1289	Strongly support	Strongly support	Strongly support
1290	Strongly support	Strongly oppose	Strongly support

	W	X	Y
1291	Strongly support	Strongly oppose	Strongly support
1292	Strongly oppose	Strongly oppose	Strongly support
1293	Somewhat support	Somewhat support	Strongly support
1294	Somewhat support	Strongly support	Strongly support
1295	Strongly support	Strongly support	Strongly support
1296	Strongly oppose	Strongly support	Strongly oppose
1297	Strongly support	Strongly support	Strongly support
1298	Strongly oppose	Strongly support	Strongly support
1299	Somewhat support	Strongly support	Strongly support
1300	Somewhat support	Somewhat support	Strongly support
1301	Strongly support	Strongly support	Strongly support
1302	Strongly support	Don't know	Strongly support
1303	Somewhat support	Strongly support	Somewhat oppose
1304	Somewhat support	Strongly support	Strongly support
1305	Strongly support	Strongly oppose	Strongly support
1306	Strongly oppose	Strongly oppose	Strongly support
1307	Strongly support	Strongly oppose	Strongly support
1308	Strongly support	Strongly support	Strongly support
1309	Strongly support	Strongly support	Strongly support
1310	Somewhat support	Somewhat support	Somewhat support
1311	Strongly support	Strongly oppose	Strongly support
1312	Strongly support	Strongly support	Strongly support
1313	Somewhat oppose	Somewhat support	Strongly support
1314	Somewhat oppose	Don't know	Somewhat support
1315	Strongly support	Strongly oppose	Strongly support
1316	Strongly support	Strongly support	Strongly support
1317	Strongly support	Strongly support	Strongly support
1318	Strongly support	Strongly support	Strongly support
1319	Don't know	Don't know	Strongly support
1320	Strongly support	Strongly oppose	Strongly support
1321	Strongly support	Strongly support	Strongly support
1322	Strongly support	Strongly support	Strongly support

	W	X	Y
1323	Strongly support	Strongly support	Strongly support
1324	Strongly oppose	Neither support nor oppose	Strongly support
1325	Strongly support	Strongly oppose	Strongly support
1326	Strongly support	Strongly support	Strongly support
1327	Strongly support	Strongly support	Strongly support
1328	Somewhat oppose	Strongly support	Strongly support
1329	Strongly support	Strongly support	Strongly support
1330	Strongly support	Strongly support	Strongly support
1331	Strongly support	Strongly oppose	Strongly support
1332	Strongly support	Strongly oppose	Strongly support
1333	Strongly support	Strongly support	Strongly support
1334	Strongly oppose	Strongly support	Strongly support
1335	Strongly oppose	Strongly oppose	Strongly support
1336	Strongly support	Strongly support	Strongly oppose
1337	Neither support nor oppose	Somewhat support	Strongly support
1338	Somewhat support	Somewhat support	Somewhat support
1339	Strongly support	Strongly oppose	Strongly support
1340	Strongly support	Strongly oppose	Strongly support
1341	Strongly support	Strongly oppose	Strongly support
1342	Strongly support	Strongly support	Strongly support
1343	Strongly support	Strongly oppose	Strongly support
1344	Strongly support	Strongly support	Strongly support
1345	Strongly support	Strongly oppose	Strongly support
1346	Strongly support	Strongly support	Strongly support
1347	Strongly support	Strongly oppose	Somewhat support
1348	Somewhat support	Strongly oppose	Strongly support
1349	Strongly oppose	Strongly oppose	Strongly support
1350	Strongly support	Somewhat support	Strongly support
1351	Strongly support	Strongly oppose	Strongly support
1352	Strongly oppose	Strongly support	Strongly support
1353	Strongly support	Strongly oppose	Strongly support
1354	Strongly support	Strongly support	Strongly support

	W	X	Y
1355	Somewhat support	Strongly support	Strongly support
1356	Strongly support	Somewhat support	Strongly support
1357	Strongly support	Strongly oppose	Strongly support
1358	Strongly support	Strongly support	Strongly support
1359	Strongly support	Strongly support	Strongly support
1360	Somewhat oppose	Somewhat support	Strongly support
1361	Strongly support	Strongly oppose	Strongly support
1362	Strongly support	Strongly oppose	Strongly support
1363	Strongly support	Strongly oppose	Strongly support
1364	Strongly support	Strongly oppose	Strongly support
1365	Strongly support	Strongly oppose	Strongly support
1366	Neither support nor oppose	Somewhat support	Somewhat support
1367	Strongly support	Strongly oppose	Strongly support
1368	Strongly support	Strongly oppose	Strongly support
1369	Strongly support	Strongly oppose	Strongly support
1370	Strongly support	Strongly support	Strongly support
1371	Strongly oppose	Strongly oppose	Strongly support
1372	Strongly support	Strongly oppose	Strongly support
1373	Strongly oppose	Strongly oppose	Strongly oppose
1374	Neither support nor oppose	Strongly support	Somewhat support
1375	Strongly support	Strongly oppose	Strongly support

	W	X	Y
1376	Strongly support	Strongly oppose	Strongly support
1377	Strongly support	Strongly oppose	Strongly support
1378	Strongly support	Strongly oppose	Strongly support
1379	Strongly support	Strongly oppose	Strongly support
1380	Strongly support	Strongly oppose	Strongly support
1381	Strongly support	Strongly support	Strongly support
1382	Strongly support	Strongly oppose	Strongly support
1383	Strongly support	Strongly support	Strongly support
1384	Strongly support	Strongly oppose	Neither support nor oppose
1385	Strongly support	Strongly oppose	Strongly support
1386	Neither support nor oppose	Neither support nor oppose	Strongly support
1387	Strongly support	Strongly oppose	Strongly support
1388	Strongly support	Strongly oppose	Strongly support
1389	Strongly support	Strongly support	Strongly support
1390	Strongly oppose	Strongly oppose	Strongly oppose
1391	Strongly support	Strongly oppose	Strongly support
1392	Strongly oppose	Strongly support	Strongly support
1393	Strongly support	Strongly support	Strongly support
1394	Strongly oppose	Strongly support	Strongly oppose
1395	Strongly support	Strongly oppose	Strongly support
1396	Somewhat support	Somewhat support	Strongly support
1397	Strongly support	Strongly oppose	Strongly support
1398	Strongly oppose	Strongly support	Strongly support
1399	Somewhat oppose	Somewhat oppose	Neither support nor oppose
1400	Strongly support	Strongly oppose	Strongly support
1401	Somewhat support	Somewhat support	Somewhat support
1402	Strongly support	Strongly support	Strongly support
1403	Strongly support	Strongly oppose	Strongly support
1404	Somewhat support	Strongly support	Strongly support

	W	X	Y
1405	Strongly support	Strongly oppose	Strongly support
1406	Strongly support	Strongly oppose	Strongly support
1407	Strongly support	Strongly support	Strongly support
1408	Strongly support	Strongly oppose	Strongly support
1409	Strongly support	Strongly oppose	Strongly support
1410	Strongly support	Strongly support	Strongly support
1411	Strongly support	Somewhat support	Strongly support
1412	Strongly support	Strongly oppose	Strongly support
1413	Strongly support	Strongly oppose	Strongly support

	W	X	Y
1414	Strongly support	Somewhat support	Somewhat oppose
1415	Strongly support	Strongly oppose	Strongly support
1416	Neither support nor oppose	Neither support nor oppose	Strongly support
1417	Strongly support	Strongly support	Strongly support
1418	Strongly support	Strongly oppose	Strongly support
1419	Neither support nor oppose	Strongly support	Neither support nor oppose
1420	Strongly oppose	Strongly support	Strongly oppose
1421	Strongly support	Strongly oppose	Strongly support
1422	Neither support nor oppose	Strongly support	Strongly support
1423	Strongly support	Somewhat support	Somewhat support
1424	Strongly support	Strongly oppose	Strongly support
1425	Strongly support	Strongly oppose	Somewhat support
1426	Strongly support	Strongly support	Strongly support
1427	Strongly oppose	Strongly oppose	Strongly support
1428	Somewhat oppose	Strongly support	Strongly support
1429	Somewhat support	Strongly oppose	Strongly support
1430	Strongly support	Strongly oppose	Strongly support
1431	Somewhat support	Strongly support	Strongly support

	W	X	Y
1432	Strongly support	Strongly oppose	Strongly support
1433	Strongly support	Strongly oppose	Strongly support
1434	Neither support nor oppose	Somewhat support	Strongly support
1435	Strongly support	Strongly support	Strongly support
1436	Strongly support	Strongly oppose	Strongly support
1437	Strongly support	Strongly support	Strongly support
1438	Strongly support	Strongly oppose	Strongly support
1439	Somewhat support	Strongly support	Strongly support
1440	Strongly support	Strongly support	Don't know
1441	Somewhat support	Somewhat support	Strongly support
1442	Strongly support	Strongly oppose	Strongly support
1443	Strongly support	Strongly oppose	Strongly support
1444	Strongly oppose	Somewhat oppose	Strongly oppose
1445	Neither support nor oppose	Strongly support	Somewhat support
1446	Strongly support	Somewhat support	Strongly support
1447	Strongly support	Strongly support	Strongly support
1448	Strongly support	Strongly oppose	Strongly support
1449	Don't know	Don't know	Don't know
1450	Strongly oppose	Somewhat oppose	Somewhat support
1451	Strongly support	Strongly oppose	Strongly support
1452	Strongly oppose	Strongly oppose	Strongly support
1453	Somewhat oppose	Strongly support	Strongly support
1454	Somewhat support	Neither support nor oppose	Strongly support
1455	Strongly support	Strongly oppose	Strongly support
1456	Strongly support	Strongly support	Somewhat support

	W	X	Y
1457	Strongly support	Strongly oppose	Strongly support
1458	Strongly support	Strongly oppose	Strongly support
1459	Strongly support	Strongly oppose	Strongly support
1460	Strongly support	Strongly oppose	Strongly support
1461	Strongly support	Strongly support	Strongly support
1462	Strongly support	Strongly oppose	Strongly support
1463	Strongly support	Strongly oppose	Strongly support
1464	Somewhat support	Strongly support	Strongly support
1465	Somewhat support	Strongly support	Strongly support
1466	Strongly support	Strongly oppose	Strongly support
1467	Strongly support	Strongly oppose	Strongly support
1468	Strongly support	Somewhat support	Strongly support
1469	Strongly support	Strongly support	Strongly support
1470	Strongly support	Strongly oppose	Strongly support
1471	Strongly support	Strongly support	Strongly support
1472	Somewhat support	Strongly support	Strongly support
1473	Strongly support	Strongly support	Somewhat support

	W	X	Y
1474	Strongly support	Strongly support	Strongly support
1475	Somewhat support	Strongly support	Strongly support
1476	Strongly support	Strongly oppose	Strongly support
1477	Somewhat oppose	Somewhat oppose	Somewhat support
1478	Strongly support	Strongly oppose	Strongly support
1479	Strongly support	Strongly support	Strongly support
1480	Strongly support	Strongly support	Strongly support
1481	Strongly support	Strongly support	Strongly support
1482	Strongly support	Strongly support	Strongly support
1483	Strongly support	Strongly support	Strongly support
1484	Strongly support	Strongly support	Strongly support
1485	Strongly support	Strongly oppose	Strongly support
1486	Strongly support	Strongly oppose	Strongly support
1487	Strongly support	Strongly oppose	Strongly support
1488	Strongly support	Strongly support	Strongly support
1489	Strongly support	Strongly support	Somewhat support
1490	Strongly support	Strongly support	Somewhat support
1491	Strongly support	Strongly oppose	Strongly support
1492	Neither support nor oppose	Strongly support	Strongly support
1493	Strongly support	Strongly oppose	Strongly support
1494	Strongly support	Strongly support	Strongly support
1495	Strongly support	Strongly oppose	Strongly support
1496	Strongly support	Strongly oppose	Strongly support

	W	X	Y
1497	Strongly support	Strongly oppose	Strongly support
1498	Strongly support	Strongly oppose	Strongly support
1499	Strongly support	Strongly oppose	Strongly support
1500	Strongly support	Strongly support	Neither support nor oppose
1501	Strongly support	Strongly oppose	Strongly support
1502	Neither support nor oppose	Neither support nor oppose	Strongly support
1503	Somewhat support	Somewhat support	Somewhat support
1504	Strongly support	Strongly oppose	Strongly support
1505	Strongly support	Strongly oppose	Strongly support
1506	Strongly support	Don't know	Strongly support

	W	X	Y
1507	Somewhat support		Strongly support
1508	Strongly support	Strongly oppose	Strongly support
1509	Strongly support	Strongly oppose	Strongly support
1510	Strongly support	Strongly oppose	Strongly support
1511	Strongly support	Strongly oppose	Strongly support
1512	Somewhat oppose	Somewhat support	Somewhat support
1513	Strongly support	Strongly support	Somewhat support
1514	Strongly oppose	Strongly support	Strongly support
1515	Strongly support	Somewhat support	Somewhat support
1516	Strongly support	Strongly support	Somewhat support
1517	Strongly support	Strongly support	Strongly support
1518	Somewhat oppose	Somewhat support	Strongly support
1519	Strongly support	Strongly oppose	Strongly support
1520	Strongly support	Somewhat support	Strongly support
1521	Strongly support	Strongly oppose	Strongly support
1522	Strongly support	Strongly support	Strongly support
1523	Strongly support	Strongly support	Somewhat support

	W	X	Y
1524	Strongly support	Strongly oppose	Strongly support
1525	Strongly oppose	Strongly support	Somewhat support
1526	Strongly support	Strongly support	Strongly support
1527	Strongly oppose	Strongly support	Strongly support
1528	Strongly support	Strongly support	Somewhat support
1529	Strongly oppose	Strongly oppose	Somewhat support
1530	Strongly support	Strongly support	Strongly support
1531	Strongly support	Strongly support	Strongly support
1532	Strongly support	Strongly oppose	Strongly support
1533	Strongly support	Strongly oppose	Somewhat support
1534	Neither support nor oppose	Somewhat support	Strongly support
1535	Strongly support	Strongly support	Strongly support
1536	Strongly support	Strongly oppose	Strongly support
1537	Strongly support	Strongly oppose	Strongly support
1538	Strongly support	Somewhat support	Strongly support
1539	Strongly support	Strongly oppose	Strongly support

	W	X	Y
1540	Strongly support	Strongly support	Strongly support
1541	Strongly support	Strongly support	Somewhat support
1542	Neither support nor oppose	Strongly support	Don't know
1543	Strongly support	Somewhat support	Strongly support
1544	Strongly support	Strongly oppose	Strongly support
1545	Somewhat support	Somewhat support	Strongly support
1546	Strongly support	Somewhat oppose	Strongly support
1547	Somewhat support	Strongly support	Somewhat support
1548	Strongly support	Neither support nor oppose	Somewhat support
1549	Strongly support	Strongly support	Strongly support

	W	X	Y
1550	Somewhat support	Somewhat support	Somewhat support
1551	Strongly support	Strongly support	Strongly support
1552	Strongly support	Somewhat support	Strongly support
1553	Neither support nor oppose	Neither support nor oppose	Strongly support
1554	Somewhat oppose	Somewhat support	Somewhat support
1555	Somewhat support	Somewhat support	Strongly support
1556	Strongly support	Neither support nor oppose	Somewhat support
1557	Strongly support	Strongly support	Strongly support
1558	Strongly oppose	Strongly oppose	Strongly support
1559	Somewhat oppose	Somewhat support	Somewhat support
1560	Somewhat support	Strongly oppose	Strongly support
1561	Somewhat support	Somewhat support	Strongly support
1562	Strongly support	Strongly oppose	Strongly support
1563	Strongly support	Strongly oppose	Strongly support
1564	Strongly support	Strongly support	Somewhat support
1565	Strongly support	Strongly support	Don't know
1566	Strongly support	Strongly oppose	Strongly support
1567	Strongly support	Strongly support	Strongly support
1568	Strongly support	Strongly support	Strongly support

	W	X	Y
1569	Somewhat oppose	Neither support nor oppose	Strongly support
1570	Strongly support	Strongly support	Strongly support
1571	Somewhat support	Strongly support	Somewhat support
1572	Strongly support	Strongly oppose	Strongly support
1573	Strongly support	Somewhat oppose	Strongly support
1574	Strongly support	Strongly oppose	Strongly support
1575	Strongly support	Strongly oppose	Strongly support
1576	Strongly oppose	Strongly oppose	Strongly support
1577	Strongly support	Strongly support	Strongly support
1578	Strongly support	Strongly support	Strongly support
1579	Strongly support	Strongly support	Strongly support
1580	Strongly support	Strongly support	Strongly support
1581	Strongly support	Strongly support	Strongly support
1582	Strongly support	Strongly support	Strongly support
1583	Strongly support	Strongly support	Strongly support
1584	Strongly support	Strongly support	Strongly support
1585	Strongly support	Strongly oppose	Strongly support
1586	Strongly support	Strongly support	Strongly support
1587	Neither support nor oppose	Neither support nor oppose	Strongly support
1588	Strongly oppose	Strongly support	Strongly support
1589	Strongly support	Strongly oppose	Strongly support
1590	Strongly support	Strongly support	Strongly support
1591	Strongly support	Strongly support	Strongly support

	W	X	Y
1592	Somewhat support	Somewhat support	Somewhat support
1593	Strongly support	Neither support nor oppose	Strongly support
1594	Strongly support	Strongly support	Somewhat support
1595	Somewhat support	Strongly support	Strongly support
1596	Neither support nor oppose	Somewhat oppose	Strongly support
1597	Somewhat support	Strongly support	Strongly support
1598	Strongly support	Strongly support	Somewhat support
1599	Strongly support	Strongly oppose	Strongly support
1600	Somewhat support	Strongly support	Somewhat support
1601	Strongly support	Strongly support	Somewhat support
1602	Strongly support	Strongly oppose	Strongly support
1603	Strongly support	Neither support nor oppose	Strongly support
1604	Strongly support	Strongly support	Strongly support
1605	Somewhat oppose	Strongly support	Strongly support
1606	Neither support nor oppose	Neither support nor oppose	Strongly support
1607	Strongly support	Strongly oppose	Strongly support

	W	X	Y
1608	Neither support nor oppose	Somewhat support	Strongly oppose
1609	Strongly support	Strongly support	Somewhat oppose
1610	Strongly support	Strongly support	Strongly oppose
1611	Strongly support	Strongly oppose	Strongly support
1612	Strongly support	Strongly oppose	Strongly support
1613	Somewhat oppose	Strongly support	Somewhat support
1614	Strongly support	Strongly oppose	Strongly support
1615	Strongly support	Strongly support	Strongly support
1616	Strongly support	Neither support nor oppose	Strongly support
1617	Strongly support	Strongly oppose	Strongly support
1618	Strongly support	Strongly oppose	Strongly support
1619	Strongly support	Strongly support	Strongly support
1620	Strongly support		Strongly support
1621	Strongly oppose	Strongly support	Strongly support
1622	Strongly oppose	Strongly oppose	Don't know
1623	Strongly support	Somewhat support	Strongly support
1624	Somewhat support	Strongly support	Somewhat support
1625	Strongly support	Strongly oppose	Strongly support
1626	Strongly support	Strongly oppose	Strongly support
1627	Strongly support	Strongly oppose	Strongly support
1628	Strongly support	Strongly oppose	Strongly support

	W	X	Y
1629	Strongly support	Somewhat oppose	Strongly support
1630	Strongly support	Strongly oppose	Strongly support
1631	Strongly support	Strongly oppose	Strongly support
1632	Strongly support	Strongly oppose	Strongly support
1633	Strongly support	Somewhat oppose	Strongly support
1634	Strongly support	Strongly oppose	Strongly support
1635	Strongly support	Strongly oppose	Strongly support
1636	Strongly support		Strongly support
1637	Strongly support	Strongly oppose	Strongly support
1638	Strongly support	Strongly oppose	Strongly support
1639	Strongly support	Strongly oppose	Strongly support

	W	X	Y
1640	Strongly support	Strongly oppose	Strongly support
1641	Strongly support	Somewhat oppose	Strongly support
1642	Strongly oppose	Strongly support	Strongly support
1643	Strongly support	Strongly oppose	Strongly support
1644	Strongly support	Somewhat oppose	Somewhat support
1645	Strongly support	Strongly oppose	Strongly support
1646	Strongly support	Strongly oppose	Strongly support
1647	Strongly support	Strongly oppose	Strongly support
1648	Strongly support	Strongly oppose	Strongly support

	W	X	Y
1649	Strongly support	Strongly oppose	Strongly support
1650	Somewhat support	Somewhat support	Strongly support
1651	Strongly support	Strongly oppose	Strongly support
1652	Strongly support	Strongly oppose	Strongly support
1653	Somewhat support	Somewhat support	Strongly support
1654	Strongly support	Somewhat oppose	Strongly support
1655	Somewhat support	Strongly support	Somewhat support
1656	Strongly oppose	Strongly oppose	Strongly oppose
1657	Strongly support	Strongly oppose	Strongly support
1658	Strongly support	Strongly oppose	Strongly oppose
1659	Somewhat support	Strongly oppose	Strongly support
1660	Strongly support	Strongly oppose	Neither support nor oppose
1661	Somewhat support	Somewhat support	Strongly support
1662	Strongly support	Strongly oppose	Strongly support
1663	Neither support nor oppose	Neither support nor oppose	Strongly support
1664	Somewhat oppose	Strongly support	Strongly support
1665	Strongly oppose	Strongly oppose	Strongly support
1666	Strongly support	Strongly oppose	Strongly support
1667	Strongly support	Strongly oppose	Strongly support

	W	X	Y
1668	Strongly oppose	Strongly support	Somewhat support
1669	Strongly oppose	Strongly oppose	Strongly support
1670	Strongly support	Strongly support	Strongly support
1671	Strongly support	Strongly oppose	Strongly support
1672	Strongly support	Strongly oppose	Strongly support
1673	Strongly support	Strongly support	Strongly support
1674	Strongly support	Strongly oppose	Strongly support
1675	Strongly support	Strongly oppose	Strongly support
1676	Somewhat support	Somewhat support	Don't know
1677	Strongly support	Strongly oppose	Strongly support

	W	X	Y
1678	Strongly support	Strongly oppose	Strongly support
1679	Strongly support	Strongly oppose	Strongly support
1680	Strongly support	Strongly support	Strongly support
1681	Strongly oppose	Strongly oppose	Strongly support
1682	Strongly support	Strongly oppose	Strongly support
1683	Strongly support	Strongly support	Strongly support
1684	Don't know	Don't know	Somewhat support
1685	Strongly support	Strongly oppose	Strongly support
1686	Strongly support	Strongly oppose	Strongly support
1687	Strongly support	Strongly support	Strongly support
1688	Somewhat oppose	Somewhat support	Neither support nor oppose
1689	Somewhat oppose	Strongly oppose	Strongly support
1690	Strongly support	Strongly oppose	Strongly support
1691	Strongly support	Neither support nor oppose	Strongly support
1692	Strongly oppose	Neither support nor oppose	Strongly oppose
1693	Somewhat support	Strongly oppose	Somewhat support
1694	Strongly oppose	Strongly oppose	Strongly oppose
1695	Strongly oppose	Strongly oppose	Strongly support
1696	Somewhat support	Strongly support	Strongly support
1697	Strongly support	Strongly oppose	Strongly support

	W	X	Y
1698	Strongly support	Strongly oppose	Strongly support
1699	Somewhat oppose	Strongly support	Strongly support
1700	Somewhat oppose	Strongly oppose	Strongly support
1701	Strongly support	Somewhat support	Somewhat support
1702	Strongly support	Strongly oppose	Strongly support
1703	Strongly support	Strongly oppose	Strongly support
1704	Strongly support	Strongly oppose	Strongly support
1705	Somewhat support	Strongly oppose	Neither support nor oppose
1706	Strongly support	Strongly oppose	Strongly support
1707	Strongly support	Strongly oppose	Strongly support
1708	Strongly support	Strongly oppose	Strongly support
1709	Somewhat support	Strongly oppose	Strongly support
1710	Strongly support	Strongly oppose	Strongly support
1711	Strongly support	Strongly oppose	Strongly support

	W	X	Y
1712	Strongly support	Strongly oppose	Strongly support
1713	Strongly support	Strongly oppose	Strongly support
1714	Strongly support	Neither support nor oppose	Strongly support
1715	Strongly support	Strongly oppose	Neither support nor oppose
1716	Strongly support	Strongly oppose	Strongly support
1717	Strongly oppose	Strongly oppose	Strongly support
1718	Strongly support	Strongly oppose	Don't know
1719	Strongly support	Strongly support	Somewhat support
1720	Somewhat support	Strongly oppose	Strongly support
1721	Somewhat oppose		Strongly support
1722	Strongly support	Strongly oppose	Strongly support
1723	Strongly support	Strongly support	Strongly support
1724	Strongly support	Strongly support	Strongly support
1725	Strongly support		Strongly support
1726	Strongly oppose	Strongly support	Somewhat oppose
1727	Strongly support	Somewhat support	Strongly support

	W	X	Y
1728	Neither support nor oppose	Strongly support	Strongly support
1729	Strongly support	Strongly oppose	Strongly support
1730	Strongly support	Strongly oppose	Strongly support
1731	Strongly oppose	Strongly oppose	Neither support nor oppose
1732	Strongly support	Strongly oppose	Strongly support
1733	Strongly support	Strongly oppose	Strongly support
1734	Strongly support	Strongly oppose	Strongly support
1735	Somewhat oppose	Strongly oppose	Strongly support
1736	Strongly support	Don't know	Strongly support
1737	Strongly support	Strongly support	Strongly support
1738	Somewhat support	Strongly oppose	Strongly support
1739	Strongly support	Strongly oppose	Strongly support
1740	Strongly support	Strongly oppose	Strongly support
1741	Strongly support	Strongly oppose	Strongly support
1742	Somewhat oppose	Somewhat oppose	Strongly support
1743	Strongly support	Strongly oppose	Strongly support
1744	Somewhat support	Strongly support	Strongly support
1745	Strongly support	Strongly oppose	Strongly support
1746	Don't know	Strongly support	Strongly support
1747	Strongly support	Strongly oppose	Strongly support
1748	Strongly support	Strongly support	Strongly support
1749	Strongly support	Strongly support	Strongly support

	W	X	Y
1750	Strongly support	Strongly oppose	Strongly support
1751	Strongly support	Strongly oppose	Strongly support
1752	Strongly support	Strongly oppose	Strongly support
1753	Strongly support	Strongly oppose	Neither support nor oppose
1754	Strongly oppose	Strongly oppose	Somewhat support
1755	Strongly support	Strongly oppose	Strongly support
1756	Strongly support	Strongly oppose	Strongly support
1757	Strongly support		Strongly support
1758	Strongly oppose	Strongly oppose	Strongly support
1759	Strongly support	Strongly oppose	Strongly support
1760	Strongly support	Strongly oppose	Strongly support
1761	Strongly support	Strongly oppose	Strongly support
1762	Strongly oppose	Strongly oppose	Strongly support
1763	Strongly support	Strongly oppose	Strongly support
1764	Strongly support	Strongly oppose	Strongly support
1765	Strongly support	Strongly oppose	Neither support nor oppose
1766	Strongly support	Strongly oppose	Strongly support
1767	Strongly oppose	Strongly oppose	Neither support nor oppose
1768	Strongly support	Strongly oppose	Strongly support
1769	Strongly support	Strongly support	Strongly support
1770	Strongly oppose	Somewhat support	Somewhat support
1771	Strongly support	Strongly oppose	Strongly support
1772	Strongly support	Strongly support	Somewhat support

	W	X	Y
1773	Somewhat support	Somewhat support	Neither support nor oppose
1774	Strongly support	Strongly support	Somewhat oppose
1775	Strongly support	Strongly oppose	Strongly support
1776	Somewhat support	Strongly oppose	Strongly support
1777	Strongly support	Strongly oppose	Strongly support
1778	Strongly support	Strongly support	Strongly support
1779	Strongly oppose	Strongly oppose	Strongly support
1780	Strongly support	Strongly support	Strongly support
1781	Strongly oppose	Somewhat oppose	Somewhat support
1782	Strongly support	Strongly support	Somewhat support
1783	Strongly support	Somewhat support	Strongly support
1784	Strongly support	Strongly support	Strongly support
1785	Strongly oppose	Strongly support	Strongly support
1786	Strongly oppose	Strongly support	Strongly support
1787	Neither support nor oppose	Somewhat oppose	Somewhat support
1788	Somewhat support	Somewhat support	Strongly support
1789	Strongly support	Strongly oppose	Strongly support

	W	X	Y
1790	Strongly support	Strongly support	Strongly support
1791	Somewhat support	Somewhat support	Somewhat support
1792	Strongly support	Strongly oppose	Strongly support
1793	Strongly support	Strongly oppose	Strongly support
1794	Somewhat support	Strongly oppose	Somewhat oppose
1795	Strongly oppose	Strongly oppose	Somewhat support
1796	Strongly support	Strongly oppose	Strongly support

	W	X	Y
1797	Strongly support	Strongly oppose	Strongly support
1798	Strongly support	Strongly oppose	Strongly support
1799	Somewhat support	Somewhat support	Strongly support
1800	Strongly oppose	Strongly oppose	Strongly support
1801	Strongly support	Strongly oppose	Strongly support
1802	Strongly support	Strongly oppose	Strongly support
1803	Strongly support	Strongly oppose	Strongly support
1804	Strongly support	Strongly oppose	Strongly support
1805	Strongly support	Neither support nor oppose	Strongly support
1806	Strongly oppose	Strongly oppose	Strongly oppose
1807	Somewhat support	Somewhat support	Strongly support
1808	Strongly support	Strongly oppose	Strongly support
1809	Strongly support	Strongly oppose	Strongly support

	W	X	Y
1810	Strongly support	Strongly oppose	Strongly support
1811	Strongly oppose	Strongly oppose	Strongly support
1812	Strongly support	Neither support nor oppose	Strongly support
1813	Strongly support	Somewhat support	Somewhat support
1814	Strongly support	Strongly oppose	Strongly support
1815	Strongly support	Strongly oppose	Strongly support
1816	Strongly support	Strongly oppose	Strongly support
1817	Strongly support	Strongly oppose	Strongly support
1818	Strongly support	Strongly oppose	Strongly support
1819	Strongly support	Strongly support	Strongly support
1820	Strongly support	Strongly oppose	Strongly support
1821	Strongly oppose	Strongly oppose	Strongly support
1822	Somewhat oppose	Somewhat support	Somewhat support
1823	Somewhat support	Strongly oppose	Strongly support
1824	Strongly support	Strongly oppose	Strongly support
1825	Strongly support	Strongly oppose	Strongly support
1826	Strongly support	Strongly support	Somewhat support
1827	Strongly support	Strongly oppose	Strongly support
1828	Strongly support	Strongly oppose	Strongly support
1829	Strongly support	Strongly oppose	Strongly support

	W	X	Y
1830	Strongly support	Strongly oppose	Strongly support
1831	Strongly support	Strongly oppose	Strongly support
1832	Strongly support	Strongly oppose	Strongly support
1833	Strongly support	Strongly oppose	Strongly support
1834	Strongly oppose	Somewhat support	Somewhat support
1835	Strongly support	Strongly oppose	Strongly support
1836	Strongly support	Strongly oppose	Strongly support
1837	Strongly support	Strongly oppose	Strongly support

	W	X	Y
1838	Strongly support	Strongly support	Somewhat support
1839	Strongly support	Strongly oppose	Strongly support
1840	Strongly oppose	Strongly oppose	Strongly oppose
1841	Strongly support	Strongly oppose	Strongly support
1842	Strongly support	Strongly support	Strongly support
1843	Strongly support	Strongly oppose	Strongly support
1844	Strongly support	Strongly oppose	Strongly support
1845	Strongly support	Strongly oppose	Strongly support
1846	Strongly support	Strongly support	Strongly support
1847	Strongly support	Strongly oppose	Strongly support
1848	Strongly support	Strongly oppose	Strongly support
1849	Strongly oppose	Strongly oppose	Strongly support
1850	Strongly support	Strongly oppose	Strongly support
1851	Strongly support	Strongly oppose	Strongly support
1852	Strongly support	Neither support nor oppose	Somewhat support
1853	Strongly support	Strongly oppose	Strongly support
1854	Strongly support	Strongly oppose	Strongly support
1855	Strongly oppose	Strongly oppose	Somewhat support
1856	Strongly support	Strongly oppose	Strongly support
1857	Strongly support	Strongly support	Strongly support

	W	X	Y
1858	Strongly support	Strongly oppose	Strongly support
1859	Somewhat support	Strongly oppose	Strongly oppose
1860	Strongly support	Neither support nor oppose	Strongly support
1861	Strongly support	Strongly support	Strongly support
1862	Strongly support	Strongly oppose	Strongly support
1863	Strongly support	Strongly oppose	Strongly support
1864	Strongly oppose	Strongly oppose	Strongly oppose
1865	Strongly oppose	Strongly oppose	Strongly support
1866	Strongly support	Strongly oppose	Strongly support
1867	Somewhat oppose	Neither support nor oppose	Strongly support
1868	Strongly support	Strongly oppose	Strongly support
1869	Strongly support	Strongly oppose	Strongly support
1870	Strongly support	Strongly support	Strongly support
1871	Strongly oppose	Strongly oppose	Strongly support
1872	Strongly support	Strongly oppose	Strongly support
1873	Strongly support	Somewhat support	Strongly support
1874	Strongly oppose	Strongly support	Strongly support
1875	Neither support nor oppose	Neither support nor oppose	Strongly support
1876	Strongly support	Somewhat support	Somewhat oppose
1877	Somewhat support	Neither support nor oppose	Strongly support
1878	Somewhat support	Strongly support	Strongly support
1879	Strongly support	Strongly oppose	Strongly support
1880	Strongly support	Strongly oppose	Strongly support
1881	Strongly support	Strongly oppose	Strongly support
1882	Strongly support	Somewhat support	Somewhat support
1883	Strongly support	Strongly oppose	Strongly support

	W	X	Y
1884	Strongly oppose	Strongly oppose	Strongly oppose
1885	Strongly support	Strongly oppose	Strongly support
1886	Strongly support	Strongly oppose	Strongly support
1887	Strongly support	Somewhat oppose	Strongly support
1888	Strongly support	Neither support nor oppose	Strongly support
1889	Somewhat oppose	Strongly support	Strongly support
1890	Strongly support	Strongly oppose	Strongly support
1891	Strongly support	Strongly oppose	Strongly support
1892	Strongly support	Strongly oppose	Strongly support
1893	Strongly support	Strongly support	Strongly support
1894	Strongly support	Strongly oppose	Strongly support

	W	X	Y
1895	Strongly support	Strongly oppose	Strongly support
1896	Strongly support	Strongly support	Strongly support
1897	Strongly oppose	Strongly oppose	Strongly support
1898	Strongly support	Strongly oppose	Strongly support
1899	Strongly support	Strongly oppose	Strongly support
1900	Strongly support	Strongly oppose	Strongly support
1901	Strongly support	Somewhat oppose	Strongly support

	W	X	Y
1902	Strongly support	Strongly oppose	Strongly support
1903	Somewhat oppose	Strongly support	Strongly support
1904	Strongly support	Strongly oppose	Strongly support
1905	Strongly support	Strongly oppose	Strongly support
1906	Strongly support	Strongly oppose	Strongly support
1907	Don't know	Don't know	Strongly support
1908	Strongly support	Strongly oppose	Strongly support

	W	X	Y
1909	Somewhat support	Somewhat support	Somewhat support
1910	Strongly support	Strongly oppose	Somewhat support
1911	Strongly support	Strongly oppose	Strongly support
1912	Strongly support	Strongly oppose	Strongly support
1913	Strongly support	Strongly oppose	Strongly support
1914	Strongly support	Strongly oppose	Strongly support
1915	Somewhat support	Neither support nor oppose	Somewhat support
1916	Strongly support	Strongly oppose	Strongly support
1917	Strongly support	Strongly oppose	Strongly support
1918	Strongly support	Strongly oppose	Strongly support
1919	Strongly support	Strongly oppose	Strongly support
1920	Strongly oppose	Strongly support	Strongly oppose
1921	Strongly support	Neither support nor oppose	Strongly support
1922	Strongly support	Somewhat support	Somewhat support
1923	Strongly support	Strongly oppose	Strongly support
1924	Neither support nor oppose	Somewhat support	Neither support nor oppose
1925	Strongly support	Strongly oppose	Strongly support
1926	Strongly support	Strongly oppose	Strongly support
1927	Strongly support	Strongly support	Somewhat support
1928	Strongly support	Somewhat oppose	Somewhat oppose

	W	X	Y
1929	Strongly support	Strongly oppose	Strongly support
1930	Strongly support	Strongly oppose	Strongly support
1931	Strongly support	Somewhat support	Somewhat support
1932	Strongly support	Somewhat oppose	Somewhat support
1933	Strongly support	Strongly oppose	Strongly support
1934	Strongly support	Strongly oppose	Strongly support
1935	Strongly support	Strongly oppose	Strongly support

	W	X	Y
1936	Strongly support	Strongly oppose	Strongly support
1937	Strongly oppose	Strongly oppose	Strongly support
1938	Strongly support	Strongly oppose	Strongly support
1939	Strongly support	Neither support nor oppose	Strongly support
1940	Strongly support	Strongly oppose	Strongly support
1941	Strongly support	Strongly oppose	Strongly support
1942	Strongly support	Strongly oppose	Strongly oppose
1943	Strongly oppose	Strongly oppose	Somewhat support
1944	Strongly support	Strongly support	Somewhat support
1945	Strongly oppose	Strongly oppose	Strongly support
1946	Strongly support	Strongly oppose	Strongly support
1947	Strongly oppose	Strongly oppose	Strongly support
1948	Strongly support	Somewhat support	Strongly support
1949	Somewhat support	Strongly support	Somewhat support
1950	Somewhat support	Somewhat oppose	Strongly support
1951	Strongly oppose	Strongly oppose	Strongly support
1952	Strongly support	Strongly oppose	Strongly support
1953	Strongly support	Strongly oppose	Strongly support
1954	Strongly support	Strongly support	Strongly support
1955	Somewhat support	Somewhat support	Strongly support
1956	Strongly oppose	Strongly oppose	Strongly support
1957	Strongly support	Strongly oppose	Strongly support
1958	Strongly support	Strongly support	Strongly support
1959	Strongly support	Strongly oppose	Strongly support
1960	Strongly support	Strongly oppose	Strongly support
1961	Strongly support	Strongly support	Strongly support

	W	X	Y
1962	Strongly support	Strongly oppose	Somewhat support
1963	Strongly support	Strongly oppose	Strongly support
1964	Strongly support	Strongly oppose	Strongly support
1965	Strongly oppose	Somewhat support	Somewhat support
1966	Strongly support	Strongly oppose	Strongly support
1967	Somewhat support	Strongly support	Strongly support
1968	Don't know	Strongly support	Strongly support
1969	Strongly support	Strongly support	Strongly support
1970	Strongly support	Strongly oppose	Strongly support
1971	Strongly support	Strongly oppose	Strongly support
1972	Strongly support	Strongly oppose	Strongly support

	W	X	Y
1973	Strongly support	Strongly oppose	Strongly support
1974	Strongly support	Strongly support	Strongly support
1975	Strongly support	Strongly support	Strongly support
1976	Somewhat support	Neither support nor oppose	Strongly support
1977	Strongly support	Strongly oppose	Strongly support
1978	Strongly oppose	Strongly oppose	Strongly support
1979	Strongly oppose	Strongly oppose	Strongly support
1980	Strongly support	Strongly oppose	Strongly support
1981	Strongly support	Strongly oppose	Strongly support
1982	Strongly support	Strongly oppose	Strongly support

	W	X	Y
1983	Strongly oppose	Strongly oppose	Strongly oppose
1984	Strongly support	Strongly oppose	Strongly support
1985	Strongly support	Strongly support	Strongly support
1986	Strongly support	Strongly oppose	Strongly support
1987	Neither support nor oppose	Somewhat support	Strongly support
1988	Strongly oppose	Strongly support	Strongly support
1989	Strongly support	Strongly support	Strongly support
1990	Strongly support	Strongly oppose	Strongly support
1991	Strongly support	Strongly oppose	Strongly support
1992	Strongly support	Strongly oppose	Strongly support
1993	Somewhat support	Somewhat support	Strongly support
1994	Strongly oppose	Strongly oppose	Strongly support
1995	Strongly support	Strongly support	Strongly support
1996	Strongly support	Strongly oppose	Strongly support
1997	Strongly oppose	Strongly oppose	Strongly support
1998	Strongly support		Strongly support
1999	Strongly support	Somewhat oppose	Strongly support
2000	Strongly support	Strongly oppose	Strongly support
2001	Strongly support	Strongly oppose	Strongly support
2002	Strongly support	Strongly oppose	Strongly support
2003	Strongly support	Strongly oppose	Strongly support
2004	Strongly support	Strongly support	Strongly support
2005	Strongly support	Strongly oppose	Strongly support
2006	Strongly support	Strongly oppose	Somewhat support

	W	X	Y
2007	Somewhat oppose	Somewhat support	Strongly support
2008	Somewhat oppose	Strongly support	Somewhat oppose
2009	Strongly oppose	Somewhat oppose	Strongly support
2010	Strongly support	Strongly oppose	Strongly support
2011	Strongly support	Strongly oppose	Strongly support
2012	Strongly support	Strongly oppose	Strongly support
2013	Strongly support	Strongly support	Strongly support
2014	Strongly support	Strongly oppose	Strongly support
2015	Strongly oppose	Strongly oppose	Strongly support
2016	Strongly support	Strongly oppose	Strongly support
2017	Somewhat support	Somewhat support	Somewhat support
2018	Strongly support	Strongly support	Strongly support
2019	Somewhat support	Somewhat support	Somewhat support
2020	Strongly support	Strongly oppose	Strongly support
2021	Strongly support	Strongly oppose	Strongly support
2022	Strongly support	Strongly oppose	Strongly support
2023	Strongly support	Strongly oppose	Strongly support
2024	Somewhat support	Somewhat oppose	Strongly support
2025	Somewhat oppose	Strongly support	Strongly support
2026	Strongly support	Strongly oppose	Strongly support
2027	Strongly support	Strongly support	Somewhat support

	W	X	Y
2028	Strongly oppose	Strongly support	Strongly support
2029	Strongly support	Strongly oppose	Strongly support
2030	Strongly support	Strongly oppose	Strongly support
2031	Strongly support	Strongly oppose	Strongly support
2032	Strongly support	Strongly oppose	Strongly support
2033	Strongly oppose	Strongly oppose	Strongly support
2034	Strongly support	Strongly oppose	Strongly support
2035	Strongly support	Strongly oppose	Strongly support
2036	Strongly support	Strongly oppose	Strongly support
2037	Strongly support	Strongly oppose	Strongly support
2038	Strongly support	Strongly oppose	Strongly support
2039	Strongly support	Strongly oppose	Strongly support
2040	Strongly oppose	Strongly oppose	Strongly support
2041	Strongly oppose	Strongly oppose	Strongly support
2042	Strongly support	Strongly oppose	Strongly support
2043	Strongly support	Strongly oppose	Strongly support
2044	Strongly support	Strongly support	Somewhat support
2045	Strongly support	Strongly oppose	Strongly support
2046	Strongly support	Neither support nor oppose	Strongly support
2047	Strongly support	Strongly oppose	Strongly support
2048	Strongly oppose	Strongly oppose	Strongly support
2049	Strongly oppose	Strongly oppose	Strongly support
2050	Strongly support	Strongly oppose	Strongly support

	W	X	Y
2051	Strongly support	Strongly oppose	Strongly support
2052	Strongly support	Strongly oppose	Strongly support
2053	Strongly support	Somewhat oppose	Strongly support
2054	Strongly oppose	Strongly oppose	Strongly oppose
2055	Strongly support	Strongly oppose	Strongly support
2056	Strongly support	Strongly oppose	Strongly support
2057	Somewhat oppose	Somewhat support	Somewhat support
2058	Strongly support	Strongly oppose	Strongly support
2059	Strongly support	Strongly oppose	Strongly support
2060	Strongly support	Strongly oppose	Strongly support
2061	Strongly support	Strongly oppose	Strongly support
2062	Strongly support	Strongly support	Strongly support
2063	Don't know	Don't know	Somewhat support
2064	Strongly support	Strongly oppose	Strongly support
2065	Neither support nor oppose	Strongly oppose	Strongly support
2066	Strongly support	Strongly oppose	Strongly support
2067	Strongly support	Strongly oppose	Strongly support
2068	Somewhat oppose	Strongly oppose	Strongly support
2069	Somewhat support	Strongly oppose	Strongly support
2070	Strongly support	Strongly oppose	Strongly support
2071	Strongly support	Strongly oppose	Strongly support
2072	Strongly support	Strongly oppose	Strongly support

	W	X	Y
2073	Strongly oppose	Strongly support	Strongly support
2074	Strongly support	Strongly oppose	Strongly support
2075	Strongly support	Strongly oppose	Strongly support
2076	Strongly oppose	Strongly support	Strongly support
2077	Strongly support	Strongly oppose	Strongly support
2078	Strongly support	Strongly support	Strongly support
2079	Strongly support	Strongly oppose	Strongly support
2080	Strongly support	Strongly oppose	Strongly support
2081	Strongly support	Strongly oppose	Strongly support
2082	Strongly support	Strongly oppose	Strongly support
2083	Strongly oppose	Somewhat support	Strongly support
2084	Strongly support	Strongly oppose	Don't know
2085	Strongly support	Somewhat oppose	Strongly support
2086	Somewhat support	Neither support nor oppose	Strongly support
2087	Strongly support	Strongly oppose	Strongly support
2088	Strongly oppose	Strongly oppose	Strongly oppose
2089	Somewhat oppose	Somewhat oppose	Strongly support
2090	Strongly support	Somewhat support	Somewhat support
2091	Strongly support	Strongly support	Strongly support
2092	Strongly oppose	Strongly support	Strongly support
2093	Strongly support	Strongly oppose	Strongly support
2094	Strongly support	Strongly support	Strongly support
2095	Strongly support	Strongly support	Strongly support
2096	Strongly support	Strongly oppose	Strongly support
2097	Strongly oppose	Strongly oppose	Strongly support
2098	Strongly support	Strongly oppose	Strongly support
2099	Strongly support	Strongly oppose	Strongly support
2100	Somewhat support	Somewhat support	Somewhat support
2101	Somewhat support	Somewhat support	Somewhat support

	W	X	Y
2102	Strongly support	Strongly oppose	Strongly support
2103	Strongly support	Strongly oppose	Strongly support
2104	Somewhat support	Strongly oppose	Strongly support
2105	Strongly support	Strongly oppose	Strongly support
2106	Strongly support	Strongly oppose	Strongly support
2107	Somewhat support	Somewhat support	Strongly support
2108	Strongly support	Strongly support	Strongly support
2109	Strongly support	Strongly oppose	Strongly support
2110	Strongly support	Strongly oppose	Strongly support
2111	Strongly support	Strongly support	Strongly support
2112	Strongly support	Strongly oppose	Strongly support
2113	Strongly support	Strongly oppose	Strongly support
2114	Somewhat support	Strongly support	Strongly support
2115	Somewhat support	Somewhat support	Somewhat support
2116	Strongly support	Strongly support	Somewhat support
2117	Somewhat support	Somewhat support	Strongly support
2118	Strongly support	Strongly oppose	Strongly support
2119	Strongly support	Strongly oppose	Strongly support
2120	Strongly support	Strongly oppose	Strongly support
2121	Strongly support	Strongly oppose	Strongly support
2122	Somewhat support	Somewhat support	Neither support nor oppose
2123	Somewhat support	Somewhat oppose	Strongly support
2124	Somewhat support	Strongly support	Strongly support
2125	Strongly support	Somewhat oppose	Somewhat support
2126	Strongly oppose	Somewhat support	Somewhat oppose
2127	Strongly support	Strongly support	Strongly support

	W	X	Y
2128	Strongly support	Strongly oppose	Strongly support
2129	Somewhat support	Somewhat support	Strongly support
2130	Strongly support	Strongly oppose	Strongly support
2131	Somewhat oppose	Strongly support	Strongly support
2132	Strongly support	Strongly oppose	Somewhat support
2133	Strongly support	Strongly oppose	Strongly support
2134	Strongly support	Strongly oppose	Strongly support
2135	Strongly support	Strongly oppose	Strongly support
2136	Strongly support	Strongly support	Strongly support
2137	Strongly support	Strongly support	Strongly support
2138	Strongly support	Strongly oppose	Strongly support
2139	Strongly support	Strongly oppose	Strongly support
2140	Strongly support	Strongly oppose	Strongly support

	W	X	Y
2141	Strongly support	Strongly oppose	Strongly support
2142	Strongly oppose	Strongly oppose	Strongly support
2143	Strongly support	Strongly oppose	Strongly support
2144	Strongly support	Strongly oppose	Strongly support
2145	Strongly support	Strongly oppose	Strongly support
2146	Strongly support	Somewhat support	Strongly support
2147	Strongly support	Strongly oppose	Strongly support
2148	Strongly support	Strongly oppose	Strongly support
2149	Strongly support	Strongly oppose	Strongly support
2150	Strongly support	Strongly oppose	Strongly support
2151	Strongly support	Strongly support	Strongly support
2152	Strongly support	Strongly oppose	Strongly support
2153	Strongly oppose	Strongly oppose	Strongly oppose
2154	Strongly support	Strongly support	Strongly support
2155	Neither support nor oppose	Strongly support	Strongly support
2156	Strongly support	Strongly support	Strongly support
2157	Strongly support	Strongly support	Strongly support
2158	Strongly support	Strongly support	Strongly support

	W	X	Y
2159	Strongly support	Strongly support	Strongly support
2160	Strongly support	Strongly oppose	Strongly support
2161	Somewhat oppose	Strongly oppose	Strongly support
2162	Strongly support	Strongly oppose	Strongly support
2163	Somewhat support	Somewhat support	Strongly support
2164	Strongly support	Strongly oppose	Strongly support
2165	Strongly support	Strongly support	Strongly support
2166	Strongly support	Strongly support	Strongly support
2167	Strongly support	Strongly oppose	Strongly support

	W	X	Y
2168	Strongly support	Strongly oppose	Strongly support
2169	Somewhat support	Strongly support	Somewhat oppose
2170	Strongly support	Strongly support	Strongly support
2171	Strongly support	Strongly oppose	Strongly support

	W	X	Y
2172	Somewhat support	Somewhat support	Strongly support
2173	Somewhat oppose	Strongly support	Strongly support
2174	Strongly support	Strongly support	Strongly support
2175	Neither support nor oppose	Strongly support	Strongly support
2176	Strongly oppose	Strongly support	Strongly oppose
2177	Strongly support	Strongly oppose	Strongly support
2178	Strongly support	Strongly oppose	Strongly support
2179	Strongly support	Strongly oppose	Strongly support

	W	X	Y
2180	Strongly support	Strongly oppose	Strongly support
2181	Strongly support	Strongly oppose	Strongly support
2182	Strongly support	Strongly support	Strongly support
2183	Strongly oppose	Strongly oppose	Strongly support
2184	Strongly oppose	Somewhat support	Somewhat support
2185	Strongly support	Strongly oppose	Strongly support
2186	Strongly oppose	Strongly oppose	Strongly support
2187	Somewhat support	Somewhat support	Neither support nor oppose
2188	Strongly support	Strongly support	Strongly support
2189	Strongly support	Strongly support	Strongly support
2190	Strongly oppose	Somewhat support	Strongly oppose
2191	Strongly support	Strongly support	Strongly support
2192	Strongly oppose	Strongly oppose	Somewhat support

	W	X	Y
2193	Strongly oppose	Strongly support	Somewhat oppose
2194	Strongly oppose	Strongly oppose	Strongly oppose
2195	Somewhat oppose	Somewhat support	Somewhat oppose
2196	Strongly support	Strongly oppose	Strongly oppose
2197	Strongly oppose	Strongly oppose	Strongly oppose
2198	Don't know	Don't know	Strongly support
2199	Strongly oppose	Strongly oppose	Somewhat oppose
2200	Somewhat oppose	Somewhat support	Somewhat support
2201	Strongly oppose	Strongly oppose	Strongly oppose
2202	Strongly oppose	Somewhat oppose	Strongly oppose
2203	Strongly oppose	Somewhat support	Strongly support
2204	Strongly oppose	Strongly oppose	Strongly oppose
2205	Don't know	Strongly support	Strongly support
2206	Strongly oppose	Somewhat support	Strongly oppose
2207	Strongly oppose	Strongly oppose	Neither support nor oppose
2208	Strongly oppose	Strongly oppose	Strongly oppose
2209	Strongly oppose	Strongly oppose	Strongly oppose
2210	Neither support nor oppose	Neither support nor oppose	Strongly oppose
2211	Somewhat oppose	Somewhat oppose	Somewhat oppose

	W	X	Y
2212	Strongly oppose	Somewhat support	Somewhat support
2213	Strongly oppose	Somewhat support	Somewhat oppose
2214	Strongly oppose	Somewhat support	Somewhat support
2215	Neither support nor oppose	Strongly support	Strongly support
2216	Strongly oppose	Strongly oppose	Somewhat oppose
2217	Somewhat oppose	Somewhat oppose	Strongly oppose
2218	Somewhat support	Strongly support	Neither support nor oppose
2219	Somewhat support	Somewhat support	Somewhat support
2220	Strongly oppose	Strongly oppose	Don't know
2221	Strongly oppose	Somewhat support	Strongly oppose
2222	Strongly oppose	Strongly oppose	Strongly oppose
2223	Strongly oppose	Strongly oppose	Strongly oppose
2224	Strongly oppose	Somewhat support	Strongly oppose
2225	Strongly oppose	Somewhat support	Strongly oppose
2226	Strongly support	Strongly support	Don't know
2227	Strongly oppose	Strongly oppose	Somewhat oppose
2228	Somewhat support	Somewhat support	Somewhat support
2229	Strongly support	Strongly support	Strongly oppose
2230	Strongly support		Strongly support
2231	Strongly support	Somewhat oppose	Strongly support
2232	Strongly oppose	Strongly oppose	Don't know
2233	Strongly oppose	Somewhat support	Somewhat support
2234	Strongly oppose	Strongly oppose	Strongly oppose

	W	X	Y
2235	Strongly oppose	Strongly support	Strongly oppose
2236	Strongly oppose	Strongly oppose	Somewhat support
2237	Neither support nor oppose	Neither support nor oppose	Somewhat support
2238	Strongly oppose	Strongly support	Neither support nor oppose
2239	Strongly oppose	Somewhat support	Strongly oppose
2240	Strongly oppose	Somewhat support	Neither support nor oppose
2241	Strongly oppose	Strongly oppose	Strongly oppose
2242	Neither support nor oppose	Strongly support	Somewhat oppose
2243	Strongly oppose	Strongly support	Strongly oppose
2244	Somewhat oppose	Somewhat oppose	Neither support nor oppose
2245	Somewhat oppose	Somewhat support	Neither support nor oppose
2246	Strongly oppose	Strongly oppose	Somewhat support
2247	Strongly oppose	Somewhat support	Strongly oppose
2248	Strongly oppose	Strongly oppose	Strongly oppose
2249	Neither support nor oppose	Somewhat support	Somewhat support
2250	Somewhat support	Strongly support	Somewhat support
2251	Strongly oppose	Strongly support	Somewhat oppose
2252	Strongly oppose	Strongly oppose	Somewhat support
2253	Strongly oppose	Somewhat support	Don't know
2254	Neither support nor oppose	Neither support nor oppose	Neither support nor oppose
2255	Strongly support	Somewhat support	Somewhat oppose
2256	Strongly support	Neither support nor oppose	Somewhat support
2257	Don't know	Don't know	Don't know
2258	Somewhat oppose	Somewhat oppose	Strongly oppose
2259	Strongly support	Strongly support	Strongly support
2260	Strongly support		Strongly support
2261	Strongly support	Strongly support	Strongly support
2262	Somewhat support	Somewhat oppose	Somewhat support
2263	Somewhat oppose	Strongly support	Somewhat support
2264	Somewhat support	Somewhat support	Strongly support

	W	X	Y
2265	Strongly support	Strongly support	Strongly support
2266	Strongly oppose	Strongly support	Strongly oppose
2267	Neither support nor oppose	Somewhat support	Somewhat support
2268	Strongly support	Somewhat support	Strongly support
2269	Strongly support	Strongly support	Strongly support
2270	Strongly oppose	Strongly oppose	Strongly oppose
2271	Somewhat oppose	Somewhat oppose	Somewhat oppose
2272	Strongly oppose	Strongly oppose	Strongly oppose
2273	Strongly support	Somewhat support	Strongly support
2274	Strongly support	Somewhat oppose	Strongly support
2275	Neither support nor oppose	Strongly support	Neither support nor oppose
2276	Strongly support	Strongly support	Strongly support
2277	Strongly support	Strongly support	Strongly support
2278	Strongly support	Strongly support	Strongly support
2279	Strongly oppose	Strongly support	Strongly oppose
2280	Strongly oppose	Strongly support	Strongly oppose
2281	Strongly oppose	Neither support nor oppose	Strongly oppose
2282	Somewhat support	Strongly support	Somewhat support
2283	Strongly support	Strongly support	Strongly support
2284	Neither support nor oppose	Strongly support	Somewhat oppose
2285	Strongly oppose	Strongly oppose	Strongly oppose
2286	Strongly support		Strongly support
2287	Strongly oppose	Strongly support	Strongly support

	W	X	Y
2288	Strongly oppose	Somewhat support	Strongly support
2289	Strongly oppose	Strongly support	Strongly support
2290	Strongly support	Strongly support	Somewhat support
2291	Strongly support	Somewhat support	Somewhat support
2292	Strongly oppose	Somewhat support	Somewhat oppose
2293	Don't know	Don't know	Somewhat support
2294	Somewhat support	Strongly support	Neither support nor oppose
2295	Strongly oppose	Strongly oppose	Somewhat support
2296	Strongly support	Strongly support	Strongly support
2297	Somewhat oppose	Strongly support	Somewhat oppose
2298	Strongly support	Strongly oppose	Strongly support
2299	Neither support nor oppose	Neither support nor oppose	Strongly support
2300	Strongly oppose	Strongly oppose	Strongly oppose
2301	Strongly oppose	Somewhat support	Neither support nor oppose
2302	Neither support nor oppose	Somewhat support	Somewhat support
2303	Strongly oppose	Strongly oppose	Neither support nor oppose
2304	Strongly support	Somewhat oppose	Neither support nor oppose
2305	Strongly oppose	Strongly oppose	Strongly oppose
2306	Strongly oppose	Don't know	Strongly support
2307	Strongly support	Strongly support	Neither support nor oppose
2308	Strongly support	Strongly oppose	Strongly support
2309	Somewhat support	Somewhat support	Strongly support
2310	Strongly oppose	Don't know	Strongly oppose
2311	Strongly support	Strongly oppose	Strongly support
2312	Strongly support	Strongly support	Somewhat support
2313	Strongly support	Strongly oppose	Strongly support
2314	Strongly oppose	Strongly oppose	Strongly oppose
2315	Strongly support	Strongly oppose	Strongly support
2316	Strongly support	Strongly oppose	Strongly support
2317	Strongly oppose	Strongly oppose	Somewhat support
2318	Strongly support	Strongly oppose	Strongly support
2319	Strongly support		Somewhat oppose
2320	Strongly support	Strongly oppose	Strongly support
2321	Strongly oppose	Strongly oppose	Somewhat support

	W	X	Y
2322	Strongly oppose	Strongly oppose	Strongly oppose
2323	Somewhat support	Strongly support	Strongly support
2324	Strongly support	Neither support nor oppose	Somewhat support
2325	Strongly oppose	Strongly support	Strongly support
2326	Strongly support	Strongly support	Somewhat support
2327	Somewhat oppose	Somewhat support	Strongly support
2328	Strongly support	Strongly oppose	Strongly support
2329	Strongly oppose	Strongly oppose	Strongly oppose
2330	Strongly support	Strongly support	Strongly support
2331	Strongly support	Somewhat support	Strongly support
2332	Strongly oppose	Somewhat support	Strongly oppose
2333	Strongly oppose	Strongly support	Don't know
2334	Strongly support	Neither support nor oppose	Strongly support
2335	Strongly support	Strongly oppose	Neither support nor oppose
2336	Strongly oppose	Strongly support	Neither support nor oppose
2337	Strongly support	Somewhat oppose	Strongly support
2338	Strongly support	Strongly oppose	Strongly support
2339	Somewhat support	Strongly support	Somewhat oppose
2340	Somewhat oppose	Somewhat support	Neither support nor oppose

	W	X	Y
2341	Strongly support	Strongly support	Somewhat support
2342	Strongly support		Strongly support
2343	Strongly oppose	Strongly oppose	Strongly oppose
2344	Strongly support	Strongly support	Strongly support
2345	Strongly oppose	Strongly support	Strongly oppose
2346	Neither support nor oppose	Somewhat support	Somewhat support
2347	Neither support nor oppose	Neither support nor oppose	Somewhat support
2348	Strongly oppose	Strongly oppose	Strongly oppose
2349	Strongly oppose	Somewhat oppose	Somewhat oppose
2350	Strongly oppose	Strongly oppose	Strongly oppose
2351	Strongly support	Strongly support	Strongly support
2352	Strongly oppose	Strongly oppose	Strongly oppose
2353	Strongly oppose	Somewhat support	Somewhat support
2354	Strongly support	Strongly support	Strongly support
2355	Don't know	Strongly support	Don't know
2356	Strongly oppose	Strongly oppose	Strongly oppose
2357	Don't know	Don't know	Neither support nor oppose
2358	Strongly oppose	Strongly oppose	Strongly oppose
2359	Strongly support		Strongly support
2360	Somewhat oppose	Somewhat oppose	Somewhat support
2361	Strongly support	Somewhat support	Somewhat support
2362	Strongly oppose	Strongly oppose	Strongly oppose
2363	Strongly oppose	Strongly oppose	Strongly oppose
2364	Strongly oppose	Strongly oppose	Don't know

	W	X	Y
2365	Strongly support	Strongly oppose	Strongly support
2366	Strongly support	Strongly oppose	Strongly support
2367	Strongly support	Strongly support	Strongly support
2368	Strongly support	Strongly support	Strongly support
2369	Strongly oppose	Strongly oppose	Strongly support
2370	Strongly support	Strongly oppose	Strongly support
2371	Strongly support	Strongly oppose	Strongly support
2372	Strongly oppose	Strongly support	Somewhat oppose
2373	Strongly support	Strongly oppose	Strongly support
2374	Strongly support	Strongly support	Strongly support
2375	Strongly support	Strongly support	Strongly support
2376	Strongly support	Strongly oppose	Strongly support
2377	Strongly support	Strongly support	Strongly support
2378	Strongly support	Strongly oppose	Strongly support
2379	Strongly support	Strongly support	Strongly support
2380	Strongly support	Strongly oppose	Strongly support
2381	Strongly support	Strongly oppose	Strongly support
2382	Strongly oppose	Strongly oppose	Strongly oppose
2383	Somewhat support	Neither support nor oppose	Strongly support
2384	Strongly support	Somewhat oppose	Strongly support
2385	Strongly support		Strongly support
2386	Strongly support	Strongly support	Strongly support
2387	Strongly oppose	Strongly support	Strongly support
2388	Strongly support	Strongly support	Strongly support

	W	X	Y
2389	Strongly support	Strongly support	Strongly support
2390	Strongly oppose	Strongly oppose	Strongly oppose
2391	Strongly support	Somewhat support	Strongly support
2392	Strongly support	Strongly support	Strongly support
2393	Strongly support	Strongly oppose	Strongly support
2394	Somewhat support	Strongly support	Strongly support
2395	Strongly support	Somewhat support	Neither support nor oppose
2396	Strongly oppose	Strongly oppose	Neither support nor oppose
2397	Strongly oppose	Strongly oppose	Neither support nor oppose
2398	Somewhat oppose	Somewhat oppose	Somewhat support
2399	Strongly support	Strongly oppose	Strongly support
2400	Strongly support	Strongly oppose	Neither support nor oppose
2401	Somewhat support	Somewhat oppose	Strongly support
2402	Strongly support	Strongly support	Strongly support
2403	Strongly oppose	Strongly oppose	Strongly oppose
2404	Strongly support	Strongly oppose	Strongly support
2405	Strongly support	Neither support nor oppose	Neither support nor oppose
2406	Strongly oppose	Somewhat support	Somewhat oppose
2407	Somewhat support	Strongly support	Somewhat oppose
2408	Strongly oppose	Strongly oppose	Strongly oppose
2409	Strongly support	Somewhat support	Strongly support
2410	Strongly support	Strongly oppose	Strongly support

	W	X	Y
2411	Strongly support	Strongly oppose	Strongly support
2412	Strongly support	Strongly oppose	Strongly support
2413	Strongly support	Strongly support	Strongly support
2414	Neither support nor oppose	Strongly support	Neither support nor oppose
2415	Strongly support	Strongly oppose	Strongly support
2416	Somewhat oppose	Strongly oppose	Somewhat support
2417	Strongly support	Strongly oppose	Strongly support
2418	Strongly support	Strongly oppose	Strongly support
2419	Strongly support	Strongly oppose	Strongly support
2420	Somewhat support	Somewhat support	Strongly support
2421	Strongly oppose	Strongly support	Strongly support
2422	Strongly support	Strongly oppose	Strongly support
2423	Somewhat oppose	Somewhat oppose	Somewhat oppose
2424	Strongly oppose	Strongly support	Strongly support
2425	Strongly support	Strongly oppose	Strongly support
2426	Somewhat oppose	Somewhat support	Strongly support
2427	Strongly support	Strongly oppose	Strongly support

	W	X	Y
2428	Neither support nor oppose	Neither support nor oppose	Strongly support
2429	Strongly support	Neither support nor oppose	Neither support nor oppose
2430	Strongly support	Strongly oppose	Somewhat support
2431	Strongly oppose	Somewhat support	Strongly support
2432	Strongly oppose	Don't know	Neither support nor oppose
2433	Somewhat support	Strongly oppose	Somewhat oppose
2434	Strongly oppose	Strongly oppose	Strongly oppose
2435	Strongly oppose	Strongly oppose	Strongly oppose
2436	Somewhat oppose	Somewhat support	Somewhat support
2437	Strongly oppose	Strongly oppose	Strongly oppose
2438	Strongly oppose	Strongly oppose	Somewhat oppose
2439	Neither support nor oppose	Somewhat support	Neither support nor oppose
2440	Somewhat oppose	Somewhat support	Somewhat support
2441	Strongly oppose	Somewhat support	Somewhat support
2442	Strongly oppose	Somewhat oppose	Strongly oppose
2443	Somewhat oppose	Somewhat support	Neither support nor oppose
2444	Strongly oppose	Strongly oppose	Strongly oppose

	W	X	Y
2445	Strongly oppose	Strongly oppose	Strongly oppose
2446	Neither support nor oppose	Strongly support	Neither support nor oppose
2447	Strongly oppose	Strongly support	Strongly oppose
2448	Strongly oppose	Strongly support	Strongly oppose
2449	Strongly support	Somewhat support	Strongly support
2450	Strongly support	Strongly support	Strongly support
2451	Strongly support	Strongly support	Neither support nor oppose
2452	Somewhat oppose	Somewhat oppose	Strongly oppose
2453	Strongly oppose	Strongly oppose	Strongly support
2454	Somewhat support	Strongly support	Neither support nor oppose
2455	Neither support nor oppose	Don't know	Strongly oppose
2456	Strongly oppose	Somewhat oppose	Strongly oppose
2457	Strongly oppose	Strongly oppose	Neither support nor oppose

	W	X	Y
2458	Strongly support	Somewhat oppose	Strongly support
2459	Strongly oppose	Strongly support	Strongly support
2460	Somewhat oppose	Strongly support	Somewhat support
2461	Strongly oppose	Somewhat oppose	Strongly support
2462	Strongly support	Strongly support	Strongly support
2463	Neither support nor oppose	Somewhat oppose	Somewhat oppose
2464	Strongly support	Strongly oppose	Neither support nor oppose
2465	Strongly oppose	Strongly oppose	Strongly oppose
2466	Strongly oppose	Strongly support	Somewhat oppose
2467	Strongly oppose	Strongly oppose	Strongly oppose

	W	X	Y
2468	Strongly support	Strongly support	Strongly support
2469	Strongly oppose	Strongly oppose	Strongly support
2470	Strongly support		Strongly oppose
2471	Strongly support	Strongly oppose	Strongly support
2472	Strongly oppose	Strongly oppose	Strongly oppose
2473	Neither support nor oppose	Somewhat support	Somewhat oppose
2474	Strongly oppose	Strongly support	Somewhat support
2475	Strongly support	Somewhat support	Strongly oppose
2476	Strongly oppose	Strongly oppose	Strongly support
2477	Strongly support	Don't know	Strongly oppose
2478	Strongly oppose	Strongly oppose	Strongly oppose
2479	Strongly support	Strongly oppose	Somewhat support
2480	Somewhat oppose	Strongly oppose	Somewhat oppose
2481	Somewhat oppose	Strongly support	Neither support nor oppose
2482	Strongly support	Strongly oppose	Somewhat oppose
2483	Strongly oppose	Strongly support	Neither support nor oppose
2484	Strongly support	Strongly support	Strongly support

	W	X	Y
2485	Somewhat support	Somewhat support	Strongly oppose
2486	Strongly oppose	Strongly oppose	Somewhat oppose
2487	Don't know	Somewhat support	Strongly support
2488	Strongly oppose	Somewhat oppose	Strongly oppose
2489	Strongly support	Somewhat oppose	Strongly support
2490	Neither support nor oppose	Neither support nor oppose	Strongly support
2491	Strongly support		Strongly support
2492	Strongly support	Strongly support	Neither support nor oppose
2493	Strongly support	Strongly oppose	Strongly support
2494	Somewhat support	Strongly support	Strongly support
2495	Strongly oppose	Strongly oppose	Strongly oppose
2496	Somewhat oppose	Strongly support	Neither support nor oppose
2497	Strongly oppose	Strongly oppose	Somewhat support
2498	Strongly support	Strongly support	Strongly support
2499	Somewhat support	Somewhat support	Strongly support
2500	Strongly oppose	Strongly oppose	Strongly oppose
2501	Strongly oppose	Strongly oppose	Strongly oppose
2502	Strongly support	Strongly oppose	Strongly support
2503	Strongly support	Strongly support	Strongly support
2504	Strongly oppose	Somewhat support	Strongly oppose
2505	Strongly oppose	Neither support nor oppose	Strongly oppose
2506	Strongly support	Somewhat oppose	Neither support nor oppose
2507	Strongly support	Strongly support	Somewhat support

	W	X	Y
2508	Strongly oppose	Somewhat support	Neither support nor oppose
2509	Somewhat support	Strongly support	Strongly support
2510	Strongly support	Strongly oppose	Strongly support
2511	Strongly oppose	Strongly oppose	Strongly oppose
2512	Strongly support	Strongly support	Strongly support
2513	Don't know	Strongly oppose	Strongly support
2514	Strongly support	Strongly oppose	Strongly support
2515	Strongly support	Strongly oppose	Strongly support
2516	Somewhat support	Strongly oppose	Strongly support
2517	Strongly support	Strongly oppose	Strongly support
2518	Strongly support	Strongly oppose	Strongly support
2519	Strongly support	Strongly oppose	Strongly support
2520	Somewhat support	Strongly oppose	Strongly support
2521	Strongly support	Strongly support	Strongly support
2522	Strongly oppose	Strongly oppose	Strongly oppose
2523	Strongly support	Strongly oppose	Strongly support
2524	Strongly oppose	Strongly support	Strongly support
2525	Somewhat oppose	Somewhat oppose	Neither support nor oppose
2526	Strongly support	Strongly oppose	Strongly support
2527	Strongly support	Strongly oppose	Strongly support
2528	Strongly support	Strongly oppose	Strongly support
2529	Strongly support	Strongly oppose	Strongly support
2530	Somewhat support	Somewhat support	Somewhat support
2531	Strongly support	Strongly oppose	Strongly support

	W	X	Y
2532	Strongly support	Strongly support	Strongly support
2533	Strongly support	Neither support nor oppose	Strongly support
2534	Strongly support	Strongly oppose	Strongly support
2535	Somewhat oppose	Strongly support	Strongly support
2536	Strongly support	Strongly support	Neither support nor oppose
2537	Somewhat oppose	Neither support nor oppose	Strongly support
2538	Strongly oppose	Strongly oppose	Strongly oppose
2539	Strongly support	Strongly oppose	Strongly support
2540	Strongly support	Strongly oppose	Strongly support
2541	Strongly support	Strongly oppose	Strongly support
2542	Strongly support	Strongly oppose	Strongly support
2543	Strongly support	Strongly oppose	Strongly support
2544	Strongly support	Strongly support	Strongly support
2545	Strongly support	Strongly oppose	Strongly support
2546	Strongly support	Strongly oppose	Strongly support

	W	X	Y
2547	Strongly oppose	Strongly support	Strongly support
2548	Strongly oppose	Strongly oppose	Strongly oppose
2549	Neither support nor oppose	Strongly support	Somewhat support
2550	Strongly support	Strongly oppose	Strongly support
2551	Strongly support	Strongly oppose	Strongly support
2552	Strongly support	Strongly oppose	Strongly support
2553	Strongly support	Strongly support	Strongly support
2554	Neither support nor oppose	Neither support nor oppose	Strongly support
2555	Strongly support	Strongly oppose	Strongly support
2556	Neither support nor oppose	Strongly support	Strongly support
2557	Strongly support	Strongly oppose	Strongly support
2558	Strongly support	Strongly oppose	Strongly support
2559	Strongly support	Somewhat oppose	Somewhat support
2560	Strongly support	Strongly oppose	Strongly support
2561	Strongly support	Strongly oppose	Strongly support
2562	Strongly support	Strongly oppose	Strongly support
2563	Strongly oppose	Strongly oppose	Strongly oppose
2564	Somewhat support	Somewhat oppose	Strongly support
2565	Strongly support	Neither support nor oppose	Strongly support
2566	Strongly support	Strongly oppose	Strongly support

	W	X	Y
2567	Strongly support	Strongly oppose	Strongly support
2568	Strongly support	Strongly oppose	Strongly support
2569	Strongly oppose	Strongly oppose	Strongly oppose
2570	Strongly oppose	Strongly oppose	Strongly support
2571	Strongly oppose	Somewhat oppose	Strongly support
2572	Somewhat support	Somewhat support	Strongly support
2573	Strongly oppose	Strongly oppose	Strongly support
2574	Strongly support	Strongly support	Strongly support
2575	Strongly oppose	Strongly oppose	Strongly support
2576	Strongly support	Strongly support	Strongly support
2577	Strongly support	Strongly oppose	Strongly support
2578	Strongly support	Strongly oppose	Strongly support
2579	Strongly support	Strongly oppose	Strongly support
2580	Strongly support	Strongly oppose	Strongly support
2581	Strongly support	Strongly support	Strongly support
2582	Somewhat support	Somewhat support	Strongly support
2583	Strongly support	Strongly oppose	Strongly support
2584	Strongly support	Strongly oppose	Strongly support
2585	Strongly support	Somewhat oppose	Strongly support
2586	Strongly support	Strongly support	Strongly support
2587	Strongly oppose	Strongly oppose	Don't know
2588	Strongly support	Strongly oppose	Strongly support
2589	Strongly support	Strongly oppose	Strongly support
2590	Strongly support	Strongly oppose	Strongly support
2591	Strongly support	Strongly oppose	Strongly support
2592	Strongly support	Strongly oppose	Strongly support
2593	Strongly support	Strongly oppose	Strongly support
2594	Strongly support	Strongly support	Strongly support
2595	Strongly support	Strongly support	Strongly support
2596	Neither support nor oppose	Neither support nor oppose	Somewhat support
2597	Strongly support	Strongly support	Strongly support

	W	X	Y
2598	Strongly support	Strongly oppose	Strongly support
2599	Strongly support	Strongly oppose	Strongly support
2600	Strongly support	Strongly oppose	Strongly support
2601	Strongly support	Strongly oppose	Strongly support
2602	Strongly support	Strongly oppose	Strongly support
2603	Strongly support	Strongly oppose	Strongly support
2604	Strongly support	Strongly oppose	Strongly support
2605	Strongly support	Strongly oppose	Strongly support
2606	Strongly support	Strongly oppose	Strongly support
2607	Strongly oppose	Strongly oppose	Somewhat support
2608	Strongly support	Somewhat oppose	Neither support nor oppose
2609	Strongly support	Strongly oppose	Strongly support
2610	Strongly support	Somewhat support	Somewhat oppose
2611	Strongly support	Strongly oppose	Strongly support
2612	Strongly support	Strongly support	Strongly support
2613	Strongly support	Strongly oppose	Strongly support
2614	Strongly support	Strongly support	Strongly support
2615	Strongly support	Don't know	Strongly support
2616	Strongly support	Strongly oppose	Strongly support
2617	Strongly support	Strongly oppose	Strongly support
2618	Strongly support	Strongly oppose	Strongly oppose
2619	Strongly support	Strongly oppose	Strongly support
2620	Somewhat oppose	Strongly support	Strongly support
2621	Strongly support	Strongly oppose	Strongly support
2622	Strongly support	Strongly oppose	Strongly support
2623	Strongly support	Strongly oppose	Strongly support
2624	Strongly support	Strongly oppose	Strongly support
2625	Strongly oppose	Strongly oppose	Strongly oppose
2626	Strongly support	Strongly oppose	Strongly support
2627	Somewhat support	Somewhat support	Somewhat support
2628	Strongly support	Strongly oppose	Strongly support
2629	Don't know	Don't know	Strongly support

	W	X	Y
2630	Strongly support	Strongly oppose	Strongly support
2631	Strongly support	Strongly oppose	Strongly support
2632	Strongly support	Strongly support	Strongly support
2633	Somewhat support	Strongly oppose	Strongly support
2634	Strongly support	Strongly oppose	Strongly support
2635	Strongly support	Strongly oppose	Strongly support
2636	Strongly oppose	Neither support nor oppose	Somewhat support
2637	Somewhat oppose	Somewhat oppose	Somewhat oppose
2638	Strongly support	Strongly support	Strongly support
2639	Somewhat oppose	Somewhat oppose	Somewhat support
2640	Strongly support	Strongly oppose	Strongly support
2641	Strongly support	Strongly oppose	Strongly support
2642	Strongly oppose	Strongly oppose	Strongly oppose
2643	Strongly oppose	Strongly oppose	Strongly oppose
2644	Strongly support	Strongly oppose	Strongly support
2645	Strongly support	Strongly support	Strongly support
2646	Neither support nor oppose	Strongly support	Strongly support
2647	Somewhat support	Somewhat support	Strongly support
2648	Strongly support	Strongly support	Strongly support
2649	Strongly support	Strongly oppose	Strongly support
2650	Strongly oppose	Strongly oppose	Strongly oppose
2651	Strongly support	Strongly oppose	Strongly support
2652	Strongly oppose	Somewhat support	Strongly oppose
2653	Somewhat oppose	Strongly support	Somewhat support
2654	Strongly support	Strongly oppose	Strongly support
2655	Strongly support	Strongly oppose	Don't know
2656	Strongly support	Strongly oppose	Strongly support
2657	Strongly support	Strongly oppose	Strongly support
2658	Somewhat support	Somewhat support	Strongly support
2659	Strongly support	Strongly oppose	Strongly support
2660	Somewhat support	Somewhat oppose	Strongly support
2661	Strongly oppose	Strongly oppose	Strongly support
2662	Strongly oppose	Strongly oppose	Strongly oppose
2663	Strongly support	Neither support nor oppose	Somewhat support
2664	Somewhat oppose	Strongly support	Strongly support

	W	X	Y
2665	Strongly support	Strongly oppose	Strongly support
2666	Somewhat support	Somewhat support	Somewhat support
2667	Strongly support	Somewhat support	Somewhat support
2668	Strongly support	Strongly oppose	Strongly support
2669	Strongly support	Strongly oppose	Strongly support
2670	Strongly support	Strongly oppose	Strongly support
2671	Somewhat oppose	Strongly support	Neither support nor oppose
2672	Strongly support	Strongly support	Strongly support
2673	Strongly oppose	Strongly support	Strongly oppose
2674	Strongly support	Strongly support	Strongly support
2675	Neither support nor oppose	Somewhat support	Strongly support
2676	Strongly support	Strongly oppose	Strongly support
2677	Strongly support	Strongly oppose	Strongly support
2678	Strongly support	Strongly support	Somewhat support
2679	Strongly support	Strongly oppose	Strongly support
2680	Strongly support	Strongly oppose	Strongly support
2681	Strongly support	Strongly oppose	Strongly support
2682	Strongly support	Strongly oppose	Strongly support
2683	Strongly support	Somewhat oppose	Strongly support

	W	X	Y
2684	Neither support nor oppose	Somewhat support	Somewhat support
2685	Strongly support	Strongly oppose	Strongly support
2686	Strongly support	Strongly oppose	Strongly support
2687	Strongly support	Strongly oppose	Strongly support
2688	Strongly support	Strongly support	Strongly oppose
2689	Strongly support	Strongly oppose	Strongly support
2690	Strongly oppose	Strongly oppose	Strongly oppose
2691	Somewhat support	Strongly oppose	Strongly support
2692	Strongly support	Strongly oppose	Strongly support
2693	Somewhat support	Somewhat oppose	Somewhat oppose
2694	Strongly support	Strongly oppose	Strongly support
2695	Strongly support	Strongly oppose	Strongly support
2696	Strongly support	Strongly oppose	Strongly support
2697	Strongly support	Strongly support	Strongly support
2698	Strongly support	Strongly oppose	Strongly support
2699	Strongly support	Strongly oppose	Strongly support
2700	Strongly support	Strongly support	Strongly support
2701	Somewhat support	Somewhat support	Strongly support
2702	Strongly support	Neither support nor oppose	Strongly support
2703	Strongly oppose	Strongly support	Somewhat support
2704	Strongly support	Strongly support	Strongly support
2705	Strongly support	Strongly support	Somewhat support
2706	Strongly support	Strongly oppose	Strongly support

	W	X	Y
2707	Strongly support	Strongly oppose	Strongly support
2708	Strongly support	Strongly oppose	Strongly support
2709	Strongly support	Strongly oppose	Strongly support
2710	Somewhat oppose	Somewhat support	Strongly support
2711	Strongly support	Somewhat oppose	Strongly support
2712	Strongly support	Strongly oppose	Strongly support
2713	Strongly oppose	Strongly oppose	Strongly support
2714	Strongly support	Strongly support	Strongly support
2715	Strongly support	Strongly oppose	Strongly support
2716	Neither support nor oppose	Strongly support	Strongly support
2717	Strongly oppose	Strongly oppose	Strongly support
2718	Strongly support	Strongly support	Strongly support
2719	Strongly support	Strongly oppose	Strongly support
2720	Somewhat oppose	Strongly support	Strongly support
2721	Strongly support	Strongly oppose	Strongly support
2722	Strongly support	Strongly oppose	Strongly support
2723	Somewhat support	Strongly oppose	Strongly support
2724	Strongly oppose	Strongly oppose	Somewhat oppose
2725	Strongly support	Strongly oppose	Strongly support
2726	Strongly support	Strongly support	Strongly support
2727	Strongly support	Strongly oppose	Strongly support

	W	X	Y
2728	Strongly support	Strongly oppose	Strongly support
2729	Strongly support	Strongly oppose	Strongly support
2730	Strongly oppose	Strongly oppose	Strongly support
2731	Strongly support	Strongly support	Strongly support
2732	Strongly support	Strongly oppose	Strongly support
2733	Strongly oppose	Strongly oppose	Strongly support
2734	Strongly support	Strongly oppose	Strongly support
2735	Strongly support	Strongly oppose	Strongly support
2736	Strongly support	Neither support nor oppose	Somewhat support
2737	Strongly support	Somewhat oppose	Strongly support
2738	Strongly support	Strongly support	Strongly support

	W	X	Y
2739	Strongly support	Strongly oppose	Strongly support
2740	Strongly support	Strongly oppose	Strongly support
2741	Strongly oppose	Strongly oppose	Strongly support
2742	Strongly support	Strongly support	Strongly support
2743	Strongly support	Strongly oppose	Strongly support
2744	Strongly support	Strongly oppose	Strongly support
2745	Somewhat oppose	Somewhat oppose	Somewhat oppose
2746	Neither support nor oppose	Strongly support	Strongly support
2747	Strongly oppose	Strongly oppose	Strongly support
2748	Strongly support	Strongly oppose	Strongly support
2749	Strongly oppose	Neither support nor oppose	Somewhat oppose
2750	Strongly support	Strongly oppose	Strongly support
2751	Somewhat support	Neither support nor oppose	Neither support nor oppose
2752	Somewhat support	Strongly support	Don't know
2753	Strongly support	Strongly oppose	Strongly support
2754	Somewhat support	Strongly oppose	Strongly support

	W	X	Y
2755	Strongly support	Strongly oppose	Strongly support
2756	Strongly support	Strongly oppose	Strongly support
2757	Somewhat support	Strongly support	Somewhat support
2758	Strongly support	Strongly oppose	Strongly support
2759	Strongly support	Strongly oppose	Strongly support
2760	Strongly support	Strongly support	Strongly support
2761	Somewhat oppose	Strongly oppose	Don't know
2762	Strongly oppose	Strongly oppose	Strongly support
2763	Strongly support	Strongly oppose	Strongly support

	W	X	Y
2764	Strongly support	Strongly oppose	Strongly support
2765	Strongly oppose	Strongly oppose	Strongly oppose
2766	Strongly support	Strongly oppose	Strongly support
2767	Strongly support	Strongly oppose	Strongly support
2768	Strongly support	Strongly oppose	Strongly support
2769	Strongly support	Strongly oppose	Strongly support

	W	X	Y
2770	Strongly support	Strongly oppose	Strongly support
2771	Strongly support	Strongly oppose	Strongly support
2772	Strongly support	Strongly support	Strongly support
2773	Strongly support	Strongly oppose	Strongly support
2774	Strongly support	Strongly oppose	Strongly support
2775	Strongly support	Strongly oppose	Strongly support
2776	Neither support nor oppose	Strongly support	Somewhat support
2777	Somewhat oppose	Neither support nor oppose	Somewhat support
2778	Strongly oppose	Somewhat oppose	Strongly support
2779	Strongly support	Strongly oppose	Strongly support
2780	Neither support nor oppose	Somewhat oppose	Somewhat support
2781	Neither support nor oppose	Neither support nor oppose	Somewhat support
2782	Strongly support	Strongly oppose	Strongly support
2783	Strongly support	Strongly oppose	Strongly support

	W	X	Y
2784	Strongly oppose	Strongly support	Somewhat support
2785	Strongly support	Strongly oppose	Strongly support
2786	Strongly oppose	Strongly oppose	Strongly support
2787	Strongly support	Strongly oppose	Strongly support
2788	Strongly support	Strongly support	Somewhat oppose
2789	Strongly support	Strongly oppose	Strongly support
2790	Strongly support	Strongly oppose	Strongly support
2791	Somewhat support	Strongly oppose	Somewhat support

	W	X	Y
2792	Strongly support	Strongly oppose	Strongly support
2793	Strongly support	Strongly oppose	Strongly support

	W	X	Y
2794	Strongly support	Strongly oppose	Strongly support
2795	Strongly support	Strongly oppose	Strongly support
2796	Strongly support	Strongly oppose	Don't know
2797	Strongly oppose	Strongly support	Strongly oppose
2798	Strongly support	Neither support nor oppose	Somewhat support
2799	Strongly support	Somewhat oppose	Strongly support
2800	Strongly support	Strongly oppose	Strongly support
2801	Strongly support	Strongly oppose	Strongly support
2802	Strongly support	Strongly oppose	Strongly support
2803	Strongly support	Strongly oppose	Strongly support
2804	Neither support nor oppose	Somewhat support	Somewhat support

	W	X	Y
2805	Strongly support	Strongly oppose	Strongly support
2806	Strongly support	Strongly oppose	Strongly support
2807	Strongly support	Strongly oppose	Strongly support
2808	Strongly support	Strongly oppose	Strongly support
2809	Strongly support	Strongly oppose	Strongly support
2810	Somewhat support	Strongly oppose	Somewhat support
2811	Neither support nor oppose	Strongly support	Somewhat support
2812	Strongly support	Strongly support	Strongly support
2813	Somewhat support	Somewhat support	Neither support nor oppose
2814	Strongly support	Somewhat oppose	Strongly support
2815	Strongly support		Strongly support
2816	Strongly support	Strongly oppose	Strongly support
2817	Strongly support	Somewhat oppose	Strongly support
2818	Strongly support	Strongly support	Strongly support
2819	Strongly support	Strongly support	Strongly support
2820	Strongly support	Strongly oppose	Strongly support
2821	Somewhat oppose	Somewhat support	Somewhat oppose
2822	Strongly support	Strongly oppose	Strongly support
2823	Strongly support	Strongly oppose	Strongly support
2824	Somewhat oppose	Strongly oppose	Don't know
2825	Strongly support	Strongly oppose	Strongly support

	W	X	Y
2826	Strongly support	Strongly oppose	Strongly support
2827	Strongly support	Strongly oppose	Strongly support
2828	Strongly support	Strongly support	Strongly support
2829	Strongly support	Strongly oppose	Strongly support
2830	Somewhat support	Neither support nor oppose	Strongly support
2831	Strongly support	Strongly oppose	Don't know
2832	Strongly support	Strongly oppose	Strongly support
2833	Strongly support		Strongly support
2834	Strongly support	Strongly support	Strongly support
2835	Strongly support	Strongly oppose	Strongly support
2836	Strongly oppose	Strongly oppose	Somewhat oppose
2837	Neither support nor oppose	Somewhat support	Somewhat support
2838	Strongly oppose	Strongly oppose	Strongly oppose
2839	Somewhat support	Somewhat support	Somewhat support
2840	Strongly support	Strongly support	Strongly support
2841	Strongly support	Strongly oppose	Strongly support
2842	Strongly oppose	Strongly support	Strongly support
2843	Strongly oppose	Strongly oppose	Strongly oppose
2844	Strongly oppose	Somewhat oppose	Somewhat oppose
2845	Strongly support	Strongly oppose	Strongly support

	W	X	Y
2846	Strongly support	Strongly oppose	Strongly support
2847	Strongly oppose	Strongly support	Strongly support
2848	Strongly support	Strongly oppose	Strongly support
2849	Strongly support	Strongly oppose	Neither support nor oppose
2850	Strongly oppose	Strongly oppose	Neither support nor oppose
2851	Strongly support	Strongly oppose	Strongly support
2852	Don't know	Somewhat support	Strongly support
2853	Strongly support	Strongly oppose	Strongly oppose
2854	Strongly support	Strongly support	Strongly support
2855	Strongly support	Strongly oppose	Strongly support
2856	Strongly oppose	Strongly oppose	Strongly support
2857	Strongly support	Strongly oppose	Strongly support
2858	Strongly support	Strongly oppose	Strongly support
2859	Strongly support	Strongly oppose	Strongly support
2860	Strongly oppose	Strongly oppose	Strongly oppose
2861	Strongly support	Strongly oppose	Strongly support
2862	Strongly support	Strongly support	Strongly support
2863	Strongly support	Strongly oppose	Strongly support
2864	Neither support nor oppose	Somewhat oppose	Neither support nor oppose
2865	Strongly support	Strongly oppose	Strongly support
2866	Strongly support	Strongly oppose	Strongly support
2867	Strongly support	Strongly oppose	Strongly support
2868	Strongly support	Strongly oppose	Strongly support
2869	Somewhat support	Somewhat support	Somewhat oppose
2870	Strongly support	Strongly support	Somewhat support
2871	Strongly oppose	Strongly oppose	Strongly support
2872	Strongly support	Neither support nor oppose	Strongly support
2873	Somewhat oppose	Somewhat oppose	Don't know
2874	Strongly oppose	Strongly oppose	Strongly oppose

	W	X	Y
2875	Strongly support	Strongly oppose	Strongly support
2876	Strongly oppose	Strongly oppose	Strongly oppose
2877	Strongly support	Strongly oppose	Strongly support
2878	Strongly oppose	Strongly oppose	Strongly oppose
2879	Strongly support	Strongly oppose	Strongly support
2880	Strongly oppose	Neither support nor oppose	Strongly support
2881	Strongly support	Strongly oppose	Strongly support
2882	Strongly support	Strongly oppose	Strongly support
2883	Strongly support	Strongly oppose	Strongly support
2884	Strongly support	Strongly oppose	Strongly support
2885	Strongly support	Strongly oppose	Strongly support
2886	Strongly support	Strongly oppose	Strongly support
2887	Strongly support	Strongly oppose	Strongly support
2888	Strongly support	Strongly oppose	Strongly support
2889	Somewhat oppose	Somewhat support	Somewhat support
2890	Somewhat support	Strongly oppose	Strongly support
2891	Strongly support	Strongly oppose	Strongly support
2892	Strongly support	Strongly oppose	Strongly support

	W	X	Y
2893	Somewhat support	Strongly support	Somewhat support
2894	Strongly support	Strongly oppose	Strongly support
2895	Somewhat oppose	Somewhat support	Somewhat oppose
2896	Strongly support	Strongly support	Somewhat support
2897	Strongly support	Strongly oppose	Strongly support
2898	Strongly support	Strongly oppose	Strongly support
2899	Strongly oppose	Strongly oppose	Strongly support
2900	Strongly support	Strongly oppose	Strongly support
2901	Strongly support	Somewhat oppose	Strongly support
2902	Strongly support	Strongly support	Strongly support
2903	Strongly oppose	Neither support nor oppose	Strongly support
2904	Strongly support	Strongly oppose	Strongly support
2905	Strongly support	Strongly oppose	Strongly support
2906	Somewhat support	Somewhat support	Strongly support
2907	Strongly support	Strongly support	Strongly support
2908	Strongly support	Strongly oppose	Strongly support
2909	Strongly oppose	Strongly oppose	Strongly support
2910	Strongly oppose	Strongly oppose	Strongly oppose
2911	Strongly oppose	Strongly oppose	Strongly oppose
2912	Neither support nor oppose	Strongly oppose	Strongly support
2913	Strongly support	Strongly oppose	Strongly support
2914	Strongly oppose	Strongly support	Strongly oppose
2915	Strongly oppose	Somewhat oppose	Strongly oppose
2916	Neither support nor oppose	Strongly support	Don't know
2917	Strongly oppose	Strongly oppose	Strongly oppose
2918	Strongly support	Strongly oppose	Strongly support
2919	Strongly oppose	Strongly oppose	Strongly support

	W	X	Y
2920	Strongly oppose	Strongly oppose	Somewhat support
2921	Strongly support	Strongly oppose	Strongly support
2922	Strongly support	Strongly oppose	Strongly support
2923	Strongly support	Strongly oppose	Strongly support
2924	Strongly support	Strongly support	Strongly support
2925	Somewhat support	Somewhat support	Somewhat support
2926	Strongly support	Strongly support	Strongly support
2927	Strongly support	Strongly oppose	Strongly support
2928	Strongly oppose	Strongly oppose	Strongly oppose
2929	Strongly support	Strongly oppose	Strongly support
2930	Don't know	Neither support nor oppose	Neither support nor oppose

	W	X	Y
2931	Strongly oppose	Strongly support	Strongly oppose
2932	Strongly support	Strongly oppose	Strongly support
2933	Strongly oppose	Strongly oppose	Strongly support
2934	Strongly support	Somewhat oppose	Strongly support
2935	Somewhat support	Somewhat support	Somewhat support
2936	Somewhat support	Somewhat support	Strongly support
2937	Somewhat support	Somewhat support	Somewhat support
2938	Strongly support	Strongly oppose	Strongly support
2939	Strongly support	Strongly oppose	Strongly support
2940	Strongly support	Strongly support	Somewhat oppose
2941	Strongly support	Strongly oppose	Strongly support
2942	Strongly support	Strongly oppose	Strongly support
2943	Strongly oppose	Strongly support	Somewhat support
2944	Strongly support	Strongly oppose	Strongly support
2945	Strongly oppose	Strongly oppose	Strongly support
2946	Strongly support	Strongly oppose	Strongly support
2947	Strongly support	Strongly oppose	Strongly support
2948	Strongly support	Strongly oppose	Strongly support
2949	Strongly support	Strongly oppose	Strongly support
2950	Strongly support	Strongly oppose	Strongly support
2951	Strongly support	Somewhat support	Strongly support
2952	Strongly support		Strongly support
2953	Strongly support	Strongly oppose	Strongly support
2954	Strongly support	Strongly oppose	Strongly support

	W	X	Y
2955	Strongly support	Strongly oppose	Strongly support
2956	Strongly oppose	Strongly support	Strongly support
2957	Strongly support	Somewhat support	Strongly support
2958	Somewhat support	Strongly oppose	Somewhat support
2959	Strongly support	Strongly oppose	Strongly support
2960	Strongly support	Strongly oppose	Strongly support
2961	Somewhat support	Strongly oppose	Strongly support
2962	Somewhat support	Somewhat support	Somewhat support
2963	Strongly support	Strongly oppose	Strongly support
2964	Strongly support	Strongly oppose	Strongly support

	W	X	Y
2965	Don't know	Don't know	Neither support nor oppose
2966	Strongly support	Strongly support	Strongly support
2967	Strongly oppose	Somewhat support	Somewhat support
2968	Strongly support	Strongly oppose	Strongly support
2969	Strongly support	Strongly oppose	Strongly support
2970	Strongly support	Strongly oppose	Strongly support
2971	Strongly support	Strongly oppose	Strongly support
2972	Strongly oppose	Strongly support	Strongly oppose
2973	Somewhat support	Somewhat support	Strongly oppose
2974	Strongly support	Strongly oppose	Strongly oppose
2975	Strongly support	Strongly oppose	Somewhat support
2976	Strongly support	Strongly oppose	Strongly support
2977	Strongly support	Somewhat support	Strongly support

	W	X	Y
2978	Strongly support	Strongly oppose	Strongly support
2979	Strongly support	Strongly oppose	Strongly support
2980	Strongly support	Strongly oppose	Strongly support
2981	Strongly support	Somewhat support	Neither support nor oppose
2982	Strongly support	Strongly oppose	Strongly support
2983	Strongly support	Strongly oppose	Strongly support
2984	Neither support nor oppose	Neither support nor oppose	Somewhat support
2985	Strongly oppose	Strongly oppose	Strongly support
2986	Neither support nor oppose	Strongly support	Strongly support
2987	Strongly oppose	Strongly oppose	Strongly support
2988	Strongly support	Strongly oppose	Strongly support
2989	Strongly support	Strongly oppose	Strongly support
2990	Strongly support	Strongly oppose	Strongly support
2991	Strongly support	Strongly oppose	Strongly support
2992	Strongly support	Strongly oppose	Strongly support

	W	X	Y
2993	Somewhat support	Strongly support	Strongly support
2994	Strongly support	Strongly oppose	Strongly oppose
2995	Strongly support	Strongly oppose	Strongly support
2996	Strongly oppose	Strongly support	Strongly support
2997	Strongly support	Strongly oppose	Strongly support
2998	Strongly support	Strongly oppose	Strongly support
2999	Strongly support	Strongly oppose	Strongly support
3000	Neither support nor oppose	Somewhat support	Strongly support
3001	Strongly support	Strongly oppose	Strongly support
3002	Somewhat support	Strongly oppose	Strongly support
3003	Strongly support	Strongly oppose	Strongly support
3004	Strongly support	Strongly support	Strongly support
3005	Strongly support	Somewhat oppose	Strongly support
3006	Strongly support	Strongly oppose	Strongly support
3007	Strongly oppose	Strongly oppose	Strongly support
3008	Strongly support	Strongly oppose	Strongly support
3009	Strongly support	Strongly oppose	Strongly support
3010	Strongly support		Strongly support
3011	Strongly support	Strongly oppose	Strongly support
3012	Somewhat oppose	Somewhat oppose	Strongly oppose
3013	Strongly support	Strongly support	Strongly support
3014	Somewhat support	Strongly support	Strongly support
3015	Strongly oppose	Somewhat support	Strongly oppose
3016	Strongly support	Somewhat oppose	Neither support nor oppose
3017	Strongly oppose	Strongly oppose	Strongly support
3018	Strongly oppose	Strongly oppose	Somewhat support
3019	Strongly support	Strongly oppose	Strongly support

	W	X	Y
3020	Strongly support	Neither support nor oppose	Strongly support
3021	Neither support nor oppose	Neither support nor oppose	Somewhat support

	W	X	Y
3022	Strongly support	Strongly support	Somewhat support
3023	Strongly support	Somewhat support	Strongly oppose

	W	X	Y
3024	Strongly support	Strongly support	Somewhat support
3025	Strongly support	Neither support nor oppose	Strongly support
3026	Strongly support	Somewhat support	Strongly support
3027	Strongly oppose	Somewhat support	Somewhat oppose

	Z	AA
1	Q11.a	Q11.b
2	Rule out business as usual	Rule out voluntary partnerships
3	We have been operating for over 25 years, with the hard work of our director, for all his efforts just to be taken off him. As an operator, we use our more profitable journeys to balance off the not viable journeys to ensure we provide the service.	
4	No serious attempt has been made to positively engage or listen to bus operators about the challenge of delivering services. Road congestion, not control or ownership, is the biggest barrier to improving bus services in the region.	Same reason as above.
5		
6		
7		
8		
9		
10		
11	Currently First Bus provide a very poor and over priced service in my area	Partnership should not be optional
12	because Buses should be run for the Community as a Public Service.	
13	The 'business as usual' model is predicated on a snapshot. This only projects forward the snapshot where many, many factors have caused the decline. Not all the fault of private transport operators (easy and cheap car purchase, car parking, lack of bus priority etc)	SPT previously chaired a Glasgow Statutory Quality Partnership (SQP). Whilst transport companies were obliged to make improvements to products etc, very little 'quid pro quo' was experienced due to SPT failure and no confidence can be taken from this continuation.
14		
15	terrible fractured at present	cant do this, services will just get worse
16		
17	There are no buses near my home, requiring me to walk almost to my nearest town to get one making the journey pointless. There is no regular service to Glasgow my nearest city from Troon.	Voluntary sounds too flexible
18		
19	Current arrangements clearly aren't working and bus services continue to decline. Less frequent and unreliable services, higher fares and poor live information can only lead to a downward spiral.	Bus companies will always put their own profits first, and unless compelled to co-operate will pick and choose what suits them leaving SPT to fill in the gaps as at present.

	Z	AA
20		
21		
22	Current service is poor, expensive and there is no incentive for current commercial operators to improve it	Can't see how this would make much difference as commercial operators need to make a profit.
23		
24	Existing bus services fail to serve our community.	I have been trying to persuade existing bus operators to serve our community without success.
25		
26	The industry cannot continue to function in its current state.	I just don't feel this would work
27	Business as usual has failed	Voluntary partnerships have been tried and failed in the past
28	The current bus service run by First is absolutely shocking. It is completely unreliable.	
29		
30	Business as usual had led to short journeys (southside to city center etc to cost more than a return on the train)	Where is the stick and where is the impetus for innovation and improvement
31		
32	The current quality of bus services leaves significant room for improvement	Private bus operators will not make significant enough changes unless obligated to
33	This model has failed as evidenced by the continued decline of patronage	This model is far too weak in locking in operators to deliver change
34		
35		
36		
37		
38		
39	It's not working now	Too easy for companies to opt out
40	It's evidently not working	Not strong enough
41	Impossible to find out information on which company goes where and at what time. It's chaos and that's why people don't use the bus	Bus companies will just withdraw if they don't think it's of benefit to them. Partnership in competitive businesses will never work
42	We need a change	voluntary could lead to no change
43	The current model is failing passengers everyday.	
44	It's clear not working either in the urban parts of Strathclyde (expensive services causing congestion in some places and no services in others) or the rural area (affordable but poor/unusable/non-existent bus services)	These have been tried but clearly aren't working. We need a stick otherwise bus operators won't take any notice, particularly larger ones with corporate/overseas shareholders. Maybe more effective with smaller family firms but not clear cut.

	Z	AA
45	The bus services in Glasgow are in no way fit for purpose. They are infrequent, overcrowded on popular routes as a result and far too expensive.	
46		
47		
48		
49	this will result in no changes or improvements	It is not in the interests of private businesses to provide high quality public transit, and therefore any voluntary partnership is likely to only serve the needs of shareholders, Not the public.
50		
51	This would lead to continuing deterioration of the current services	I cannot see them working to the benefit of the travelling public. They would not give SPT sufficient power to bring about improvements
52		
53		
54		
55	certain operators should no longer be allowed carte blanche to remove services at will	
56		Do not support - no certainty of outcomes
57	Something has to change as disabled people are struggling to use buses, especially power chair users who aren't allowed on buses at the moment	We shouldn't have to rely on volunteers it should be operating on a commercial basis
58		
59	The private bus companies of Glasgow are a disgrace. Highest fares in the UK, worst service. No incentive to make anything better for passengers. It's mortifying.	
60		
61		
62		

	Z	AA
63		
64		
65	I have seen a steady deterioration in the level of bus service on my route. In particular, there are less frequent buses. One an hour at off-peak times is not adequate.	The current system is not working, and I cannot see what incentive there would be to bus companies running loss-making routes on a voluntary basis.
66		
67	Levels of service provided under BAU is ridiculously bad for such a large city as Glasgow.	
68		
69	Business as usual is not providing the services we require. Often at night I have waited for buses that don't show up etc.	
70		
71	Status quo is horrible	Voluntary with businesses never works
72		
73	Profit only focus on high frequency corridors. Social need does not come in to consideration.	A way to try and maintain the status quo by investing in buses, training etc. not solving the problems at hand.
74	My local service can be nightmare where as the SPT contracted route that runs along side it is often more reliable	
75		
76	currently very poor rural service	
77	Expensive, unreliable, rubbish	No reason to believe the operator will improve
78		
79	Current fares are too expensive and don't contribute to making public transport the most convenient choice for many people - it is especially important as we are facing a climate crisis and the transport sector has to tend towards decarbonisation	
80	Bus service in our area is terrible	Strongly support
81	That would only mean further decline.	Same as above, as the companies still would put profit before customer service.
82		
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88		

	Z	AA
89	This is most important to get rid of. The Glasgow busses are very poor in comparison to places like Edinburgh or further afield in the Netherlands. The rampant price gouging that first, mcgills and stagecoach participate in is extremely detrimental to the city.	
90	I strongly support ruling out Business As Usual. I am a regular bus user. I don't drive, due to a history of epilepsy in childhood. I'm all too aware that fares have been rising and bus services have been steadily cut over the years. As an example, the Monday to Friday daytime service level where I used to live (Carnwadric in Glasgow) is now the the same as what the Sunday evening service level was in 1992. Where I live now (Petersburn in Airdrie) has seen service levels reduced in the 7 years that I have lived here, whilst fares have risen. Business as usual is also damaging Glasgow's night time economy as the bus frequencies on some routes put people off using them.	I support ruling out voluntary partnerships, as I think a legally enforceable agreement will be necessary.
91	It's not working for residents	They need to be enforceable
92		
93		
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95		
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98		
99	Services cannot continue as they are. Some operators are pulling services that they deem not profitable but charging more when deemed as an essential service which is then tendered, outcome is that service continues after an outcry and operators get tax payer subsidised routes	If this was an option is would already be happening. We currently have partnerships in place and they don't make much headway on the ground for service users as they are only voluntry - people get tired of talking shops
100		
101	Glasgow currently has, compared to the national level, very high bus fees. Additionally, it is impossible to transfer between bus lines belonging to different companies in a way that is affordable, e.g. there is no day/week price cap. Additionally first bus, which operates the majority of bus lines, has a system where majority of the bus lines always go through the city centre of Glasgow. This can very often be inefficient if we do not seek to go through the centre but for instance want to go from Finnieston to Maryhill.	
102		
103	Greater Glasgow busses (and wider public transport network) offer zero integration and there costs users dearly for poor service	
104		
105	Privatisation hasn't worked.	Not stringent enough
106		
107		
108		
109	Your bias shows strongly in your form, but I agree this is a rubbish option.	Too easy for blame to be spread around, and no improvements made.
110	Will not change anything	Will change very little
111		

	Z	AA
112		
113	Eliminates competition	These are very successful in rural areas like mine. Continued failure to provide adequate transport may require communities to set these up. I oppose these not being an option.
114	The system in place is irrevocably broken.	The companies involved would not comply with any improvement measures voluntarily.
115		
116		
117	BAU has failed bus users like me	Bus operators have effectively been doing this already and it's failed
118		
119	The current system is broken and in urgent need to significant reform.	This puts far too much power in the hands of bus operators, with SPT and local communities left to pick up the pieces when things go wrong.
120		
121	Fares are too expensive, no integrated ticketing, timetables are unreliable, especially in the evening. I almost exclusively use First Bus routes	There should be a greater degree of control over determining fares, routes and timetables
122		
123		
124		
125	Services are run for profit, not for the benefit of passengers	Half way house, still allows too much control by profit-making businesses.
126		
127		
128		
129	The current status quo is untenable from a climate change perspective and also travel perspective	These are positive things
130	I find the questions heavily skewed with 'rule out' and 'take forward' being used to influence the respondents to this survey.	
131		
132	Simply not working well enough	I believe that there are still possibilities for this - with the fallback/threat that BSIP's could be brought in if voluntary partnerships are not working.
133	So many obstacles are currently present, and are widely identified and accepted. Therefore, change is required.	Anything voluntary does not yield a strong enough response or change.

	Z	AA
134		
135		
136		
137	Need to look to improve the service by making a change	Not sure about this, sounds good but worry it might not work well
138	My nearest bus no longer links to my nearest train station and sports centre. Another longer bus takes a longer travel time to connect with nearest main intercity bus route and large shopping centre.	Bus companies only interested in individual route profitability.
139		
140		
141		
142	The no 49 bus now passes an ever expanding retail park with shops that have only recently mooned in the past 6 months you cannot expect that to be a fair judgement on your previous survey of this bus route and no ?	If it means there will be a bus service then use the franchise and voluntary services
143		
144		
145		
146	It clearly is not working! Very difficult to plan journeys which involve multiple service-providers - individual tickets required, timetables do not align, especially tricky for those who only use buses intermittently.	
147	Rural bus transport is haphazard	Voluntary would be just that-voluntary
148		
149		
150		
151	Business as usual has completely failed our local area with a degradation of services over several years.	Communities have no faith in the existing bus companies and would not trust them to provide services in any form of voluntary partnership.
152		
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	Z	AA
159	Buses are cancelled to much	
160	It is infrequent, many areas are poorly served, it is unreliable, it is profit-driven by private companies and profit is the principal aim.	This gives too much power to the large operators such as FirstBus, Stagecoach and McGill's.
161		
162		
163	It really isn't working currently. There have been so many times I have waited for a bus for it to never show up and it is frustrating when you rely on it to get anywhere. I am also late to uni almost every day because of the buses showing up so late, I can get an earlier one but why can't they actually be on time? This has made me want to get a car instead.	It just doesn't sound like enough would change or able to enforce it.
164		
165		
166	It's not working	
167		
168	Current service is not working	Bus companies can't be trusted. They are crooks and criminals.
169	We have restricted routes at present	
170		
171		
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176		
177	The bus system is not great. Too many cancellations and under investment in technology.	At this point in time, relying in goodwill won't work.
178		
179		
180		
181	Ticket prices are too expensive	
182	It's not working - prices are too high and some routes too slow	
183		
184	NA	
185	The current services are an expensive joke and prevent Glasgow being taken seriously as a global city. There are no integrated tickets available for all companies/transport modes, there is no cap of daily charge, and night services basically don't exist.	These will just be co-opted and abused by the private companies.

	Z	AA
186	The current relative lack of regulation leads to several anomalies. For example, concession fares are currently based on a proportion of the single fare, so several bus companies (including McGill's Buses) have increased single fares substantially, beyond even a return or all day ticket), so that customers paying their own fair buy the return/all-day while claiming more money from the taxpayer. This is a flagrant abuse of the system that cannot be allowed to continue under the current model.	Voluntary partnerships are inherently unstable, and liable to route changes or diversions.
187		
188	The existing services are an embarrassment to our country and rip off the public for sub standard unreliable service	The bus companies cannot be trusted
189	Oppose since the buses are overpriced and are very mixed if they are on time or not.	
190		
191		
192		
193		
194		
195		
196		
197	Because it's not working	As above
198	Nothing will change	
199	Services generally are poot, with certain areas seeing one bus company hold a monopoly.	Would rather see something that is enforceable
200	Currently it doesn't work	It'll just look like the current system
201	Business as usual doesnt meet the aspirations of bus users. Timetables are based on the needs of the operators rather than where passenger flows exist, this leads to interconnectivity with other services being lost. The decline in usage is partly a result of not amending current provision to service new traffic flows. eg Clydesdale has a major employer in Carnwath and a railhead at Carstairs neither of which are possible destinations from Quothquan and Thankerton as buses do not operate on this route. There are answers which seem to fall on deaf ears.	This one has caused us much thought, mainly because the voluntary agreements to improve services in Glasgow have been tried but don't seem to have worked.
202	Yes	Yes
203	there are multiple services labeled "3" which go from the same stop to different locations	first and McGill's will oppose anything that does not make them as much profit as possible, therefore they cannot be relied upon to do this voluntarily
204		
205	The current situation isn't working - buses are unreliable, the timetables are limited and in reality, buses are frequently late or do not appear. The choice of routes is also extremely limited and short journeys are convoluted, involve multiple changes and take a long time.	Voluntary partnerships mean that agreements made with bus companies cannot be enforced - they are unlikely to deliver on agreements out of goodwill.
206	Something has to change!	

	Z	AA
207		
208		
209		
210		
211	Status quo is untenable. Fares are higher than anywhere else in UK and the service is unreliable and doesn't help those who have to get to work early or live in the outskirts. Needs to be run for all.	As it has no legal basis, sounds like it would be difficult to manage so that SPT could be in control and get reforms done.
212	Current system is clearly a failure. Critical infrastructure should not be run for profit, rather it should be run in the best interest of the people it serves.	
213		
214	The current bus service in Strathclyde is poor and confusing to navigate	The current crop of private bus companies operating in the Strathclyde region have failed to provide a good service
215	Support because unreasonably high fares and poor reliability	
216		
217		
218		
219		
220	Bus operators are failing glasgow	Bus operators won't do what is best for the people of Glasgow voluntarily. All about profit
221		
222	The current services cannot be allowed to continue with falling usership while increasing fares. Business as usual will continue this decline.	
223		
224		
225		
226		
227	Business as usual isn't working, the bus companies run a terrible service that cost too much money to use.	The bus companies don't have the public interest at heart - it's all about making profit, which means they'll only volunteer to do something that might make them more money. This sort of thing usually ends up with the public paying more for less.
228	The bus service is so expensive that although I would like to use it, it is much cheaper for me to drive, so hard to justify the extra expense	I can't imagine any major change when private companies are still in charge
229	It obviously doesn't work.	It doesn't go far enough and having organisations which do not share our objectives working in a voluntary fashion will not work.

	Z	AA
230	It has failed, and fares are extortionate	Cannot work. Greed will trump the greater good
231	It's not working, and is getting worse	Still very commercial, and existing operators have proven themselves incapable.
232		
233	It isn't working - bus routes are non existent in some areas	
234	The current system does not work as operators are free to chose their routes and service levels as they please, rather than basing them on the needs of passengers. This leads to some services being run with inadequate frequency, as well as confusion to passengers with different providers using the same route number for different routes. The lack of integrated ticketing (other than ZoneCard) is a major frustration for residents and a source of confusion for visitors from outside the UK (other than London).	I believe that these have been largely ineffectual and are better replaced with regulatory initiatives.
235	Because we need change! First bus is an example of why it would not work. Business as usual needs to stop!	This is a step in the right direction. Allowing for some roles to be b put in place.
236	Top priority. The current operators in Glasgow in particular offer a meagre service that is extremely unreliable and excessively expensive.	There should be a singular bus operator nationally.
237	It doesn't work in the current form and operators cannot be trusted to put customer's needs above their shareholders'	
238	What we currently have is awful, expensive, and confusing, e.g. with different companies operating different routes with the same number. This caught me out multiple times shortly after moving here.	If the existing system only needed vague sentiment to improve, it would have happened already.
239	Because rural areas do not get a bus service because it is not cost effective to run. Unreliability causes fall in passengers which in turn causes falling viability. Instead of trying to find ways to increase passenger use, companies choose to cut services which in turn causes less passengers and so on.	I don't really understand what this is.
240	First Bus and McGills do not properly service the city, they charge extortionate fares and cancel key services in the name of increasing profit, it has to end.	As above.
241		
242		
243		
244	Something needs to change to give a decent bus service	
245	It's currently a system that only serves to boost company profits. It does not work as a service for the people.	The bus companies are not interested in doing anything that could impact their profits, this won't work.
246		
247	Support due to ongoing price hikes of by current bus providers that are limiting transport options for many residents.	
248		
249	Bus services are terrible at the moment	
250		
251		
252	I do not believe service or fares will improve with this system	I do not believe service or fares will improve with this system

	Z	AA
253		
254	My current bus runs once an hour and cost more than driving and it doesn't run late enough or early enough for anyone wanting to use it as part of their commute so it loses a lot of its functionality.	
255		
256		
257	What we're seeing with prices increasing and quality of service decreasing shows that this cannot continue as 'BAU'	Similar to above (Rule out business as usual)
258	Bus service in Glasgow are one of the worst I have experienced in a larger European city	
259	First bus are not reliable and are too expensive. They prefer to operate on profitable routes like those on a school run.	Cannot rely on private businesses to join scheme when funding runs out. They have too much subsidies already.
260	A free market is important for a functioning society to grow and not stagnate.	I neither support or oppose this.
261		
262	Obviously not working	Too likely to only want to run most profitable areas
263	The current model doesn't work for customers. Declining service and terrible fares.	A voluntary agreement gives too much freedom to the current operators, for them this may as well be business as usual
264	Cannot continue as current operators do not have consumer interests at heart.	
265		
266		
267	I support this due to the current issues regarding bus transport in Glasgow, as someone in the Southside the issues go far beyond the cost for tickets and the frequent lateness of buses. The larger issue is not having a bus company that's working within the council, able to share and collate data together to target areas that need improvement.	I support ruling this out as it feels that it would be a plaster over a wound, it would perhaps see some instant changes, as the private bus companies start to worry about progress away from them, however these changes would not last long.
268		
269	Buses should be owned and run by the local council area, these questions are atrociously worded in a way to make it very difficult to understand what answer makes it clear buses should not be run privately as a for-profit system like we're currently experiencing. My opinion is that the buses should be run in the same way as Lothian Buses	Buses should be owned and run by the local council area, these questions are atrociously worded in a way to make it very difficult to understand what answer makes it clear buses should not be run privately as a for-profit system like we're currently experiencing. My opinion is that the buses should be run in the same way as Lothian Buses
270		
271		
272	Current system doesn't work for where I live	No sanction if it doesn't work
273		

	Z	AA
274		
275	The current system has allowed prices to become wildly expensive and when compared with Transport for Edinburgh Glasgow and the rest of Strathclyde has been left woefully behind. This is not to say I can see operstors such as first and mcgills making big investments in fleet for instance. I do believe SPT have been poor aswell in terms of having good bus stop information screens etc that work. The bus operstors in the west also have never been good at installing bus stopping information.	I support this but the current relationship between SPT and operator's seems to be very toxic if you review what is being exchanged in the media or between politicians and operators.
276		
277		
278	It's obviously not working.	Expecting the same businesses that currently run a failing bud network to cooperate on a voluntary basis is foolish.
279		
280		
281	The present state of bus transport in the greater Glasgow area is unacceptable. As a society we should be encouraging people to use public transport rather than personal vehicles to help fight climate change and reduce unnecessary traffic. The present offering of bus travel is expensive, unreliable and prioritises the whims of private companies over the public good. An important example of the failure of the current system which is particularly relevant for me personally is the withdrawal of the X1 service between Hamilton and centre. This service was absolutely vital for me as a student commuting from my home in Hamilton to my university campus in a reasonable time period. This service was also used by many other students, Nurses at the Glasgow royal infirmary and other key workers. This service was a great benefit to the community of Hamilton, especially to people on lower incomes who lived far from train stations and required a cheap, quick and reliable way to commute to the city centre. This service was unfortunately withdrawn by First bus during the pandemic, using a fall in usage as an excuse. This was despite the fact that the bus was typically fully occupied during peak hours. It seems that no compromises such as reduced frequency of services during off peak hours were even considered. The other services travelling into the city centre from Hamilton take far longer, and this will have had a negative impact on the viability of commuting to the city centre with knock on effects to the economy and public good.	The bus companies presently active in the area have repeatedly demonstrated their unwillingness to provide a service which meets the standards required by the public. They have displayed contempt for the idea that public transport is a necessary service and not merely a vehicle for them to extract profit. Given this attitude, voluntary partnership would be utterly futile. These companies must be legally compelled to provide an adequate level of service.
282		
283		
284	For profit	For profit
285	We live in a rural area within Glasgow served by one bus (31). It is unreliable and run by three operators. There are no other public transprt options	Voluntary partnerships are non-binding
286		
287	The current operation is not working on many routes for the local areas, and does not encourage greater use of public transport	This proposal is only tinkering with the current situation and although maybe a better option a municipal operation is the ultimate solution
288		

	Z	AA
289		
290	Limited bus services already and seen plans to reduce again, no late night services, no competition for pricing	
291	Just not an option. Issues re routes, fares and timetables are well known since de regulation	Will become talking shops and nothing changes
292		
293		
294		
295	Bus services are very poor (often over-crowded, not regular enough, are too dear and connections are poor).	I don't trust the private operators. They've had an opportunity to improve simple things like fare structure. A relatively short journey which requires a change necessitates an all-day ticket.
296	Bus fares are going up and mcgills are cutting routes left, right, and centre.	
297		
298	The status quo is unacceptable. Service provision has been reduced, yet fares have skyrocketed in real terms. A free market model only works when one or two companies do not possess sufficient resources to strangle any competition. McGills in particular have acted reprehensibly, and destroyed any competition on many routes in Glasgow and the west.	The actions of operators in recent times show that they cannot be trusted to act in the common good of their own volition. It is imperative that if private operators are to remain part of how we operate buses, that there are mechanisms to drive performance, quality and cost efficiency that don't simply fall down to hoping that companies beholden to shareholders or owners do what's best for the public out of the "kindness of their hearts".
299	The system needs a complete overhaul so staying as is should not even be on the table	No accountability here
300		
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303	Services are provide only for profit not for community needs	
304		
305	Do what Lothian Buses do	Do what Lothian Buses do
306		
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311	What we have now is beyond pathetic, it has to change.	
312	The state of the buses is shocking. Money out to shareholders over improving passenger service. Typical private company race to the bottom! Public services should be public.	
313	Stagecoach monopoly	
314		
315	It's not working	They can work but need oversight

	Z	AA
316		
317		
318	The current system does not work for the people of Glasgow. There are fundamental issues with the bus networks that need to be sorted by a centralised, well-planned and all-encompassing planning authority.	I oppose as this would be a continuation of the old system and would not have the overreaching changes that are needed to improve transportation for citizens.
319	The incumbent bus operators have been allowed to cut back on services & increase prices in an unfettered fashion. Their services are abysmal, late, missing and dangerously unreliable.	The incumbent bus operators have been allowed to cut back on services & increase prices in an unfettered fashion. Their services are abysmal, late, missing and dangerously unreliable
320		
321	expensive, not fit for purpose	bus companies not trusted to improve, not enough
322		
323		
324	Strongly agree- The monopoly of the bus companies are causing the problems No competition and customers taken for granted.	It sounds better than the current system but I still think it should be brought back not the publics hands
325		
326	Current system isn't working	Companies will put profit before passengers, will only opt in if it suits them
327	First Bus and Mcgills have too much monopoly,	No legal framework
328		
329	Things are terrible as they are. Business as usual means continuing to be terrible. The private operators are congenitally unable to deliver even the bare-arsed minimum of what could in the most charitable interpretation be described as an acceptable service. The most simple minimums such as integrated system wide ticketing have been proven to be absolutely and fundamentally beyond them. They clearly have no place whatsoever being involved in the planning of the system of bus routes or the ticketing system, which must obviously be fully centralised, integrated and "Londonised" immediately. Ideally they would have no place provision of bus services whatsoever, given the damage that their "services" have already done to the very fabric of this city over these past decades. However, should they be able to run a franchised service, (with all strategic control of routes, ticketing, branding etc reserved, as is the case in London), their continuing association with the bus network can be tolerated (with the greatest possible reluctance) as long as it is statutorily necessary to operate a tendered franchise system, subject to their ability to provide the neccessary level of basic operational service, while outbidding their private competitors, as well as the municipal bus operator. Frankly, the option of "business as usual" should by rights never have even been considered.	Voluntary partnerships do not solve the problem, fundamentally cannot solve the problem, and involve partnership with the organisations that ARE the problem. Just like "business as usual", these "partnerships" should never have even been considered.
330	This system just does not work. We need an integrated system with much more clarity of timetables and an integrated system of payment linking buses and trains. Most bus stops in my area have no electronic timetable signs making it very difficult to determine when buses are due. Not everyone has access to mobile phones etc, specially the elderly.	
331	Current service is rotten	Not enough scope to improve
332		
333		

	Z	AA
334	Improvements need to be made	Public sector organisation are ineffective ,bureaucratic nonsense who should never be involved in commercial and profitable decision making processes. ,
335		
336	The present bus company are not delivering a good stanard of service to the public	Dont think this would help
337	Private companies being the only option for public bus use means higher prices and no recourse for poor service.	Private companies cannot be relied upon to adhere to voluntary measures - their main priority is profit and research has shown voluntary measures do not work.
338	The current system has failed, as you have acknowledged. Business as usual should be consigned to the past.	I am a bit confused why you say they are not legally binding. A partnership is a contract of two or more voluntary parties so as a matter of contract law, the agreements are enforceable. In any event, this is not becoming of a regulator. You should not be engaging in partnerships, you should be regulating a franchise. Voluntary partnerships are, simply, a waste of time.
339	Business as usual is not providing customers with value for money or services which provide a meaningful impact	This may or may not work, I would need more info
340	The service of private operators has been poor and overpriced	Still gives private operators too much scope to continue to provide a poor service with the only interest being profit
341	Bus operators should be allowed to run their own services without SPT changing them	
342		
343		
344	Business as usual has been proven not to work for Glasgow. The proposed withdrawal of night bus services and the reduction of evening or less profitable services being just a few examples.	The current operators have shown that they will put profit before service. Public transport is an essential service and there needs to be more control on how this is provided.
345	Public sector (incl. SPT) have been hugely responsible for reduction in passenger journeys. Road speeds have reduced and therefore journey times increased for buses due to interference in the road network including nonsense schemes to improve experience for the minority at the expense of the most widely used form of public transport e.g. it takes 40 seconds to walk across George square from North Hannover street to St Vincent place, yet because of pedestrianisation of three parallel roads it now takes EVERY bus out of Buchanan Street bus station heading into central Glasgow at least 5mins to do the same journey! That is happening all over Glasgow	SPT has done absolutely nothing to improve journey times, so historically it has been a one sided voluntary partnership, so voluntary partnership could work if the public sector held up their end of the bargain
346	The current bus network is a mess with infrequent services and high ticket prices. This is unlikely to be improved so this should be ruled out.	It is a step in the right direction however more control should be given to a government organisation.

	Z	AA
347		
348		
349	McGills buses have withdrawn evening services in some of Inverclyde's poorest areas. The current model isn't working.	
350	As a rural dweller this has almost left us without a bus	Voluntary partnerships are just that and rely on goid eill
351		
352	Business as usual is failing, and has been for years.	Anything voluntary for a business won't happen. Capitalism and lack of consequences ensure that.
353		
354	It's failing miserably. It must change.	These don't work.
355	The buses are shite so business as usual is a joke	Who knows, you've got all these convoluted terms to describe maybe running a bus
356	The current system doesn't work	Private companies can't be trusted to deliver in the publics best interests
357	Forever putting up prices and terribly unreliable. Not accountability and no competition is many areas so there is no area for wanting to provide a better service.	I don't rule out. We may be able to have free city centre like other cities. Especially using our already high tax's to provide this.
358	The bus service as it exists in Glasgow is unreliable and expensive	Partnerships should be statutory
359		
360		
361	It obviously isnt working. The only people who benefit ate the bus companies	The bus companies have shown no desire to co-operate on any voluntary basis
362	this is so discounted some won't take SPT zone cards	
363	If the service is in long term decline, then you can't just carry on regardless	
364	This has been proven to be unsatisfactory.	This will provide only minimal improvements.
365		
366	It is obvious the current system does not work - the buses are unreliable, routes are declining, and prices are higher than other cities.	The current state of affairs makes me strongly doubtful voluntary partnerships can really change anything.

	Z	AA
367	I don't support it because the private bus operators will just make it absolutely worse and will make passengers lives worse and could cause more congestion with more people buying cars.	I don't support this because it will be just an agreement with the private bus companies they will make out they wanna improve the buses and services and will just cut more routes and make the fares go even higher than before and Glasgow will lag down hill.
368		
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370	It is simply not working. Private companies are making profits, while offering an ever worsening service.	There would always be the possibility / probability of companies reneging
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373	It is presently providing a thoroughly inadequate service which is fueling the decline in bus use, due to poor timetabling and general unreliability	They are likely to be toothless and ineffective
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377	It's comprehensively failed passengers by prioritising shareholder profit.	Because in practice it leaves the balance of power with the bus company whose priority is profit, not a viable bus service with the greater economic benefits that brings to the area.
378		
379	Commercial business models are not fit for running essential public services and building future-focused infrastructure that supports principles of equality and fairness across all citizens. The 'choice' in the open market leads to increased costs for service users using multiple service providers in the same day within the same city.	This option allows more control for public benefit but still basis the needs of service provision one a profit model rather than citizen equality focus.
380	I oppose this as bus services are not competitive with rail services in terms of time often taken for travelling (especially at rush hour), and are not competitive in terms of pricing if peak fares are permanently removed	I oppose this as don't think they are sustainable options as they rely on volunteers
381		
382	Not night bus in my area	Not binding
383	As a user of Glasgow's public transport system for eight years, the bus network is the weakest part by far. Service standards and costs are outrageous.	Partnerships with existing operators will keep the network disjointed and piecemeal

	Z	AA
384	I strongly support this as things cannot continue the way they are. Bus services in and around Glasgow are unreliable and are operated by several different companies with different ticket pricing. The multi-operator Tripper ticket that has recently been implemented is a step in the right direction, but it's still quite expensive and some drivers seem to be resistant to change, aren't aware of it or even pretend that they don't know what it is despite having posters for it inside the bus they are driving. I've even had difficulties explaining it when the QR code on the ticket scans successfully on their ticket reader.	
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388	The current system, as the consultation document itself notes, has utterly failed and must not be an option at all.	Voluntary measures will clearly be insufficient to deliver any meaningful change, given that the commercial motivations of private operators are effectively completely at odds with the public service ethos required of the bus network.
389	Nationalise the bus services	Nationalise the bus services
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396	It's not working, very expensive and results in a poor service	Needs must if you don't get funding for municipal
397	Contractors do not meet frequencies or cover commitments	Would be even worse
398	not necessarily run for the benefit of passengers as profit is the driving motive	
399	Bus network isn't currently fit for purpose and must change	Private companies will always have shareholder interests first which might conflict with levels of bus provision required
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	Z	AA
405	We can't continue with the extremely poor buses in Glasgow - too expensive, confusing, unreliable, nowhere near modern enough. Embarassing state of affairs for a city of Glasgow's size.	Private operators have had decades to create a better bus network and haven't, it's time for regulation.
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410	Operators too slow to improve services	
411	Nothing will happen. Vested interests prevail.	As above.
412	It is clearly problematic	Bus companies in the Strathclyde area cannot be relied on to fully participate
413	Change is needed, so status quo is not an option	I imagine this would be fraught with issues and there is no guarantee private operators would sign up
414	I want an improvement in bus services, the reason I take my car is that buses never turn up on time,, if at all, buses which run on a half hourly basis are useless because on usually doesn't turn up and you are left waiting for an hour. Going out at night is problematic due to lack of transportation, why have a bus service that stops running after 7pm.you have areas in the city where there are no transportation, not helpful if you reside there.As an older person in this city I want to be able to go places and not have to stand around hoping that the bus might turn up.	I think the fact that it is voluntary does now allow any control on how services are operated, thus leaving us in a situation where transport will be limited.
415		
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	Z	AA
418	<p>In my personal experience as a commuter who relies on the bus service daily, business as usual simply does not work in its current state for Glasgow's passengers. For all the reasons listed in the consultation document-complicated ticketing, complete lack of reliability, constant profit-seeking and deleterious changes to service-I do not have any faith in the large private operators to improve bus services in Greater Glasgow in the near or far future. The only benefit for myself and Glaswegians is the common sense of camaraderie at the bus stop when yet another bus is cancelled or late, and we can all moan together about the dire state of affairs. When it's raining you don't even get that small respite! Importantly, business as usual puts an undue, unsafe burden on drivers and frontline staff employed by the private bus operators, as it's these essential employees who have to face customers' anger at poor service.</p>	<p>I strongly oppose this solution for the simple reason that it is voluntary, not compulsory, for the private bus operators to comply with the aims of SPT on behalf of Greater Glasgow's riders. An example of the typical, appallingly greedy attitude of the private operators is the ongoing issue concerning night bus services and First Glasgow, where it argued it didn't make any money to continue these services. Now there are simply no First Glasgow night bus services to the Southside, with no penalty to First Group. It has however presented the opportunity for McGills to price-gouge by operating night bus services with less frequency and less customer provision than First Glasgow's fleet. My university-age daughter works late nights in the city centre. Her employer does not provide staff taxis (unfeasible for many small businesses). She finishes her shifts past 1am every night. This requires my daughter to wait for an hour or more for a McGills night bus service, with a flat fare of £5.00, limited routes and cramped buses. Sometimes she pays for a taxi instead, which can be more than a couple hours' wages. This is simply not tenable for anyone who works outside of a 9-to-5 and commutes by bus, especially for low wages, as so many do. It is literally impossible to ride home safely by bus if you are not in the City Centre (if you are for example an auxiliary employee on back-shift at Queen Elizabeth University Hospital). I have seen first-hand the abuse suffered by McGills' drivers on the part of customers who have to pay the premium fare of £5.00. Often all to only make a journey from City Centre to Shawlands that takes less than 15 minutes on quiet nights. Presently the saving grace viz. bus transport options for my family is that we don't live too far from the city centre or our places of work; but I know full-well that this is simply not the case for an overwhelming majority of Glaswegians, or worse yet, people who have to commute to and from Inverclyde, for example. First Group is a global conglomerate, and I am more than aware of the wasteful job it does as the contracted provider for school bussing in rural areas in the United States. First Group is beholden to its shareholders, not the public. First Glasgow's regional directorship should have its arm twisted severely to provide actual benefit to Glasgow's citizens. Although well beyond the scope of this consultation, the issues at stake here are indicative of the profiteering, rent-seeking financialization of the UK economy; there is nothing left of the family silver, so to speak. Private operators for public services, as they are allowed to operate in Scotland, will not deliver value for anyone if left to their own devices.</p>
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424	<p>Business as usual id filling the pockets of shareholders and cutting services. Block this completely.</p>	<p>These would be based on commercial operation by private companies. This should be prevented at all costs.</p>
425		
426	<p>Not fit for purpose</p>	<p>Radical change is needed</p>
427		
428	<p>Think that the current system does work due to price incentives so should not be ruled out entirely. Think some points of the current system must be carried over. Looking at coverage allowing competition between bus companies. Think the main problem is centralisation within First Group of all of the North East (I cannot speak for other areas</p>	<p>This this is an important small scale measure so provide voluntary improvements. It however liable to allow minor immaterial changes and involving so many stakeholders bogs down the change needed. As seen with the SPT zone cards First Bus are opted out</p>

	Z	AA
429	Yes the current services are terrible	
430	As stated bus services will decline as operators will only run on route, they deem most profitable making it harder for people on less busy routes to get places.	Hard to trust a company would follow voluntary partnerships
431	I want transit fully municipalized	I want transit fully municipalized
432		
433	More bus services are needed.	
434		
435	Private bus companies in glasgow have proved themselves to be inept and not in the public interest	Private bus companies in glasgow have proved themselves to be inept and not in the public interest
436	Not good enough	Don't believe in voluntary regulation
437		
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440	System is broken, not fit for purpose. The competitive nature of the current bidding system means consumers are paying higher prices for their bus fares. May local services are not connected e.g. having to take 2 or 3 buses to get to a location across Glasgow when driving would be quicker and cheaper.	
441	The BAU approach won't bring any benefit to the communities that are looking for improved bus services	Will voluntary arrangements be any better than what we already have or will they bring about better co-ordination of services and benefit the wider communities that would use them
442	Profit motive and deregulation doesn't work for community members	Bus companies only care about profit, which is unacceptable in a vital area like transport.
443	No privatised public transport!	
444	I cannot, in all fairness and all honesty, comment on supporting or opposing any of these recommendations because I do not know the alternatives and, therefore, whether SPT's recommendations would, if applied, provide benefits or not to the existing, frankly woeful bus services. Users need a much more well considered and simplified set of comprehensive questions in this questionnaire if honest, INFORMED feedback is to be gathered.	ditto
445	The current system is broken. Over-expensive, fragmented and based on private profit rather than public good and not linked to other modes of transport.	Voluntary partnerships wouldn't go far enough and would not help with public good, the environment or aid multi-modal transport.
446		
447	Been waiting 22years for a bus service that serves our residents	Current partnerships not interested in serving our residents
448		
449		

	Z	AA
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451	It hasn't delivered for decades.	Bus companies will run the companies that suit them and make promises about other services that they can choose not to at on.
452		
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455	Current bus companies only run profitable routes and times. No longer any late night buses to the majority of Greater glasgow	There is no requirement for bus companies to use profitable routes to subsidise lifeline routesement for bus companies to use
456	There is no real competition. Just different operators controlling their best routes.	
457		
458	Continuing cuts in service	
459		
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462	The bus service throughout Glasgow is embarrassing compared to other cities over the world	
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464		
465	It it's working. Passengers are not getting the services they need and in some places cost are excessive. As a result we were stuck in a downward spiral of cuts, falling passenger numbers as service get less usable followed by more cuts. This needs to be reversed and turned into an virtuous spiral.	Although voluntary partnerships have not been used in our area they do not appear to have been effective in areas such as Glasgow where they have been tried. In rural Clydesdale where most services are operated under subsidised contracts voluntary partnerships would give less regulation than currently exists through subsidy contracts, so would be a backward step.
466		
467	This would be catastrophic	No way, you must regulate and franchise the profiteering companies otherwise they won't provide proper public transport
468		
469		
470		
471		

	Z	AA
472		
473	BAU miss a failed Privitisation model that offers no incentive to support any but core routes and invites competition on these routes, rather than a cohesive transport strategy	Too weak to be effective, no enforcement capability, the equivalent of "asking nicely" for more busses rather than an integrated transport strategy. Same incentive structure as BAU
474	Proven not to work. Decades of failure. Poor service provision. Only profitable routes run.	Lack of trust in operators. Ultimately they will put profit before community need for services.
475	Current system barely works	
476		
477	The existing structure in Glasgow is difficult to use, mainly because separate networks are run by separate companies. This makes travelling difficult for two reasons: 1. a common ticket cannot be used, meaning up to two separate "day tickets" are needed if travelling multiple journeys with separate operators, this could be up to c £10. 2. the existing bus network does not connect with other modes of public transport, either by ticket or the proximity of bus stops with subway stations/train stations. Bringing an element of control regarding planning would be welcome to begin integrating bus, train and subway together for a proper integrated system.	I agree this should be ruled out, the bus companies (First and McGills) have demonstrated time and time again that they hold their vested interest first, rather than the greater good of the city and advancing a better public transport system.
478		
479		There is huge opportunity for corruption when individual companies are selected in a beauty contest. Buses are well known to be a murky business, to say the least.
480		
481	Get rid of the McGills monopoly	As above
482	Current system broken	No real accountability
483	Successful operator at present	Would create inefficient service
484		
485	I believe companies should have the freedom to chose what services are run	
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488	McGills have been let away with high fares long enough and crap hospital services and chasing off smaller bus companies	Will set fare to make them fairer and also better services

	Z	AA
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495	Current service is too poor for villages	
496		
497	There is only one bus company in my area, services on my route have been cut. Making it difficult for people to get to the local hospital for appointments. Services have been cut at the weekend making it difficult for people to get to Greenock and back home.	I support this, but the local bus company will not work with others preferring to have the monopoly in being the only bus company in the area.
498		
499	The ability to provide fully integrated transport offerings is paramount.	The ability to provide fully integrated transport offerings is paramount.
500	Current system is too dear, shrinking and not integrated with rail and ferry.	Gives too much control to private companies and won't lead to growth in bus travel or integration.
501	Service is inefficient	Don't trust bus companies to innovate
502		
503	It isn't working! Reduced bus use is largely a result of removing services, lack of co-ordinated times with rail services and poor punctuality!	Bus providers have failed to provide services in areas out with cities. Trust is needed in voluntary partnerships and bus companies cannot be trusted to provide services.
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507	Currently unreliable	Too spurious
508	The current bus service in our rural area is completely inadequate	
509	Business as usual isn't working - areas with lower population are having services slashed or cancelled completely.	
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	Z	AA
513	Business as usual would just continue our current failing bus service that is fragmented and not fit for purpose and leave all the power in the hands of the private bus companies.	Essentially this is almost identical to business as usual. Unless the commercial bus companies have legislation that makes them change the way they are running things they just won't do it. Profit is all they are interested in.
514		
515	strongly support ruling out business as usual	strongly support ruling out voluntary partnerships
516	The current situation is awful, unreliable and expensive. Disproportionally affecting less fortunate people.	
517	Current service is patchy, in some areas non existent, and not reliable.	Need some ability to enforce delivery of service.
518	I want it nationalised	I support like what they've got for Edinburgh buses we shouldn't need to rely on voluntary organisations for an essential public service
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527	The current system doesn't work! It's so expensive, buses are infrequent or non-existent, the lack of inter-operability is incredibly frustrating - it's not at all fit for purpose.	
528	The standard of public transport in Strathclyde is desperate.	These are simply business as usual with some minor changes. Voluntary partnerships are an unwelcome distraction from the change needed.
529	The current system has a lot of serious flaws! Bus companies have little or no incentive, to provide a good cheap reliable service, and there are little or no deterrents in place to penalise operators for bad service/failings. Operators just cherry pick all the profitable routes and bin the rest, leaving passengers and communities stranded	Voluntary partnerships, are bad, because they're simply more of the same! Deregulation doesn't work! Voluntary partnerships, allow operators to continue all their bad practices, and to add insult to injury, the government throws even more money at them, whilst continuing to allow their bad practices/failings
530		
531	It's clearly not working, expensive, unreliable, not enough routes	The bus companies interest is making maximum profit, this is at odds with the interests of citizens and transport workers. We need SPT to get and use maximum powers to shape things for the better
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536	Need to remove the profit motive	
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	Z	AA
541		
542	Business as usual is shite	Can't rely on bus companies to improve
543	The current state is unworkable. It cannot continue.	
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546	things are bad the way they are just now	
547	The existing bus operators right now, are a mess in the experiences I have had.	
548		
549		
550	Rather obvious - for as long as I can remember (at 22 years of age taking First and McGill's routes) they've been unreliable and overpriced (most recent fares being £5 on a McGill's night bus and £2.90 on a first non night bus), and with pretty unhelpful schedules that stop too early and run infrequently. To commute to work I have no choice but use a car as getting to my job off of Newton Mearns from my home in Glasgow is nigh on impossible except for a single bus route of an hour and a half	These companies have shown that they have no intent to voluntarily lower profits in order to provide a better service
551		
552		
553	Bus services in the city are costly, and we have patchy coverage. First and McGills in particular cannot be trusted to run the network. Neither can any private companies. We should be following Lothian Buses' example.	
554	Steady decline in service plus increasing costs indicates that business as usual is unlikely to lead to improved services.	Partnerships with the private sector with no legal obligations are too prone to similar service degradation as there are no contractual obligations to honour
555		
556	The bus provision that we have just now is inadequate,.over priced and does not serve the community	
557	the current model isn't working for Glasgow, why spend an hour on public transport when you can do it in 10 minutes in a car?	they don't go far enough
558	The current bus services across Glasgow are unreliable and expensive. It is in the public interest to not continue with business as usual	
559		
560	First Bus are an absolute disgrace to Glasgow	First Bus are an absolute disgrace to Glasgow
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569	Clearly rubbish	Proven not to work
570	The current system doesn't offer value or reliability to it's users. It needs to change.	Without consequences it's too easy for profit focussed business to ignore or pull out of these agreements.
571		

	Z	AA
572	Under the current system we have seen services cut and fares increased, "business as usual" means little more than public transport services that get worse over time for passengers.	This model should be used so that SPT can preserve transport links for communities, as the current private business model preserves only the most profitable routes, and cuts services for communities that need them, but doesn't produce a desired profit level, reducing services on those routes to almost minimal levels and then using dropping passenger numbers as an excuse to cancel the route outright. The model should be that SPT defines the routes and timetables to best serve communities, and then service providers run those routes after they have bid to run them. If no private company bids on a route it should be run by the municipal bus company.
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577	Use Manchester model for buses	Use Manchester model for buses
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580	overcomplicated and poor value for money, many different prices and incompatible tickets	lacks any teeth to ensure better service
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584	No incentive for private companies to improve service, so costs will continue to increase as quality declines	Private companies will not voluntarily spend money they don't need to
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590	Current service is way below optimal.	
591	BAU is not working - the current bus service is fragmented, expensive and erratic.	It is my understanding that voluntary partnerships have been in place for a few years now, and they have not resulted in any improvement in service.
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601	Yes	Yes
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604	The existing system does not work. Self explanatory.	I do not trust bus companies to "do the right thing". There needs to be legislation.
605		
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	Z	AA
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610	Current services are unreliable and expensive	The term voluntary worries me. No consequences when improvement isn't implemented.
611	Leaving the bus network to operate as it has done it out of the question. A large part of the state of the service is down to deregulation, so bringing back some control of PUBLIC transport to the PUBLIC is a good start to remedying the situation.	Private operators will follow their profit incentives, which we have seen take them in the wrong direction from the public good.
612	- Select -	
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615	Transport in Glasgow is an absolute embarrassment. What is in place does not work.	Voluntary partnerships have led to some of the highest transport prices in the UK in one of the economically declining cities
616		
617	Business as usual clearly doesn't work	
618		
619		
620	It's not working.	Part of what is already not working
621	It's clearly not sufficiently encouraging people to use the bus service in preference to private cars.	Voluntary partnerships leave far too much power in the hands of wealthy individuals; they're fundamentally undemocratic and inegalitarian.
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631	The buses in Glasgow are an absolute shamble, extremely overpriced and rubbish services. A change is needed.	
632		
633	the current service in my area is not adequate with no direct service to Glasgow.	
634	There needs to be a way of sensibly changing the existing bus routes in the area to better serve the population, the current bus routes have been in existence for a number of years and seem to only change when an operator decides it is uneconomic and withdraws the route.	
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	Z	AA
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639	Current service is catastrophically poor	Trust in the partnership is too low
640		
641	Current model does not work due to limited input from users.	
642		
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645	We need reliable bus services that offer people affordable fares and access to safe travel.	
646	Current system is clearly and manifestly not working in the best interest of most people.	
647		
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649	Prices too high. Company's are cherry picking best routes for commercial reasons	Voluntary partnerships do not work when commercial interests are in play. Company's need to be held to statutory account.
650		
651	The service is bad at the moment	No basis for trust
652		
653		
654	It's clearly not working so business as usual should not continue.	Anything voluntary runs the risks of nothing much changing I think.
655		
656	The current system in Glasgow doesn't work. See my comment on Edinburgh below!	If they are voluntary, there's no enforcement.
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661	I strongly support this move. The existing bus system is an absolute disaster, and has only been getting worse. I specifically avoid using the bus now after a growing number of bad experiences with full buses, late buses and buses that just don't turn up. And on top of this the fares keep rising! For a worse service!	I strongly support this move. As far as I can tell, we've had these partnerships in Soctland for a few years and they have not delivered any improvement, in fact only ushered in a degradation of the bus system.
662		

	Z	AA
663		
664	A proven disaster. Profit before passengers.	No teeth. No enforcement. Money making would trump timetabling and roti g.
665		
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668	This deregulation has led to UK having possibly the east public friendly bus services in Western Europe.	This could give too much say to private companies who have clearly demonstrated that providing a good service is not high priority for them.
669		
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671	Not working for the outlying arease	No
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675	Strongly disagree	
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681	Current bus provision in Glasgow is to expensive and doesn't serve lots of estates which are away from the main corridor roads.	These could work potentially partnering with third sector and community orgs to tackle specific transport issues in defined localities.
682		
683	I want to see radical change because I am very dissatisfied by the fragmantation of services when I make a hospital visit or go to work.	I don't trust private companies who put profit before people.
684	The status quo is not delivering for local people. Fares are too high, and services are unreliable	
685		
686		starts off with lots of fine words but ends up with the service that suits one party.
687	Business as usual has comprehensively failed the people of Glasgow.	Voluntary partnerships will still allow private operators to walk all over public services.
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695	Business as usual is not fir for purpose.	

	Z	AA
696	<p>Business as usual has failed the people of Glasgow. It has prioritised profit over a fair, accessible service. Buses are used by everyone, and any major city should take pride in its public transport network by offering easy to access, affordable travel options for citizens and visitors.</p>	
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705	<p>Business as usual hurts the consumer and the local community. Bus routes are currently planned out with the sole consideration being profitability. Routes which are not deemed profitable by the bus companies are left to deteriorate. Additionally, ticket prices are constantly rising at an unsustainable level, driven entirely by greed. This can be seen in the dramatic reduction in bus use over the past few years. As a result of individuals using the bus routes less, there is additional strain on other services, such as the trains and subways. Alternatively, people use cars to commute when they would otherwise take the bus, which is not in line with climate policy objectives.</p>	<p>This will achieve nothing, you might as well call this 'business as usual' too.</p>
706		
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709	<p>The buses are not working as they are</p>	
710	<p>This option has produced the appalling services we already have</p>	<p>I cannot see how this option would lead to better services</p>
711		

	Z	AA
712	Current business model is more for the bus companies than the travelling public. It does not work for the public. Routes seem to suit the companies. there is no unified fare structure yet so many journeys are subsidised ie paid for by the taxpayer. No joined up national Oyster- style smart card. Maps and routes and arrival boards at stops vary from non-existent to just about acceptable. Look at London transport bus stops. No unified app and First Bus's app is useless.	I would not and do not trust the companies nor SPT to get this right after years of collaborative failure.
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716	At the moment the bus services are too disjointed and expensive	i dont think voluntary partnerships will lead to anything other than sporadic service or high fares on some routes.
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719		
720	Not working	
721	Poor existing service	
722		
723	Current BAU bus provision is too expensive, complicated and lacks flexibility. Vital routes have been lost. It is not serving Glasgow well and does not help the moves to reduce car use in the city or show Glasgow at it's best.	
724	Private operators not providing good enough services	As above
725		
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731		
732	First Bus are a joke & offer poor service	
733		
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735		
736	Current model not good. Too expensive, ran for profit, not for the service	
737	NEED GOVT OWNED AND RUN	As above
738		
739	There is a lack of co-ordination of the transport. Not covering some routes and areas adequately while more than required in some.	They have failed.
740		
741	This is unsustainable. Fares are too high and service too limited.	These are too easily reneged on regardless of intentions

	Z	AA
742	Business as usual has led to serious dysfunction, lack of accountability and higher than national fares.	
743		
744		This system has not been successful in the past at producing a reliable, reasonably priced service
745	Bus companies cut services to improve profit margins	Companies should have to competitively bid for routes
746		
747	Quite simply we have to have local representatives involved in the planning process.	No. A backward step.
748	It's clearly not working for the good of bus passengers	
749	The current system is broken and doesn't provide affordable, frequent and joined up provision.	If current bus operators were wanting to provide a decent reliable service, they would currently be doing so. A voluntary partnership would mean bus operators paying 'lip service' to the recommendations.
750		
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752	Things need to change. Simples.	Against as this is an option worth exploring.
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760	Things need to change	
761		
762	The current bus system is failing and not fit for purpose, the public should have a say in how their services are run	I strongly support ruling out voluntary partnerships- they've been around for decades and resulted in worse services not better
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769	It is not working now, routes are not supported.	
770	Not suiting public needs orwishes.	

	Z	AA
771	I hardly bother using the bus service currently because it's so bad	
772	Nothing changes if kept as is	Voluntary is always better than mandatory
773	Buses unreliable	Bus operator can ignore
774		
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778	It's a disaster	Doesn't work
779	The current bus system just doesn't work. It's only used by people who have no choice or who can get free travel. It's disjointed and expensive. It's a joke compared with the rest of Europe.	These just won't work. Nothing is enforceable. Private companies are obliged to put profit first.
780		
781		
782		While this method sounds good appropriate volunteers might be problematic or self seeking
783		
784		
785		
786	Clearly not working and hasn't in a many years	Wont work
787	n/a	Failed to deliver over past 20 years. Time to end failed approach.
788		
789		
790	Does not serve outlying communities	
791	too expensive. Not linked up. One ticket not valid on all services.	
792	I have watched the bus service decline over the last 40+ years that I have lived in Strathclyde, and certainly do not want that to continue. I want the bus network to return to PUBLIC control as soon as practicable. I also use Lothian Buses from time to time and find them superior.	They exist already and have not been a success. A major change is required.
793	This process is long past its time and sell by date	Local authorities should have more say in setting bus fares and routes.
794		
795	Bus services are horrendous in Glasgow - most expensive in UK cities and they often just don't show up. The profits could fund other bus routes or alternative transport modes.	Bus companies only care about profits not the services - the sevices effect people lives greatly.
796		

	Z	AA
797	The existing services are fragmented and insufficiently integrated. Fares are too dear. Some operators appear to cancel services without warning. I have often waited for the First Bus 4/4A service in Glasgow's Hope Street, being told on the board that the bus is due to arrive in x minutes, only for it to fail to show. Some operators especially First Bus and McGills have a bad attitude and especially unreliable services. The owners of Stuart's in Carluke also have an aggressive and uncaring attitude to their customers.	I don't think these would be particularly effective as they seem to give DPT/local authorities insufficient control over services. This would be only marginally better than the existing situation.
798		
799	Business as usual is simply not working. Bus services are unreliable, infrequent and the cost is increasing. In order to reduce car use in and around Glasgow a reliable and affordable bus service is essential and the existing private for-profit services have proven they cannot be relied upon to provide such a service. Look to Edinburgh as an example of how things could be done - a £3.2 million dividend for Lothian Bus shareholders last month, which is money going back to Edinburgh Council which can then be re-invested for the public good, not going to private shareholders. The ultimate goal should be a fully-integrated transport system - rail, bus and subway - serving greater Glasgow with a single combined ticketing system. Call it the Glasgow Oyster Card if you like.	As above
800		
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802	It's been a complete let down and disaster of a transport bus service for the public	
803		
804	Climate emergency and cost of living mean that buses must be supported to encourage more use in place of cars and by those who don't have cars	Has not been successful in the past
805		
806		
807	not working - losing routes	
808		
809		
810	Doesn't work	Doesn't work
811	The current system is confusing and provide little benefit to locals, hence ruling out this practice is highly supported.	Strongly support ruling it out. 'Voluntary' is the keyword. When all the bus companies are aiming for profit, voluntary contribution is seen less likely to be serious.
812		
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815	It has been an utter shambles	Voluntary isn't enough
816		
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818	Current model is failing people in more remote suburban and rural areas.	

	Z	AA
819	The current provision in Glasgow by First Bus is unreliable, with so many buses in my experience either not arriving (even though some of them remain on the electronic list of buses due to arrive) or they arrive late, so that I have missed many appointments and meetings. It is also a service which has far more expensive fares than the one in Edinburgh.	We need a service which is controlled by a statutory authority which can be held to account for failures to deliver a suitable and affordable service. I have no confidence that a "voluntary partnership" will enable passengers or organisations supporting passengers to hold such a partnership to account.
820		
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824	Buses not serving communities	
825		
826	Bus services in Garnock Valley are appalling. Cut to the bone. Last bus from Glasgow is 5.15 and buses only go to Dalry. Why? Takes 1 hour 35 from Beith to Irvine	
827		
828		
829	There will be no improvement	There will be no improvement
830		
831	Current bus companies are not doing a good job with business as usual	I don't see why companies would want to make a voluntary partnership. Even if they did it seems like it would be a very slow improvement if anything
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836	I am a daily bus user and its current state is untenable.	There is no incentive for bus services to improve for the benefit of passengers.
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843	The prices are too high, the drivers are not up to the right standard, and the bus companies are profiting too much from the hard working Scottish people.	They gradually eroding the bus network in our country.
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846	Services and fares not good enough.	Private sector must be compelled to do as bus users want.
847		
848		

	Z	AA
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852	The bus network has been in decline for 2 decades. I used to use bus services in Glasgow regularly and have always felt that it wasn't serving me well; expensive fares, routes pulled, timetables reduced, no proper infrastructure, no audio visual services on buses, no joined up journeys with other modes of transport, and buses that were not well kept. Business as usual is why I stopped using public transport and is not an option.	Private operators will always put profits first.
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856	The present system needs fully revitalised to provide inclusive, truly sustainable solutions.	These perpetuate existing failed arrangements which do not meet society's long term needs.
857	Currently inadequate.	
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865	Services are required to enhance local communities and not solely for profit!	
866		
867		
868	Current bus network is fragmented and works for single journeys, but not multiple. The buses also stop far too early in the evening on some routes.	There needs to a strategic oversight and control of the bus network. Using a voluntary approach is hard to enforce the correct organisation and operation of the network.
869	Not good enough	Stop take overs like stage coach
870		
871	Business as usual means more of the same and no guarantee of improvement in services.	Lack of ability to impose standards of service.
872		
873	Certain areas are left without proper provision	
874	Poor service now	Waste of time

	Z	AA
875		
876		
877	the current arrangement is unreliable, expensive, and failing bus users.	private companies have been proved to place profit before the needs of the public. voluntary agreements will not work while this remains the priority.
878		
879	Business as usual is not good enough - bus services are a mess with different companies not really integrating the transport system...	Voluntary partnerships are just a way for businesses to appear to be doing something but not really
880		
881	the present system is failing, important routes are being lost and prices are unaffordable	Evidence has mounted showing these have failed
882	The bus network is fragmented, expensive and unreliable. We need a strategic vision and integration not just of all bus routes but with other modes of transport like Subway and Trains	The private companies have had nearly 40 years to get this right and things just get worse. Tehy will only ever act in the interest of their shareholders unless they are mandated to do otherwise.
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886	Glasgow buses are a disgrace. Poor yet expensive service	Won't effect change
887		
888	what we currently have doesn't work well enough. Glasgow is being left behind unless it better allows people to move around without cars.	I have never seen or heard of a private company that hasn't tried to take advantage of a public one. I do not believe there would be any incentive for a private company not to take resources at the public's expense and turn a profit.
889	The services are getting worse	It's public money so would be better value in public owned service
890		
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892	BAU doesn't serve the communities. Bus companies are dictating to us what they will cover.	Voluntary Partnerships don't work for reasons stated above.
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898	We have had private companies running the service and have lost so many services during that time. The services that do operate are far too expensive, much more so than equivalent in other metropolitan areas, Manchester, Yorkshire etc	Partnerships lead to disputes and infighting. We have had partnerships for some time and they have failed to deliver proper services for the travelling public

	Z	AA
899		
900	Cannot continue to have bus network run the way it is	This won't change anything so not worth pursuing
901		
902	I think public involvement in bus services helps to provide a better service.	
903	Public transport in Glasgow is currently atrocious - infrequent, expensive, confusing, and overall unacceptable.	I want nothing that even has the whiff of an unenforceable agreement.
904		
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908	The existing bus service is a mess - services are slow, there is no mutual ticket interoperability and they are expensive too. The existing system has been in place for decades and if the operators wanted to improve things for the customer they could have done so already.	The existing bus service is a mess - services are slow, there is no mutual ticket interoperability and they are expensive too. The existing system has been in place for decades and if the operators wanted to improve things for the customer they could have done so already.
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914	In a cost of living crisis & climate emergency Strathclyde area's bus services are inadequate in terms of frequency, geographical coverage, affordability and reliability. Some communities have no or as good bus service. This simply has to change to give every citizen the opportunity to reduce cariles by using public transport every time	
915	The present bus system is a joke - private bus companies cherry-picking the routes that make THEM the most money and reducing, or cutting completely, all other services and routes, despite them being extremely important for communities. SPT have, to a degree, attempted to patch these routes up with tendered services, however these are often of minimal use and involve unnecessary changes of bus for what should be relatively short journeys.	Such partnerships have been tried before and it's been proven that they are ultimately a waste of time.
916	Strongly support	Strongly support - these are failing. It costs too much and I can't get around
917		
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921		

	Z	AA
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925		
926	Not practical. Operators have to make a profit for their business and would therefore be unable or willing to provide what is needed for the travelling public	Too difficult to control
927		
928	Absolutely unacceptable.	Absolutely unacceptable.
929		
930	There needs to be a fresh look at what will work for the public. Continuing to see the decline in service will only accelerate the decline in passenger numbers.	Not sure that I'm clear what the advantages of voluntary partnerships are.
931	It just isn't working. Uncoordinated, expensive.	Not enforceable, won't enable enough coordination.
932		
933	It's broken	
934		
935	It is business as usual that has led to the poor state of the bus service; it should not be supported	
936		
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939		
940	Current service is awful	
941	The current system of "business as usual" simply doesn't work and has not been working for years, it's nigh on impossible to get a regular, reliable bus service that serves the public in the Garnock Valley area.	In this day and age, we should not be relying on a voluntary bus service, the public need and deserve a regular reliable bus service that serves the public
942		
943		

	Z	AA
944	<p>We can no longer turn a blind eye to our failing bus system. As someone who depends on buses daily to commute in and out of Glasgow daily, and has done so for over five years. I feel that I have a good perspective on the operation of buses in SPT region, and it is simply unsustainable. Before I go into depth, I would like to point out that I live in an area that is primarily served by First Glasgow, and the only buses that go to Glasgow are First buses. Long ago it has gotten to the point where I would arrive late to the bus stop safe in the knowledge that the bus would arrive later than me, I would even be surprised if a bus was running on time. I'm not talking about two or three minutes late, it's closer to six or seven. Also the state of the buses themselves are declining as it clear that First appears to skimp on maintain it's fleet, this can be evident in both their internal and external appearance, as well as their mechanical performance. I do believe a bus breaking down should be a rare occasion and not something that happens once every two months. I also don't have much of a choice when it comes to alternatives as there is no nearby railway stations, and the only bus that goes to one is also an express into Glasgow, so there is no point in getting off it as I risk missing the train more often than not, and if I wait for a train it would take me roughly the same time compared to staying on the bus. Also I had a rare chance to talk to an off duty driver where she listed he grievances with the company, which include but are not limited to: the lack of pay (in both the Caledonia 1 and 2 regions, which divides Glasgow in two) compared to competitors; the lack of drivers which lead to a reduction in services and existing staff working more hours; and the lack of maintenance which lead to faults with the buses. She felt that if she could secure the same type of work at another company, she would leave First behind. It's also frustrating to see local services cut down from multiple times per hour to only once per hour or scrapped in it's entirety. It is sad to see that it takes longer to get to other towns that are geographically closer to me than the city by a wide margin, due to a lack of bus services.</p>	<p>Note that this says voluntary. Voluntary. Would any of the large bus companies voluntarily put themselves in a position where they may experience risk and more consequences if they fail to deliver. No, they wouldn't. I feel that the Bus companies such as First Glasgow, Stagecoach, McGills, etc. get a great deal at the expense of everyone else, and they are not to give that up. These partnerships have been available to SPT since 2001, and have they any delivered meaningful positive changes? I can't see any.</p>
945	<p>The current service provided is unacceptable for a big modern city like Glasgow. Going forward and in an attempt to truly encourage people to limit the use of personla vehicles, the buses need to become cheaper, more reliable, more frequent and truly serve even the smallest communities Personally I have to use the buses everyday going to work, and most of the times I find that it is faster for me to walk 40 minutes to work than wait for 2 different buses that come whenever... Also, it is unacceptable that the different companies don't accept tickets from ther buses. Someone that needs to take 2 different buses one after the other, has to pay twice! Lastly I just cannot compehend how in Glasgow a Zonecard (2 zones) covering such a small area costs 75.20 pounds, whereas big cities like Rome have a monthly ticket of only 35 euros! Something needs to change now!</p>	<p>These partnerships have existed in Scotland since 2001 and the only thing has has been achieved is failing more and more communities and people that just cannot afford being more left behind.</p>
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952	First bus are ridiculous	Not sure
953		
954		
955	The current system is failing the communities transport services are meant to serve.	The system will benefit only the bus operators.
956		

	Z	AA
957	Service is fragmented, duplicated and inefficient	
958		
959	It hasn't worked	
960		
961	McGills have the monopoly and buses are not run with routes that are appropriate	Things would go backwards
962		
963		Scotland has had these 'partnerships' since the Transport Act 2001, and they have completely failed to deliver positive change. Over this time, we have lost millions of miles of routes, fares have risen well above inflation, meaning fewer and fewer people are able to use the bus.
964		
965	This is not working in areas that extend from the city centre and these are areas where most of the workforce commute from.	
966		
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969	We have had decades of capitalism, its time as a country we do what is right for everyone relying on public transport and stop lining the pockets of corporates and shareholders at the expense of the public. Time to make public transport cheaper and affordable.	We have had decades of capitalism, its time as a country we do what is right for everyone relying on public transport and stop lining the pockets of corporates and shareholders at the expense of the public. Time to make public transport cheaper and affordable.
970	The current provision is not working in the interests of the public.	I want to see public transport under public control.
971		
972	It does not work.	They only care about profits and end up cutting services, communities end up without provision anyway. There's no way to enforce a minimum obligation.
973	Privatisation does not work for communities	
974		
975		
976	The current bus system is a confusing mess of different providers, and ticketing systems: it should be fully integrated (and integrated with other modes of public transport, too). Buses are also not reliable in terms of arriving on time. I am a strong believer in the necessity of public transport to a city's functioning, and rely on it as a non-driver. I default to the subway and avoid going to the Southside as much as I would like, as I feel I cannot depend on the buses. I wish that wasn't the case!!	
977	It hasn't and doesn't work	Unworkable as the big companies are all going to dominate

	Z	AA
978	Strongly Support-The current bus system is unreliable and expensive. Due to the embarrassingly outdated subway route, the buses are the backbone of this city's transit, yet a bus ticket in Glasgow is more expensive than in London, which in a city that prides itself for being historically and majority working class doesn't make any sense. I can't count the number of times that a bus got cancelled, or simply didn't exist despite the first bus app saying otherwise. This is even more of a problem in a city that is known for its shit weather, and not all bus stops offer shelter, so reliable, frequent buses as well as efficient communication are crucial. And this is something that CANNOT be achieved through the current bus system as its focused on profit, not serving the people. The right to move and transit is an essential and core need, not a luxury to capitalise out of. Besides, most major city around the UK have public buses, and if Edinburgh has a publicly-owned buses why not Glasgow.	
979	Poor services in my area. Buses run Monday to Saturday with no Sunday service. Buses top at 5.30pm with no evening services. The buses run every hour but are often late so it is difficult to plan for appointments because of such poor service. Bus service 50 years ago was so much better.	
980		
981	Currently doesn't work	
982	Yes	
983		
984		
985	this means their primary concerns are for their shareholders and not passengers and communities	will not be enforceable
986	The current system has resulted in small rural communities becoming isolated.	Voluntary just results in a poor service. If private companies can't operate at a profit they will not provide a service at a loss.
987	Bus provision in the status quo is an expensive mess, so strongly support opposition to it	Sounds like a good idea
988	This option would achieve no improvements at all!	Such an arrangement would not ensure any improvements.
989		
990	Fares are ridiculous as is. especially when some towns only have services from a single operator.	
991		
992	It's a terrible service in my locality	
993		
994		
995		
996	Existing structure is dysfunctional of best and needs change	

	Z	AA
997		
998	BUSINESS AS USUAL IS NOT WORKING. HIGH FARES AND POOR SERVICES IS NOT AN OPTION. CHANGE IS REQUIRED	VOLUNTARY PARTNERSHIPS IS A STEP IN THE RIGHT DIRECTION
999		
1000	it have proven not to work for the people who use it	it sounds very like the business as usual model
1001		
1002		
1003	Chaotic. Compare to Edinburgh	Same as before. Profit comes before service
1004	Current transport system is not fit for purpose and cannot function for the public in this state	Voluntary Partnerships have existed since 2001 and have failed to delicer any noticable change for public users
1005		
1006		
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1008		
1009		
1010	This would allow the system to remain in chaotic state	
1011	Already poor service	Voluntary means change when it suits companies and not focused the service
1012		
1013		
1014		

	Z	AA
1015	The narrative on decline is deeply flawed, no mention of the impacts of Covid. If the LAs and SPT have no money to invest in bus lanes etc, leave the operators alone to get on with the job they do well.	A waste of time sadly, as we have seen with the EV investment from operators, there is nothing to tie the local authorities or SPT to actually do anything to promote or use public transport. They don't enforce bus priorities, don't produce any useful publicity, do very little promotion or marketing, haven't developed any bus based park and ride in the 50 years of their existence. As no requirement for the LAs to do anything, little point in pursuing.
1016	I believe that business as usual is a detriment to people in the Strathclyde area. I am from Renfrewshire, where the bus system is often late, infrequent and buses are usually crowded. Bus tickets to locations not very close by are very expensive, therefore I must either walk or be unable to go since I do not have a car.	I agree with ruling out voluntary partnerships, many of these bus companies are more interested in increasing profits than improving the experience of the average customer. These voluntary partnerships will continue to degrade the bus system, in a similar way to how the NHS has become worse as it has been corporatized over the decades.
1017		
1018	Currently system and prices not fit for purpose.	
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1020		
1021	Buses in Glasgow currently an disaster	
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1024	The service as it stands is terrible and needs to change	
1025	Now that under 19s get free bus passes, there is greater demand on services, especially at certain times of the day. Bus services have been cut like for instance from North Ayrshire to Glasgow.	
1026		
1027	It's not working -not good enough to encourage more uptake	It's not likely to bring significant improvement
1028		
1029		
1030	Transport services should not be profit driven	
1031	Current situation unacceptable. Both in terms of social justice issues and responding to the climate emergency we need a comprehensive, reliable, affordable and integrated public transport system. What we have at the moment is fragmented, unreliable, insufficiently comprehensive and disconnected service.	A voluntary partnership with a for profit organization is still a service that is being run for profit and vulnerable to a bus company deciding what routes should run and how often.
1032	Fails to deliver in non profitable areas with severe negative impact on service users	They are not serving needed communities at present very unlikely to under voluntary basis

	Z	AA
1033	Strongly support. It isn't working! We need the best public transport, reliable, joined up and covering the entire region, for the entire population, and to help Scotland to reach net zero emissions of all greenhouse gases by 2045. As a frequent bus user, I am tired of waiting for buses which are cancelled.	Strongly support. We've had these for over 20 years and they clearly don't work.
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1037	i live rural and we have a limited public transport service, it needs looked at as we dont have great transport links	
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1041	It is unsustainable, expensive and does not serve the city adequately.	This will quickly devolve to the current state.
1042	buses are atrocious in the current state	voluntary partnerships suggest that the bus companies can set their own standards, needs to be more scrutiny
1043	Business as usual is not working. Buses are extremely unreliable and expensive. My daughter is at risk of losing her job due to missed buses so ends up paying for taxis she can't afford.	Same as above - these don't work. Companies don't care about service - just profits, so they drop lesser used but crucial services, cutting people off completely.
1044	Because the service is too poor to prevent me from using my car	They dont appear to work in the interest of local people
1045	Yes	No
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1050	The present bus system is not working and therefore public control of buses is needed	Partnerships since 2001 have failed and we have lost many routes and cost have increased
1051	The current system is expensive and cherry picks routes, so doesn't serve the needs of the region as well as it should	
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1056	This has not delivered a reliable bus service and there is no reason to believe it can. Operators cherry pick the most profitable services leaving many communities badly served.	The voluntary element gives rise to doubt about whether commercial operators will honour a a voluntary undertaking. Experience of partnerships so far demonstates that this model results in fewer routes and higher fares.
1057	These are private companies let them operate they run as a business, spt, councils have no clue they simply waste public money	

	Z	AA
1058	Bus services currently are porridge and in decline. Business as usual is not a good option.	Private companies won't improve services voluntarily unless it profits them. Bus services shouldn't be subject to whether they're profitable as they're a public good that I'm happy for my taxes to pay for.
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1070	Private companies	Private sector
1071	Business as usual is not working, I frequently use buses for work and the cost is extortionate compared to equivalent fares in Edinburgh. I have regular experiences of multiple buses not turning up and waiting for a bus for 50 minutes or 1 hour and a half in the dark, cold and wet weather in fairly isolated places. Which is very frustrating for me but I would have serious concerns about more vulnerable people facing these same waiting times/conditions.	
1072	The current system doesn't deliver what is needed. Buses often don't turn up, they don't go where they are needed, and evening services are poor.	If voluntary, what's to stop bus companies changing their minds about routes and services?
1073	As has been proven since deregulation the private sector cherry pick only the most profitable routes and have no intention of providing an incorporated service or plan.	AS ABOVE
1074		
1075		
1076	Current operators have proven that they are incapable of running a decent public service	
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1080	Buses in Greater Glasgow are too expensive, too infrequent, not integrated with trains or the subway (particularly, many stops are not even called whatever the train station is called making transfers very difficult compared to tfl buses in London where the stops are called "Victoria Station, Waterloo Station, Earls Court Station" etc) and integration is direly needed both in terms of ticketing AND timetabling (look at Switzerland for reference). Not too mention most buses don't have either vocal announcements or a screens showing the route / next stop. You have to sort of guess which stop to get off at if you're unsure.	Yes. 100% It's just a last ditch attempt by the bus companies to rip us off indefinitely. If Edinburgh can have a municipal bus company and London and Manchester bus franchising, so can Glasgow.

	Z	AA
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1084	Having worked for a City Council which operated transport services at the time of privatisation, I was witness to the 'free for all' chaos that ensued. There has been a lack of evidence to show that big improvements to bus services have been made since that time.	Voluntarism is an essential feature of the U.K.'s society but it does not have a place in the running of essential public services, except as an add-on to enhance already existing good provision.
1085		
1086	Current renfrewshire operators aren't fit for purpose. Regulator does nothing.	Operators would ignore spt
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1089		
1090	Poor existing service	
1091	The current model for bus in SPT is complex, lots of operators, complex ticket types, no correlation between Zone card boundaries and bus ticket zone boundaries. Very little integration with other modes. Non existent bus park and ride options. The crucial one, not enough bus priority measures that are also enforced correctly.	Voluntary partnerships can work very well. Providing the environment is robust enough for the bus operators to grow. Currently that is not the case due to the lack of bus priority and the ability for private vehicles to access most streets in Glasgow as well as other large towns across the SPT region.
1092	Happy to support SPT decision to rule out continuing with business as usual	Again happy to support this, I feel that the private businesses in the partnerships are failing to deliver the change we need.
1093	Operation of bus services should be controlled by SPT and not left to private bus companies.	Operation of bus services should be controlled by SPT and not left to voluntary partnerships.
1094		

	Z	AA
1095	Business as usual is not at all acceptable. Currently I cannot trust that the buses will get me to my destination on time or at all, and they are far too expensive: more than the train or the subway which are both more reliable and frequent. Things need to change quickly.	As voluntary partnerships have no legal or binding powers to enforce their recommendations I do not believe they will result in any meaningful change to reliability, frequency or price, therefore I do not think they have any value.
1096		
1097	As someone who relies on Public transport to traverse the Greater Glasgow Region, the current bus system lets me down and limits my opportunities. The constant cancellations and delays means that when I visit family in Edinburgh, in most cases it takes longer for me to get to Glasgow Queen St railway station by bus than it does to take the train between Glasgow and Edinburgh. The cancellations and delays limit my social opportunities as I cannot go out with friends if I cannot guarantee that there will be a bus home: they also limit my opportunities to work part time around my studies - I have had to refuse job offers because the lack of regular buses meant that I could not commit to travelling the relatively short distance to my prospective work place.	These partnerships have been around for ages and have failed to improve my local bus services. It is ridiculous for public bodies to give money to bus companies to improve services when there is no legal redress if these services are not improved.
1098	Letting them set fares isn't right for passengers when you don't even get change back they keep the money	Bus company's need to work together
1099	Privatisation has been a disaster and should be scrapped. Local service is poor. No integration with local train service. Route planning is abysmal. It would take me 90 mins to get from Bothwell to East Kilbride via Hamilton - 20mins by car!	Full transparency re. profits/subsidies made by private companies would be required before this option would even be considered.
1100	The bus system in Glasgow as it is now is untenable. The prices are restrictively high, buses are unreliable and there are not enough services.	
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1104	Business as usual means routes are chosen for profit only.	Bus companies can quit when it does not suit them.
1105	it is not working.	
1106		
1107	Quite simply it doesn't work and the ability to travel across the area has been eroded.	We have had these for over two decades and they haven't worked. Anything 'voluntary' for private companies is license for them to walk away from (in their eyes) onerous commitments.
1108		
1109	At present the existing model is doing commuters a disservice, leaving rural areas with little or no service after 6pm and on Sundays. Buses are dirty, often late and expensive	If nothing else, voluntary partnerships could filled the hole in the service
1110		
1111		

	Z	AA
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1113	Inadequate services for the needs of the public	
1114		This should remain an option if funding is so restricted that franchising is not achievable in the medium term. The bus operators may be more likely to support franchising if they are in a partnership to develop the model.
1115		
1116	First bus is profiting from local government money and our money with appalling service. It is frustrating that mobility is so restricted because such expensive and inadequate service. I want to see a big change.	The partnerships are clearly not fit for purpose.
1117	Business as usual will lead to further decline. If services on a network that is already far too thin.	
1118	I strongly support this option as the bus service provided in my area since moving here in 2004 has failed miserably to an hourly service if you are lucky and a lucky dip service of getting to Baillieston at restricted times in order to travel into Glasgow and also the same on return journeys.	I support the ruling out of voluntary partnerships as they have picked an chosen what times and routes they wish to provide which doesn't offer any form of continuity for the public use of public buses since 2001 and the Transport Act. They have failed miserably to offer or deliver any positive change and in fact it has all been extremely negative.
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1120	It hasn't worked for a long time and is getting worse.	Just won't work
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1123	It's not working and logically something different needs to be tried	
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1142	The deregulated regime has exposed gaps in recent years where money for supporting marginal services is not available within council budgets	I see this as a potentially lower cost (to the taxpayer) option
1143		
1144	To stop the easdales having monopoly	Stop the monopoly
1145		
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1147		
1148	The current privatised model results in overpriced, underperforming service. Anecdotally, the only people you see on buses these days are either young people or older people, who have free travel cards and therefore don't have to pay the fares.	All the same issues as business as usual, since the private operators can pull out at any time.
1149	We need a better bus service, we do not have a Sunday or holiday service . Last bus is 6pm, no 7am bus getting to and from work requires a long walk. Or using a taxi.	
1150		
1151	One company should not have overall control of local services	Too open to abuse
1152		
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1155	It's not working. De-regulation of bus services was a mistake driven by Tory dogma.	Does not offer sufficient improvement on the current situation.
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1157		
1158	Sorry, no time to explain. Have a good day if you're reading this tho!	Never gonna give you up
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1161	Reasonably acceptable as it stands	Only allows interference by activists
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	Z	AA
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1174	Because bus services in Houston Renfrewshire are terrible no bus to paisley town center and the bus to Center is poor no night buses or any late services at all and buses regularly don't turn up the bus companies don't invest in the area to make bus travel attractive fares are expensive	Because bus services in Houston Renfrewshire are terrible no bus to paisley town center and the bus to Center is poor no night buses or any late services at all and buses regularly don't turn up the bus companies don't invest in the area to make bus travel attractive fares are expensive
1175	Glasgow's busses do run a lot better than in other cities, for example First in Swansea recently cut their services in half and has very poor reliability. But that doesn't mean that they are fit for purpose. They often run very full, suffer from reliability issues, are overpriced, and some lines could benefit from better active travel integration or more frequent services.	If it is voluntary, the bus operators have no reason to improve services for passengers. Public transport is an essential public service, even if they run their services poorly, they will still make money as people will still have to use their network.
1176	business as usual will just degrade the service, such as it is, even more.	This is just planning to fail, one party can easily just decide they don't like it.
1177		
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1179	Unacceptable	Do not know enough about them
1180	Because of the poor service at the moment.	Need the service to be public owned for a better service.
1181	it is not working as well as it could. I live in a rural area and large buses are often used to transport passengers (sometimes none but usually fewer than 10) which makes no sense when with some proper planning smaller buses could be used.	
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1183		
1184	It's not working as we have the highest fares in the uk	
1185		
1186	Because the current system is awful	
1187	Business as usual is unacceptable to me as the level of service between where I work and live (1 bus only available and very unreliable) is appalling.	I support ruling out voluntary partnerships. We have had voluntary partnership for years in transport and has just meant unreliable services and some areas with no service at all along with regular fare hikes. How does this encourage people to give up their cars !
1188		
1189	Current system is terrible. It's confusing, expensive and not working at all	Entering into voluntary agreements for bus routes with the private sector will not deliver an equitable and accessible transport system
1190	McGill's has run of buses drivers are ignorant and unhelpful zero customer service skip out runs and stops with no explanation fares are ridiculous	
1191		
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	Z	AA
1194	Bus fares in Glasgow are ridiculously high, and the buses often don't run on time. Other problems arise when you get the bus from one operator and that bus breaks down, you're forced to pay for a new ticket on a different operator.	
1195		
1196	I don't think the private sector has the good of passengers at heart and public ownership seems to work very well in other cities.	I think the voluntary partnership would not help passengers who live on "unprofitable" routes.
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1200	Privatisation of buses back in 1986 was worse thing that happened. A private monopoly that is the only option is not good	This lays open to the private monopoly laying down the rules
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1203	The current situation provides me with a very poor bus service in my area of Glasgow. There is one bus into town, which is very unreliable. While it is timetabled to come every 20 minutes, it is often cancelled leaving people waiting 40 minutes or more to catch an expensive, overcrowded bus. As a result, I have bought a car and stopped using the bus service altogether, as I could not rely on it to get me into work in good time.	These partnerships have existed in Scotland for several decades now, and my understanding is that they have not delivered a good service to public transport users.
1204	Bus services in my area are fragmented, expensive and alarmingly, it's very difficult to find information on services when at an actual bus stop - some don't even have timetables far less digital information that you see in places like Edinburgh, Bristol, Manchester etc.	I am unconvinced voluntary partnerships will lead to improvements that I feel are necessary. Voluntary partnerships have been in place for some time but some to have lead to cherry picking of profitable routes and poorer services
1205		
1206		
1207	I support ruling out business as usual, as I don't feel it has contributed successfully to our overall services.	I strongly support having no voluntary partnerships as I don't think they can contribute positively to a region-wide transport system.
1208		
1209	Business as usual has failed	These are better than nothing,
1210		
1211	routes have been reduced, prices increased, post code lottery as to how good the service is (or if there is any service)	rather see a statutory provision
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1217	Present situation is highly unsatisfactory	Don't trust bus companies

	Z	AA
1218	<p>I strongly support SPT's decision to rule out continuing with 'business as usual'. In the past decade the bus service has become completely unreliable and is not an enjoyable option for public transport. We used to have night buses on multiple routes - 1 an hour from midnight to 6am, 7 days a week - and this is crucially important for the economy as well as providing a safe, cheap method of getting home for people who work night shifts or who are coming home from a night out.</p>	<p>I strongly support SPT's decision to rule out continuing with voluntary partnerships. We have had these 'partnerships' in Scotland since the Transport Act 2001, and they have completely failed to deliver positive change. Over this time, we have lost millions of miles of routes, fares have risen well above inflation, meaning fewer and fewer people are able to use the bus.</p>
1219	<p>Business as usual is failing. Buses are late, don't arrive, and increasingly expensive. It should not be almost £3 for a ten minute trip on a bus in a modern city like Glasgow. Profits should go into investing into services not to shareholders</p>	<p>Voluntary partnerships exploit public services like SPT and allow private business to get away with what they want</p>
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1223	<p>The current system is not fit for purpose. Glasgow is an international city, it's public transport should reflect that. I.e not ceasing operation at midnight or 6pm on a Sunday for the subway.</p>	

	Z	AA
1224		
1225	I strongly endorse this recommendation. The current bus network in Glasgow falls short in several ways: high fares, infrequent and unreliable services, and a complex ticketing system that doesn't benefit users. Public control would facilitate integration with other transport modes, leading to a simpler and fairer ticketing system and improved ease of travel within Glasgow. The current system makes bus travel feel like a punishment, lacking dignity for those who rely on it.	I fully back SPT's decision to reject voluntary partnerships. These arrangements, in place since the Transport Act 2001, have proven ineffective, resulting in route cuts and fare hikes that disproportionately affect passengers. It's time for a new approach to bring positive change to Scotland's bus network.
1226		
1227	It doesn't work, profits dictate the routes and frequency of services	
1228		
1229	I think things have to change to give the consumer more options and access to a joined up transport network.	They are voluntary and probably don't hold much weight.
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1231		
1232	Glasgow's bus services are absolutely dire. I avoid taking the bus whenever I can possibly avoid it, because it is so expensive and inconvenient.	I do not really trust public-private partnerships, given their history.
1233	Ineffective	No compulsory measures to enforce
1234	Bus services are appalling in the area. Under the current system private operators get to have their cake and eat it too: they trouser all the profit from routes that do well, then get paid to run routes that aren't profitable, all while receiving hundreds of millions in public sector support.	It's not in the interests of these bus operators to work together to improve their service whilst they are in competition with one another.
1235		
1236	The system is broken. We must reverse years of deregulation, rising fares and lost routes. Business as usual won't cut it.	Planning and organisation must be central. Voluntary partnerships don't resolve the key issues facing the network.
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1242	It is time for change	No good will come if it
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1247	The current system allows effective monopoly in certain parts of the city and forces bus users to buy multiple ticket types. We should aim for centralised public transport ticketing system across Strathclyde or across Scotland to encourage more people to easily use public transport.	If you ask a corporation to voluntarily do something they will only ever do it if it is within the shareholder's interests. Not the public interest.
1248		
1249	the system is broken	where are the safeguards
1250	The current system leaves many smaller communities across the SPT region underserved, with services withdrawn with little or no notice	By being voluntary there is no underpinning contract to ensure that service levels and commitments are adhered to.
1251		
1252	business as usual meant UK had probably the worst public transport in W. Europe. All profit minimal service	Too much power still in the hands of private companies whose only real interest is profit.
1253		
1254	It doesn't work at the moment	
1255	ItStagecoach too big and not running a bus service, running a business and they tell you that. is not working	????
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1259	Public control of the bus network and service is urgently required as the current set-up is unusable. As an example, I usually would have to take either 2 or 3 buses to get anywhere locally, spend hours doing it and on top of that pay far too much! This is the result of letting bus companies do what they want. Companies are also cheating the system by issuing full price tickets for full journeys a lot of the time, even if passenger is on a short journey or a bus pass. Why would I not jump in a car: quicker, cheaper, easier.	As above
1260		
1261	Hasn't worked in decades so why pursue this?	As above. Involving other outside agencies/ companies, doesn't benefit passengers.
1262		

	Z	AA
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1264	I believe that positive change in terms of frequency of the buses would be good	
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1270	As a regular user of the buses I am aware of the problems with the services and hear from other passengers their experiences none of them good. A change is badly needed.	
1271		
1272	Currently not very effective	Better to have spt in control and leave private business out of the decision making
1273		
1274		
1275	It's not working well under this system. Passenger numbers and quality of service are declining	Bus companies will cherry pick which bits they want to do.
1276	Business as usual has got us into the mess we are in now. I live less than 6kms from the city centre yet have to walk 1.5kms to the nearest city bound bus stop.	These partnerships haven't worked and have left us with the inadequate service we have today.
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1287	Improve services	Never work
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1302	Definately	Definitely
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1304	The current system is poorly run and low value for money, with no consistency in public transport use across Glasgow.	The word voluntary implies that we are more likely to end up with transport providers who opt out and devalue the whole enterprise.
1305	Too many private operators cherry pick their routes and have little or no competition.	They're in business to make profit.
1306		
1307	It does not meet the full needs of communities and bus services users.	This would leave large bus owning companies in the driving seat, ie such partnerships would be imbalanced.
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1315	Its not working well	Too risky
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	Z	AA
1323		
1324	Change is needed	Happy to see companies volunteering to change
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1328	Not working	
1329		
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1331	Business as usual has led to the sorry state of our current bus service where profit comes first	
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1338	Bus services in south east Glasgow is a disgrace with only one destination available. This is a not for for purpose service. With First Bus stranglehold there is no competition for a cheaper improved service	Reliable cost effective service can't be left to the uncertainty of voluntary collaboration
1339		
1340	Services and value for money in Glasgow buses are terrible. Business as usual will do nothing.	We are past the point where businesses take seriously anything "voluntary"
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1342		
1343	Doing nothing will result in the terminal decline of the bus network with further route closures and fare rises, locking Strathclyde into car dependence and isolating its most vulnerable residents.	Private bus companies have failed to act in the public's best interest over the past decade and there is negligible possibility any action will be taken on a voluntary basis.
1344	Unregulated services do not meet the needs of the community and cost far too much	Priority has to be meeting needs of consumers to increase use of public transport, voluntary partnerships do not make service providers accountable
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1350	Buses in Glasgow are terrible, especially late at night, it cannot continue like this	I don't trust private companies to do anything voluntarily
1351	Ineffective in creating true change	Ineffective in creating true change
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	Z	AA
1355	Prices are too high and service poor	I see room for bus companies to exploit this
1356	Private operators (in particular First Glasgow) have been providing a service which has been declining in quality, reliability and value-for-money for years, particularly after COVID. For those who rely on the service daily it is frustrating to be subjected to this, particularly when there is a seeming lack of accountability on the part of the operator and therefore little-to-no desire on their part to improve.	
1357		
1358	My buses suck	Hasn't worked, won't work
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1372	Bus service is not fit for purpose at the moment	
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1376		
1377	Current bus services are not working for people and communities. Fares are increasing and the quality of service is getting worse. Buses connect communities and have such an important role to play in tackling isolation and boosting wellbeing. Their provision is too important to be about making profit.	
1378	It very clearly is a disaster for the city	
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1381	Bus routes don't work for the ever evolving areas. Why keep the same tram routes from decades ago	
1382	Service and integrations needs huge improvement	Not a real solution
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1390	Private competition is economically inefficient and wasteful	Public ownership is much more beneficial and cheaper
1391	Bus services, as operated in recent years as well as long ago, have been subject to the whims of operators - in terms of curtailment and inappropriate modification - without the necessary consultation with the regional authority or the public.	Voluntary partnerships do not give the necessary public control - and would be difficult to monitor properly.
1392	The First bus near monopoly in Glasgow has allowed them to decrease service while increasing fares.	As the scheme would be voluntary I can see there being little change in service or fares.
1393	It is not working in my area as there is a monopoly & have cut back on smaller routes	I don't think the companies would keep to any agreement
1394	Not working	Need for a new need based and legal enforcement
1395		
1396	Too obvious to mention.	Anything voluntary can be opted out from.
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1400	Current business is bad for the public	
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	Z	AA
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1407	Unreliable / Too expensive	
1408	The current set up is failing the general public and favours profit only. This is no longer effective or of benefit to any users of the existing service	I strongly support SPT's decision to rule out continuing with voluntary partnerships. We have had these 'partnerships' in Scotland since the Transport Act 2001, and they have completely failed to deliver positive change. Over this time, we have lost millions of miles of routes, fares have risen well above inflation, meaning fewer and fewer people are able to use the bus
1409	Because it hasn't worked.	Because it does not work
1410	Private bus companies have been a total disaster for passengers since the Thatcher government privatised the services.	Local authorities should be in total control of bus routes and bus fares.
1411	The buses in and around Glasgow currently are awful (as someone who unfortunately has to use them from time-to-time). Irregular, over-priced, filthy and it's farcical that you have to buy separate tickets for separate operators. There are supposedly night buses, although on the rare occasion I tried to take one, they were apparently having a night off. Change is long overdue.	Experience shows that anything voluntary with regards to private bus companies will result in them prioritising their profits, rather than the needs of the population who depend on and would thrive on better bus provision.
1412		
1413	Will end up with more of the same, along with all the failures of the deregulated bus net work	Continues to give greedy private bus operators, a free reign

	Z	AA
1414	Current model isn't delivering	Without the legal/contractual basis these are unlikely to deliver
1415		
1416	Clearly not working, privatisation has been a farcical failure in every field	
1417	The bus transport system in its present form is clearly not fit for purpose and requires a radical transformation.	There should be only one single transport operator within the city boundaries
1418		
1419		
1420	Declining bus patronage. Something better needed	Something stronger than voluntary partnerships needed
1421	Busses are expensive and unreliable	
1422		
1423	It doesn't work. It's decimated the bus network that Scotland had when we had multiple operators like Kelvin, Central, Strathclyde, Clydeside	They don't work. The companies are still out for themselves.
1424	I don't use the bus at present - it is too expensive, too confusing, too slow.	
1425	Current bus companies are too expensive and do not run fair timetables or enough services	They will only do as they please
1426	The current framework is clearly not fit for purpose.	
1427	Glasgow's bus service is more expensive and less comprehensive than almost any other UK city, it has to change.	Voluntary partnerships across a wide variety of sectors have proven ineffective in incentivising private companies to maximise public utility.
1428		
1429	The current system doesn't work. I use public transport routinely (I don't have a car), but that rarely includes buses for _all_ of the reasons in the 'Barriers to using bus' section of the consultation document. This might feel different if I commuted by bus, so managed to work out how one route worked, but I don't.	Outside the centre of town, almost all bus routes are effectively monopolies, so that there is a fundamental tension between the interests of the monopoly owners, and the interests of the users. This tends not to work out for the benefit of the users.
1430		
1431	The current service where I am is a disgrace and has been for a number of years	

	Z	AA
1432		
1433		
1434		
1435	Service has been in decline for years	
1436		
1437	strongly agree	Strongly agree
1438		
1439		
1440		
1441	Business as usual tends only to work on profitable or high capacity routes	
1442		
1443		
1444	In inverclyde the existing bus services are excellent in frequency and price	
1445	At the present time the number 17 bus does not operate on a Sunday despite being on a hospital route.	
1446		
1447		
1448		
1449		
1450	Awful service at present.	Would be much tge same as above
1451	Absolutely. The current state of play is discriminatory to poorer and remote areas	These have already been demonstrated not to work
1452		
1453		
1454		
1455	Bau had been a failure	Leaves too much discretion and power in hands of companies that gave us bau
1456		

	Z	AA
1457	The present model is failing my constituents. Lifeline services have been cut in Inverclyde, North Ayrshire, West Dunbartonshire and Renfrewshire over the past few years due to low patronage numbers, but these routes are still essential for many people. Continuing with the present system will see our services continue to decline. Re-regulation is needed to arrest the decline.	These partnerships have existed for over 2001. In that time, services have been cut, fares have risen and passenger numbers have dwindled. Such partnerships have failed my constituents. More coordinated planning systems are needed.
1458		
1459		
1460		
1461	Bus services in the city are currently expensive for those without concessions, unreliable and do not serve the whole of the region adequately. The deficiencies in current services contribute to transport poverty, restrict access to adequate affordable and accessible bus services.	It seems unlikely that this model would deliver any real changes and could be a distraction from achieving long term improvements in bus services
1462		
1463		
1464	It's simply not working for passengers or indeed for bus drivers. I speak as an ex bus driver in Glasgow and a present bus passenger.	
1465		
1466	Current BAU is not working. Poor services to public and high costs to taxpayer profits to private companies	For Profit companies running public services have an ultimate goal to provide a return for their shareholders. Allowing a for profit company to run a public service will always result in service provision coming second to profit generation
1467	Under this system Glasgow has some of the highest fares (higher than Edinburgh or London). This in spite of the rate payers providing the infrastuctuer. Buses are unreliable. The service has steadily declined - useage has declined contrast to Edinburgh. Any profits go to shareholders rather than improving the service.	See above. If its voluntary then there is nothing hold the bus companies to the agreement.
1468		
1469		
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1471		
1472		
1473		

	Z	AA
1474		
1475	it is clearly a failed model and too many parts of Strathclyde are ill served as a result	Not having it as a mandatory partnership with enforced rules leaves it open to falling back to current poor standards and failures
1476	Business as usual is failing Glasgow residents and people worldwide through our contribution to the climate emergency. The current system is unsustainable in every way - too expensive, too ineffective, too polluting, a true policy omnishambles. This is our opportunity to create real progress!	No commercial operators should be involved in an essential public service, as this is not for profit.
1477		
1478	The current system is an abject failure and needs change. Public ownership of transport infrastructure is successful around the world, we need that for our city.	Proven to not work,
1479		
1480		
1481	My local bus company of McGills has cancelled the only bus service from Gourock to Greenock but they are being held up as a community provider and are constantly receiving awards for the service its time for the people to get a proper bus service	
1482		
1483		
1484		
1485		
1486		
1487	Business as usual is not working well - having different ticket systems by different companies makes mobility more complicated and expensive when it should be easiest to use public transport or active travel	Relying on the good intentions of private companies does not work. They are indebted to their shareholders, not bus passengers.
1488	Current bus service provision in Kilbarchan and other small villages in Renfrewshire is far too inadequate at one bus per hour. This has to be rectified for the people who live in rural areas who do not drive and need to get to the local towns for shopping, doctors, banking etc	
1489	Yes	No
1490	Not good for user	
1491	Current service is poor	
1492		I believe partners should come together and create routes its good for money and creates friendly competition
1493		
1494		
1495		
1496		

	Z	AA
1497	the present bus system is failing you and I think public control of the network is now vital.	We have had these 'partnerships' in Scotland since the Transport Act 2001, and they have completely failed to deliver positive change. Over this time, we have lost millions of miles of routes, fares have risen well above inflation, meaning fewer and fewer people are able to use the bus.
1498		
1499	Current system is disjointed, I expensive, buses unclean so people continue to use cars or else struggle with financial burden and impractical service.	Hasn't worked, needs coordination and regulation in interests of public not a few businesses
1500		
1501	I oppose because public transport in Glasgow is currently not fit for purpose - too expensive and unreliable. Business as usual is not an option.	I oppose because these have been shown not to work and should be scrapped.
1502		
1503	The service that First bus provide is shocking - too many buses running 10 minutes apart in the wrong areas at the wrong time. G53 area has very limited service during the day never mind going to an hourly service later in the day.	
1504		
1505	Public transport quality is shameful in Glasgow. Buses are too expensive, unreliable, too slow and not managed by the same entity.	
1506		

	Z	AA
1507	Private companies show that their profits are the most important.	
1508		
1509		
1510		
1511		
1512		
1513	The current service provided to us is a shambles. With changes and cancellations happening with np warning. Leaving service users vulnerable and out of pocket to pay for alternative travel.	
1514		
1515		
1516		
1517	It's not working so needs to be fixed	Waste of time
1518		
1519	Current system is not delivering good value for passengers or food value for the public purse. Impacts of poor connectivity, reliability and access have real-life effects on individuals getting to education, work, social life, services and hurt the economy	Bus operators have not shown themselves to be open to true partnership working. Without formal powers and control, a partnership would be futile. Bus operators would still be free to do what they want, regardless of wider impact.
1520		
1521	Has been sent disaster	
1522		
1523	The buses in our region are an utter joke, companies need to be held accountable for soaring fees and misaligned timetables and routes.	Voluntary partnerships offer zero incentive for a bus company to actually sign up to any form of agreement.

	Z	AA
1524	I used to use the buses a lot but in recent years my usage has declined sharply and I now avoid them where I can. Standing waiting in the rain for countless buses that don't turn up is a miserable way to spend your life. The whole system is failing.	A weak way to go about things. If it's voluntary, companies won't agree to anything unless it suits their interests.
1525		
1526		
1527	Hopeless unreliable service.	
1528	The businesses that currently run the buses often cancel them last minute, which means I am frequently late for work and therefore lose wages	
1529		
1530		
1531		
1532	Bus services regulated by operators are failing communities	A voluntary partnership with a great many profit making organisations will mean the balance of power is always with the bus operators
1533	Highest bus ticket prices in UK	Hasn't worked up till now.
1534		
1535		
1536	I strongly support the decision to rule out business as usual. The current bus system across Strathclyde is failing and is dire need of reform. Irregular timetabling, little service outside of 08-18, Monday to Saturday, and poor up-to-date travel information leaves me less confident in travelling by bus into town, and a lack of night bus service means I am less sure of going on nights out. SPT subsidises private companies to run socially necessary services, but these are often infrequent, poorly advertised, and run only as much as is required.	I strongly support the decision to rule out voluntary partnerships. These partnerships are an optional extra for private companies to consider, which they often will not for fear of impacting their bottom line. It gives no power to the passenger and would leave Strathclyde bus service in the same position it is in currently - losing miles of bus journeys each year and increasing fares.
1537	The present system is not working with steadily falling passenger numbers	Public transport is too important to be based on purely voluntary partnerships
1538	prices are too high and service is inadequate	i don't believe these will greatly improve service as private bus companies will only participate if it's in their interests rather than in the interest of all stakeholders.
1539	Bau not working-important routes don't exist, I have to pay 3 companies to get from a-b and local bus operator has repeatedly left vulnerable children stranded. We need improvements	We need decisive change to ensure integrated transport that is accessible and affordable

	Z	AA
1540	Strongly support SPT's decision to rule out continuing with 'business as usual'.	I strongly support SPT's decision to rule out continuing with voluntary partnerships.
1541	The current situation simply isn't working, with First Bus failong to provide an adequate service	I don't believe a voluntary partneship would carry sufficient incentive or obligation ro improve services
1542		
1543	I'm in agreement that 'Business as usual' would not aid us in improving the state of Strathclyde's bus services, and I'd go as far to say that it would continue to worsen it.	I would say that, due to the entirely voluntary nature of this approach, it would not improve much, do to low uptake.
1544		
1545		
1546		
1547	I use the service every day and every day the bus is late! During school term time you have to stand beyond the point allowed as there is no space. I've had the bus to last me when it has been full with school kids. No Sunday service! I work sundays! Christmas eve fell on a Sunday and no buses going into town! Disgusting service	
1548		
1549	Privately-run bus companies aren't working - look at Edinburgh and London for examples of what happens when buses are run for the public good, not for shareholder value.	Bus companies simply can't be trusted to carry out services simply for 'the public good' - their profits and shareholders always come first.

	Z	AA
1550		
1551	Current service is dreadful	
1552	For improvements to be made system wide in reliability and ticketing linking the network together	For improvements to be made system wide in reliability and ticketing linking the network together
1553	I believe all bus companies (within reason and regulations) should be allowed to operate any service they wish, with their own costs and vehicles. This will allow people to pay for which service they choose depending on cost, accessibility, journey time, walking distance -to name a few - and put their money where they decide to. This also allows companies to find weak spots in another companies' route/service, and to invest in such a route - this applies to larger bus companies and smaller companies. There should always be availability for the public to request an ideal and viable route, and should be easily accessible to do so, via their website (for example). Please keep in mind, all these answers are from a much more simple and basic understanding, and experience using many of the bus services operating in Glasgow, and across some areas of Scotland for over a decade.	I agree in the idea for all bus companies to equally serve a balance in serving any location they wish to do so (within reason and regulations) as a group. If for example, a route was not doing well at one part of the route, but was well served for the next area, one or more companies can come to an agreement with each other to cover this area - of course agreements for payments, used vehicles and maintenance, as well as a number of other issues should be well discussed. Another example could be with a partnership between Stagecoach and ComfortDelGrow in talks with their CityLink buses - who I believe also work with some other bus companies such as West Coast Motors who rebranded their Bus services a few years ago. Please keep in mind, all these answers are from a much more simple and basic understanding, and experience using many of the bus services operating in Glasgow, and across some areas of Scotland for over a decade.
1554	The service is expensive and disjointed. It is cheaper and quicker for me to take the train to go one stop to the city centre	There is no enforcement for failure
1555		
1556		
1557		
1558	Buses should be publicly owned by the local council	As above
1559		
1560	Change is required: what we have at the moment is not working	
1561		
1562		
1563		
1564		
1565		
1566	Business as usual has not worked	
1567	Present services in rural areas are woeful	Yes. Needs to be statutory.
1568		

	Z	AA
1569	Status quo doesn't work as it would still mean no bus in my area	This is already used and didn't help in my situation as SPT took the side of the bus operator when they said the extended 10/15 minute journey wasn't viable.
1570		
1571	The service provided in Coatbridge is awful. There is a limited service to other towns in Lanarkshire but absolutely no service to the nearest large city, Glasgow. Not sure why when in other parts of Lanarkshire, like Motherwell, Hamilton, Rutherglen and Cambuslang, there is a great bus service to Glasgow.	
1572	There seems to be no accountability with First Bus, no way to file reports that will make any difference. Routes are being eroded, prices going up, yet buses can be standing room only.	It would mean more representation of interested parties rather than shareholders having the loudest voices
1573		
1574		
1575	The bus system is broken. at last count there was 4 operators within my area, and 2 of them on the same route the 90 running as First Bus til 7pm, then the 190 on that route run by Hobson, resulting in two tickets having to be purchased, then you can throw in CityBus and McGills customer gets hammered every time	See above, a complete waste of time needs taken out of private ownership altogether, they can pick and choose profitable routes and dump the rest, leaving people without reasonable transport
1576		
1577		
1578	The current system simply isn't reliable. The pricing is inconsistent and there is no link up between any of the independent bus companies.	I think there could be room for voluntary partnerships but I agree that the focus should be on options that have more accountability.
1579	It's a total rip off at the moment. Buses don't adhere to the timetable. In vast contrast to what's on offer in an Edinburgh!!	
1580		
1581		
1582	It doesn't work.	It won't work, the bus companies have already said, "No" to this.
1583		
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1589		
1590	Progress will not happen	These can be a useful way to improve services
1591		

	Z	AA
1592	I like the idea of being more like Edinburgh with a fixed price for all singles. Fares on buses keep rising. As someone who buys a monthly pass for one of the bus companies the cost has gone up but I feel more sorry for family and friends who end up paying huge amounts if they rely on buses when they visit. I also miss night buses which have stopped in my area. Glasgow is definitely trying to encourage as many people to stop using cars and start using public transport and I don't think what we currently have works well.	A voluntary partnership feels very similar to business as usual and I would argue that you probably need something a bit more ironclad to make sure improvements for the public are made.
1593		
1594	We must improve public transport provision, not allow it to decline further.	
1595	Things should be stricter on service providers, with more power and management run by the local authority.	Things should be legally binding when a lot of people (both employees & publics) money and time is at stake.
1596		
1597		
1598		
1599		
1600	it is not working	there needs to be some mechanism to assess local needs and deliver local solutions
1601		
1602	Support - The current system is not working. The overlap of services such as Paisley Road West can see resources redeployed elsewhere within the city network	FirstBus have had more than enough time to organise something like this. Not enough accountability for operators
1603	Unable to use buses as they are as to get a bus to Paisley I have to change at Johnstone & coming back the time between the buses means I now don't go to Paisley	
1604		
1605	Bus services at present are disgraceful... McGill has no concern for passengers only profit.	We need a regular service not having people waiting for 30 minutes for what is supposed to be a ten minute service.
1606		
1607	The status quo leaves buses unreliable and expensive. It is more expensive and difficult to travel by bus than train or metro for anybody who needs to pay full price for tickets. The status quo funds dividend payments by private operators at the expense of working-age residents.	Voluntary partnerships have failed in practice and are flawed in principle. We should no longer use them in Scotland.

	Z	AA
1608	Agree things need to change. First & McGills need to be held more accountable as do smaller operators.	Do not rule out. Probably the best way to go to start with. Baby steps. Get everyone one involved. If operators fail then they they are penalised by not being able to bid or retain financial support.
1609	Not good enough	Too expensive
1610		
1611	Would mean bus services would remain patchy or limited in a number of areas	
1612		
1613		
1614		
1615		
1616	It has failed	
1617	The services are failing the public and are not value for money at present.	I feel these would not give the improved services required.
1618		
1619	I don't drive because I believe a reliable joined up transport system has crucial social and environmental impact - but we don't have it.	Importance of reliability and sustainabilty.
1620		
1621		
1622		
1623	It just doesn't work - not even a bit	I'm not even sure why this is an option
1624	BAU is unacceptable. I ride buses semi-regularly and while I feel it should be a straightforward process, I'm always put in bad mood because of long waits, random schedules, playing "which bus company/ how many tickets" roulette, and having to tour greater Glasgow to get a relatively short distance. 100% needs to change.	I don't trust changes based on "voluntary" actions. I think this would be an extension of BAU with a shiny coat of paint.
1625		
1626		
1627		
1628		

	Z	AA
1629	Oppose	Oppose
1630		
1631	I have the misfortune to use the bus system twice a week - it's generally terrible. I would increase my useage (especially in the evenings) if it was better.	The curent VP's are simply not working - the buses are fairly poor and have been over the last 20 years
1632		
1633		
1634	The current system is not acceptable	These partnerships have not delivered and cost us more in the longrun. Transport should not be run for profit, it should be focussed on delivering service to the City and local region
1635	Na	Na
1636		
1637	the bus system is expensive, poor quality and needs to be integrated with other forms of transport	
1638		
1639	Glasgow's buses are an embarrassment - we need to fully overhaul the beyond broken system.	Commercial companies like First and McGills are not going to look beyond their own agendas if they are given the choice.

	Z	AA
1640	I strongly support SPT's decision to rule out continuing with 'business as usual'. The current bus system is not working for people and it's only private bus companies who are benefiting. We urgently need public ownership of our bus network to make it more affordable, accessible and better connected, and to encourage bus use instead of personal car use to fight the climate emergency.	I strongly support SPT's decision to rule out continuing with voluntary partnerships. We have had these 'partnerships' in Scotland since the Transport Act 2001, and they have completely failed to deliver positive change. They won't bring about the real change we need to improve bus services and bus use for all. We should have a bus network as successful as other european countries, and we can! Over this time, we have lost millions of miles of routes, fares have risen well above inflation, meaning fewer and fewer people are able to use the bus.
1641		
1642	Poor bus where I live	
1643	We know it's not working	Just rearranging the present failing system
1644	It's not working	It's more of the same
1645	Unfair costs compared with other parts of Scotland. Decline in service in the last 5years	Require benevolence on part of services to maintain quality. I believe this requires local government intervention to ensure equitable access and fair prices
1646	Current services are inadequate, expensive, piecemeal and unreliable. There is no bus network - only individual route operators that do not work together or even communicate - take for example that there are different routes, different operators using the same bus number (e.g. No3) in Glasgow.	When for-profit partnerships are voluntary, profiteering to the detriment of adequate service is the norm, and there is no motive or requirement to do otherwise, and no means to enforce an adequate service.
1647	Strongly support	Strongly support
1648		

	Z	AA
1649	I strongly support ruling out 'business as usual'. We do not have a functioning service, and it is incredibly expensive. I am often waiting for buses that don't appear. When travelling in other cities it is appalling how much Glaswegians are expected to pay for the bus.	I strongly support ruling out voluntary partnerships. I do not see what benefit this has provided since its initiation. Fares are rising at faster rates than other cities. Popular routes are lost.
1650	current bus services are unreliable and fractured. they have several companies running buses on the same or similar profitable routes and then few or none on others, leaving huge gaps in the network	I don't think private companies should be involved. it all needs to be nationalised
1651		
1652	The bus network as it stands is a disgrace	I don't trust the bus operators to act in the interest of anything other than profit
1653		
1654	Bus services have been removed and degraded by private companies for decades, having a negative impact on dependent communities and the wider economy.	
1655		
1656	Bus operators MUST be allowed to operate as normal as they have the full backing of larger companies and the knowledge of bus operations unlike SPT who are at the moment unfit in it's current state.	Bus operators MUST be allowed to operate as normal as they have the full backing of larger companies and the knowledge of bus operations unlike SPT who are at the moment unfit in it's current state.
1657	The way things are currently run is clearly not suitable. Something needs to change, and ideally that something is putting public transport into public ownership. Public transport should be a service, not a product.	We've tried it, doesn't work. In fact things went from bad to worse. Time to move on. Stop trying to do things half-way and take measures that will actually benefit the people of Glasgow rather than the interests of private companies.
1658		
1659	Buses are poor particularly at night. (7A) Routes are ridiculously complicated and circuitous (46).	
1660		
1661		
1662		
1663		
1664	Won't improve services	Too easy to avoid change
1665		
1666	Current services are a disaster, and declining steadily while fares rise.	These partnerships have been around in Scotland for twenty years and have made no difference at all to the decline of bus networks or soaring fares.
1667		

	Z	AA
1668	Not working. Expensive, unreliable, poor regulation,	Not to rule out but regulate and monitor however public ownership.
1669	Definitely as current system doesn't work	
1670		
1671		
1672	Business as usual is a terrible bus service for the people of Glasgow	Theses are likely to be skewed jn favour of the bus companies
1673	It's not working, it's hard to navigate.	
1674		
1675	It's not working	Part of Business As Usual as we have these already. It's not working
1676		
1677	The bus service has a terrible reputation and changes must be made.	We have had these 'partnerships' in Scotland since the Transport Act 2001, and they have completely failed to deliver positive change. Over this time, we have lost millions of miles of routes, fares have risen well above inflation, meaning fewer and fewer people are able to use the bus.

	Z	AA
1678	I strongly support this because there has been too much degradation of the bus services, they need to improve, serve communities needs better, and also need to connect better with trains, ferries and Glasgow's Subway.	I strongly support SPT's decision to rule out continuing with voluntary partnerships because they haven't worked in 20 years, we've lost too many routes, too many people can;t afford to use the busses, and I don't believe they are able or willing to change anything.
1679	The existing state of affairs is not providing an effective service - something has to change.	These have failed in the past.
1680	The current bus provision is lacking. The private companies are very expensive and unreliable, so ruling out business as usual could make way for a more affordable and accessible bus service.	
1681		
1682	Buses are horrendous don't turn up and profits are lost to randoms when it could be used to improve services.	Private companies are solely driven by profit and will NEVER do anything that benefits others
1683	it has been a disaster for the local community.	yes
1684		
1685		
1686	Strongly support. Business as usual isn't working and we need a properly public owned integrated public transport system.	Strongly support as these have been very poor since their introduction. Public transport needs to be for the public good and thus publicly owned. Profit shouldn't come into it.
1687		
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1691		
1692	There's a need to improve the services to east kilbride especially having just one bus stop for all 3 services,18,6,21.	No need for that
1693		
1694		
1695		
1696	If something isn't working well, take it apart and see where the faults and problems are.	I'm not act opposed to this concept but it needs fleshed out.
1697		

	Z	AA
1698	I strongly support SPT's decision to rule out continuing with 'business as usual'.	I strongly support SPT's decision to rule out continuing with voluntary partnerships.
1699		Doesn't hold the private companies to strong enough standards
1700		
1701	The current system is broken and needs fixing. It is expensive and at times, unreliable. And who is it answerable to?	Oppose this as its unworkable
1702		
1703	It's not working for customers	
1704	Public transport is a public good and too important to leave to private control.	Failed hopelessly to date
1705		
1706	Current system just not working in favour of passengers, being going on for far too long.	
1707	The state of Glasgow bus transport is absolutely atrocious. Poor value for money, buses are late/never arrive at all. The city cannot function like this.	
1708		Waste of time and money
1709	Current system is failing everyone	Busses should not be run for profit
1710	Buses currently alk come together then big gaps and lack of direct bus to Glasgiw West End from Paisley is unacceptable. Buses not reliable outwith 9 - 5.	
1711	I strongly support SPT's decision to rule out continuing with 'business as usual' as the system is utterly failing the people of Glasgow. Our public transport is a disconnected mess that ends up as extra expense. Often travelling by car is cheaper: which doesn't bode well for the LEZ plans and progress to Carbon Neutral.	I strongly support SPT's decision to rule out continuing with voluntary partnerships. These aren't a feasible option to make tangible change. The loss of "non-profitable routes" and hiking fares above inflation are still a problem if this route was to be considered.

	Z	AA
1712	The current system just does not work in the interest of me and my fellow Glaswegians. The only people profiting are the bus company managers and the shareholders. Fares are too high, services only focus on the most profitable routes into the city centre which compete with the railway and tickets are confusing and cannot be used accross different modes of transport. All these things prevent people from using public transport, meaning more cars on the road, polluting our air, causing congestion, slowing down journeys, and making Glasgow a miserable place to walk and cycle.	The current bus companies do not care about 'voluntary partnerships'. The only thing they care about is lowering costs and increasing revenue.
1713		
1714		
1715		
1716		
1717	TOO EXPENSIVE	PRIVATE BUS COMPANIES TOO UNRELIABLE, & WON'T ADHERE TO AGREEMENTS
1718		
1719		
1720	The current system is has been failing for a long time and cannot be sustained	
1721	The current system sampling isn't providing an adequate bus service	Any thing voluntary can be ignored
1722	I strongly support SPT's decision to rule out continuing with 'business as usual'. Our buses are too expensive and routes are changed for reasons of profit, not service.	I strongly support SPT's decision to rule out continuing with voluntary partnerships. We have had these 'partnerships' in Scotland and they have completely failed to deliver positive change. We have lost millions of miles of routes, fares have risen well above inflation, meaning fewer and fewer people are able to use the bus.
1723		
1724	Isn't working, First and others offer a poor expensive service	
1725		
1726	Agree. There is a need to improve the way that bus services are delivered - not least to ensure that action is taken to improve bus priority to allow buses to be operated more efficiently and to provide the public with quicker and more consistent and punctual journeys.	Disagree. Voluntary partnerships can start today and have demonstrated successful delivery in many areas. Voluntary partnerships can also be made legally binding on the partners and Glasgow Streamline was such a partnership several years ago; Hampshire Eclipse is a very successful example with significant journey time and patronage improvements sustained over many years, and priority infrastructure still being extended.
1727		

	Z	AA
1728		
1729	Current situation is not fit for purpose. It's too expensive and not responsive to the passenger's needs. We can't continue as we are now.	I strongly support ruling out voluntary partnerships. This has failed us as the services have degraded.
1730	Glasgow currently has the worst buses in any of the cities I regularly visit. Manchester has recently taken back control of its buses - why can't Glasgow?	Voluntary partnerships simply do not work!
1731		
1732	Things must not be left as they are. Poor service standards, poor routes and poor value for money	This change is needed so it must be clearly required.
1733		
1734	It seems clear to any reasonable person that any model based on "business as usual" is inherently flawed. If it's not properly working now in the interests of the public alone, it cannot offer a forward-looking, much better service.	At first reading, without knowing too much, I was less than sure about being able to totally dismiss the possibility of such partnerships. However, if - as is the case - they exist at present, then - consistent to my response above - they can be suited to what the public needs going forward. For example only, if voluntary partnerships have been at least partly responsible for the loss of services in terms of routes, they are equally responsible for the inadequate situation that now persists.
1735		
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1737		
1738		
1739	Not best value and doesn't provide best service for passengers	could create carve ups and cherry picking
1740	It does not work to provide an affordable, comprehensive, integrated transport system	Private companies can not be relied on to provide a comprehensive integrated and affordable transport system on a voluntary basis
1741	"business as usual" can hardly be seen to be a success. High fares and lack of a universal travel pass covering all public transport - like the old SPT 'Transcard'.	They never work. The strongest players dominate at the expense of the 'junior' partners.
1742		
1743	The current system is makeshift, piecemeal and all over the place. There are even two bus companies both operating a No 38 bus on entirely different routes - how are visitors to the city supposed to navigate that sort of confusion...? If there is a saying, "If it ain't broke, don't fix it" then the opposite is true: "If it IS broke then please fix it!!"	Voluntary partnerships are toothless and ineffective - they rely on goodwill and minimise actual control and regulation. The net effect will be a mishmash of service, with few incentives for those who have no vested interest in change where profitability over service is their focus.
1744		
1745	It's not working nor has it ever worked.	
1746		
1747	It has been tried and has failed	These too have failed to improve services
1748		
1749		

	Z	AA
1750	Business as usual quite simply does not work	You cannot put trust in the private sector to work for the benefit of residents. A voluntary partnership would accomplish nothing
1751	I strongly support SPT's decision to rule out continuing with 'business as usual'. My bus service is a joke, the buses never run on time and its far to expensive. First bus cant hold on to there drivers.	I strongly support SPT's decision to rule out continuing with voluntary partnerships. We have had these 'partnerships' in Scotland since the Transport Act 2001, and they have completely failed to deliver positive change. There are fewer bus routes and its nolonger a fordable, with profits going to shareholders rather than going back in to improving the network
1752		
1753		
1754	It is terrible	Not adequite
1755	Strongly support!	Strongly support!
1756	Current bus operators are failing citizens with increasingly unaffordable fares for many people. Fiduciary duty to shareholders and investors mean all costs for improvement and investment services are passed on to the customer as ever increasing fares, rather than coming from profits.	Fiduciary duty to shareholders and investors at the expense of customers means bus companies cannot be trusted to self regulate their outcomes. And will leave them free to continuously hike fares.
1757		
1758		
1759		
1760		
1761	The current system isn't working, buses have become one of the most expensive least reliable ways to use public transport in Glasgow	They're not working so we should rule them out
1762		
1763		
1764	It's not working	Not likely cost efficient
1765	The present system has too many flaws.	Too undefined
1766		
1767		
1768		
1769	Busses in Glasgow are far more expensive and unreliable than Edinburgh's model	This puts profit over public service
1770	This is not an option because the current system does not provide an adequate service.	A voluntary system allows too many loopholes which would allow for a poor service
1771		
1772		

	Z	AA
1773	Many routes don't exist that would be beneficial, and don't run due to no enough profit. Eg, East Kilbride to castlemilk, rather than a long round about way heading to near Glasgow and back again. Many bus services are poor. 5 bus from Glasgow to castlemilk.	
1774	Yes	Yes
1775		
1776		
1777	the current state of the bus network is broken, the system is overpriced and hardly usable.	this has already existed and failed to deliver.
1778	Business as usual increases the risk that services are reduced, re-routed or cut for purely commercial reasons	Voluntary partnerships do not represent long-term planning
1779		
1780		
1781	It's not working currently	Won't achieve effective results
1782		
1783	The model does not ensure that those that need services but the provision is not economically viable at certain times then receive a balanced service provision	At any time, providers can withdraw from partnerships if it is not in the interest of partners to continue with it
1784		
1785	Existing system fails to deliver for passengers	
1786	Existing system fails to deliver for passengers	
1787		
1788	the current bus service network in glasgow is expensive and unreliable - this will not change if business stays as usual. we need public transport which is affordable and low emissions, to transition to socially just futures that don't add to the climate crisis and poor air quality in the city.	
1789	not working for public.	only works when suits bus companies.

	Z	AA
1790		
1791		
1792	The bus system is not in line with the needs of a large city as Glasgow, with central buses non frequent enough and high ticket prices.	Partnerships have been run for many years in Glasgow and did not deliver an efficient and affordable bus network. Many bus routes have been lost and the ticket prices are well above other cities (See Edinburgh for example)
1793		
1794	It doesn't work, service is terrible	
1795	The services are awful. It takes me longer to get from craigend to barmulloch, than to get a train to edin and back!	
1796	Privatisation of public transport has been a disaster for all those using buses. It's not run for the user but for shareholders	We end up with a second rate service as a result

	Z	AA
1797	The current system does not work. By letting private companys cherry pick the profitable routes the service in rural routes dwindles and is unreliable, so people stop using it, and are told it is not needed and it disappears	The only way to get a service primarily focussed on the needs of the passengers is to remove the focus on profit
1798	The bus service is shockingly bad and over priced	Private companies have prioritised profit over running a decent public service
1799		
1800	It would be the same old same old.	Not enough regulation to control 'voluntary'. You would be relying on bus companies to be fair and reasonable. They're in it for the money.
1801	The current route network, timetables and pricing structure neither fits with the needs for public transport in Strathclyde today nor does it mesh at all with the aims for a zero carbon Scotland. There are too many black holes in the route map, the severely reduced timetables at night and weekends strongly make you consider taking the car and the pricing, unless you're a kid or a pensioner, is pretty eye watering compared to other countries. IF SPT was as world class as, for instance, the MVV in Munich, I wouldn't mind paying a premium for access to a blissfully integrated, far-reaching and convenient network of trams, buses, underground and light rail but SPT is none of those things at the moment.	Been there, done that, they don't work. Add the word 'voluntary' to any scheme involving businesses, and it will fail. Take the workplace pensions - they were going to be voluntary until a single person in the consultation pointed out the obvious flaw in making them voluntary and that they were doomed to fail. Fortunately they were made compulsory...
1802		
1803	'business as usual' is unfair, expensive and a proven failure.	voluntary partnerships are just 'business as usual' in a different guise.
1804	I strongly support SPT's decision to rule out continuing with 'business as usual. The current services are fragmented not integrated and many buses are cancelled leaving travellers late for work or appointments.	I strongly support SPT's decision to rule out continuing with voluntary partnerships. We have had these 'partnerships' in Scotland since the Transport Act 2001, and they have completely failed to deliver positive change. Over this time, we have lost millions of miles of routes, fares have risen well above inflation, meaning fewer and fewer people are able to use the bus.
1805	If business as usual is already leading to decline it needs to be changed.	A recipe for a complete and complex mess.
1806		
1807	The current system is incredibly unreliable and ever more expensive. I cannot understand where the value for money is.	I feel strongly that any travel network should work on a strict mandate for service levels and quality. No company (or public service) should feel able to withdraw their cooperation.
1808	Business as usual is awful. I live in Kelvindale and our bus service is dire. M4 & 94 coming at same time once an hour from 8-5 ish , no evening service . Neither bus going straight to town hence having to change (and bus service getting 2 fares!) No wonder the service is underused. Those able having to walk to GWR and those not taking Mybuses or relying on lifts from neighbours or driving and parking charges in town will kill the centre of Glasgow	These partnerships have been around for over 20 yrs and are failing to deliver a good service.
1809		

	Z	AA
1810	There is no way that the bus system should be kept the same. The buses are overpriced, irregular, and rarely run on time. Not to mention that it is run for-profit instead of for need. Glasgow has one of the worst "public" transport systems in the whole of Europe.	Voluntary partnerships are also useless as it allows private companies to dictate which routes they keep and which they cut. Just because a route doesn't make money, does not mean that it is not valuable. People in rural areas need public transport just as much as in cities.
1811	Private companies are run for profit and don't care about actual quality of service	Private companies are run for profit and don't care about actual quality of service
1812		
1813	The current model does not work, We need a better, fairer system, I am completely opposed to this model.	I don't believe that the bus companies will adhere to any voluntary schemes so I am opposed
1814		
1815	The present bus service is woeful and we need a publicly financed service as seen in Edinburgh	
1816		
1817	Strongly support this. Bus provision needs to change to cater for people's needs	There have not worked.
1818	I am in strong support of ruling out "business as usual". Just look at how TfL buses operate, and what Manchester is doing with their "Bee Network", this is the way forward. Bus deregulation was a costly mistake and it is now more important than ever to take public transport back into public control.	I am in strong support of ruling out voluntary partnerships. Time has told us that private bus operators do not hesitate to axe routes, reduce frequencies or raise prices for profit. Time has also proved that the system of partnerships is a failure, its effect on the service quality of buses was insufficient.
1819	Poor service	
1820		
1821		
1822		
1823		
1824		
1825		
1826		
1827	Definitely	Examine this.
1828		
1829		

	Z	AA
1830	Business as usual is failing utterly. Services are expensive, crowded and infrequent. Multiple providers make it even more expensive if we have to buy more than one ticket.	I strongly support SPT's decision to rule out continuing with voluntary partnerships. We have had these 'partnerships' in Scotland since the Transport Act 2001, and they have completely failed to deliver positive change. Over this time, we have lost millions of miles of routes, fares have risen well above inflation, meaning fewer and fewer people are able to use the bus.
1831		
1832		
1833		
1834		
1835	Reform needed	Reform needed
1836		
1837		

	Z	AA
1838	<p>First Bus currently provides a minimal one bus/hour service to Centre from Eaglesham, even during commuting hours. The evening rush hour service from Glasgow to Eaglesham can only be described as erratic. My experience is that the 4A service to Eaglesham is usually overcrowded by the time it reaches the city centre, full of passengers commuting to the south side only. As an Eaglesham resident, unlike south siders, I have only one bus an hour I can take to Eaglesham. The Eaglesham service may be used by less people than, for instance, the 4 service to Newton Mearns but as a supposedly public service there can be no excuse for an hourly only bus to Eaglesham at rush hour times. The service is so unreliable in the evening rush hour I have recently had to resort to travel by car or train instead of bus. My feeling is that Eaglesham has been written off by First Bus as well off area offering limited profitability to the company due to the lesser number of commuters who use buses. However, buses remain a critical public service for many Eaglesham residents, not only during commuting hours but as their only means of transport during the day. We deserve a more reliable and frequent public bus service which is not restricted because it contributes less to bus company profits. That is after all what a genuinely public service, and a basic and essential one at that, must provide.</p>	
1839		
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1841		
1842	<p>Business as usual has failed. Radical change is required. We don't need to look far away to see better systems, joined up in thinking, there to serve need over returns for owners or shareholders.</p>	<p>The time for good will is over. Given how far we are from a system that works for the people, working on the principle of good hope without legal back up, isn't good enough.</p>
1843		
1844		
1845		
1846		
1847	<p>We have currently no bus service in Huntershill</p>	<p>We need local bus services</p>
1848		
1849		
1850	<p>Failed business model</p>	
1851		
1852		
1853		
1854	<p>I strongly support SPT's decision to rule out continuing with 'business as usual' - I find the present service-level and prices confusing in the SPT area, versus the buses I have experienced in other cities which have regulated municipal bus services. Public control makes buses popular and usable.</p>	<p>I strongly support SPT's decision to rule out continuing with voluntary partnerships - they have been around since 2001 and failed to make a difference. Bus routes have been lost and fares have risen astronomically - this a massive disincentive to using the bus at all. Me and my family avoid it.</p>
1855	<p>The bus service in Glasgow is catastrophically bad.</p>	<p>We should avoid private ownership entirely, it has been proven to fail.</p>
1856	<p>Current fares and level of bus services are unacceptable, especially in a city the size of Glasgow.</p>	<p>The lack of ability to enforce a level of service leaves the potential for certain areas or time periods to be abandoned as they aren't profitable, leaving people there stranded.</p>
1857	<p>This clearly has not worked as services continue to deteriorate</p>	

	Z	AA
1858	Business as usual has failed. We need urgent and innovative change to allow the bus network to meet the needs of current and future passengers	These must be ruled out as they have been shown to be ineffective at delivering the services we require
1859		
1860	Oppose	Oppose
1861		
1862		
1863		
1864		
1865		
1866		
1867		
1868	Poor service , routes being dropped	Can't see the advantages for the public
1869		
1870		
1871		
1872	Bus services have been expensive and timetables erratic since deregulation.	Public transport is essential for the population, and its delivery should not rely on a voluntary aspect.
1873		
1874		
1875	The current system is broken.	
1876	Bus services are in decline at the moment, with bus companies cutting services all the time, with SPT having to back-fill all of the routes with huge subsidies.	Relying on the bus companies to volunteer to do anything isn't going to happen, as while they provide a public service, they also need to cater to their share holders. This is only a "temporary" solution which when implemented, will only serve to then be the new permanent, crappy solution.
1877	The current bus services is a disjointed network with some services operating occasionally at odd times and requiring a different route and operator to return	Unenforceable, and therefore worthless.
1878	Private companies putting profit before Quality of Service	
1879	Business as usual has been really damaging for our community and it is a shame that we are still at the decision making stage.	I don't trust this model anymore as it delivered very poorly for the community.
1880	I feel strongly and think it is important to 'Rule out business as usual' as the buses are a mess at the moment. They are too expensive and don't run towards schedule. Edinburgh is doing better and Glasgow is the most expensive in the UK. Do you not care that we are failing as a bus service? The buses are also terrible in the rest of Scotland. You cannot get around properly without a car and that is leading to massive mental health and environmental impacts.	These partnerships have existed since 2001 and the buses are terrible so for more of them to come into effect seems silly and misguided. I strongly oppose this option. This partnerships have caused the rise in fares, the loss of bus services, loss of jobs and the society buses were to serve. These have been detrimental to the bus industry as a whole.
1881		
1882		
1883		

	Z	AA
1884	Whilst failing not as bad as projected	Money tree not available people starving etc
1885	The current bus service in Glasgow is unreliable - Buses often do not turn up at all, or are late and are often overcrowded. People with buggies, wheelchairs are often turned away. People are not let on when they need to get to work or appointments. Tickets are more expensive than anywhere else in the country and the timetables are confusing with multiple operators with the same number doing different routes. It is a failure to its customers, much who are the most economically vulnerable and altogether embarrassing for Scotland.	Partnerships have failed to deliver the change we need. We need real change in action.
1886		
1887	The current bus network and service levels are inadequate to make bus travel a truly viable alternative to private vehicle use. Only major, enforced changes will alter this.	
1888	I believe the current system stifles the reinvestment of funds made from passenger revenue, meaning that passengers receive less value for money. The perceived quality of local bus services has repeatedly been degraded by the operators while it has been in place, which demonstrates the degree to which regular patrons of the network are short changed by it. Even in Glasgow, where passenger revenues are high, services get cut and downgraded (Fastlink, First's Night Bus service... lapped up by McGills who are only trying to save face because they know there is a consensus on bus reform). For those in more sparsely populated areas, they rely often on singular bus operators, and yet the service they receive is often cut and downgraded. This happens with no consequences for the operator who has a monopoly over services in the region, showing how the supposed competition breaks down outwith denser, higher revenue areas. The degradation of service is bad not only for those regularly using and relying on the network, but also the impression it gives to people coming in to the city, worsened by the confusion created by the variation in ticketing, routes, frequencies etc. between various operators. People shouldn't have to be 'experts' on all these different operators just to be able to get around efficiently. If you are a tourist or are new to Glasgow or Strathclyde, this is even more daunting. Most seem to end up relying solely on the good will of others (drivers, pedestrians, passengers) to help them navigate a system that really doesn't have to be this complicated.	There is already a council-led Bus Partnership in place which has not really delivered any major changes to the experience of passengers. The output so far has been limited to the preemption of pre-emptive feasibility studies on new bus priority corridors. A positive step, but the progress and ability to deliver these schemes would move a lot faster if the transport authority were to be in control of the revenue from passengers. To add insult to injury, the participation of operators is feeble at best, and the frequency at which the partnership meets demonstrates how quickly all stakeholders are really thinking of taking forward the improvement projects they discuss. If you make it voluntary, they will likely volunteer to do nothing. However, if franchising or municipal ownership or a BSIP is going to take 7 years, this option being part of a stepped process towards that final goal could be helpful in establishing the relationships and workflows which would allow the eventual introduction of those more desirable options.
1889		
1890		
1891		
1892		
1893	Private sector does not work for public transport. We have one of the worst public transport systems in Europe and pay one of the highest fares for an abysmal service. Time the services were taken back into public hands and public bodies managing the service that are accountable to the public.	Private sector does not work for public transport. We have one of the worst public transport systems in Europe and pay one of the highest fares for an abysmal service. Time the services were taken back into public hands and public bodies managing the service that are accountable to the public.
1894	Decades of falling bus use is clear evidence of this failed status quo which should end as soon as possible	

	Z	AA
1895	<p>I strongly support SPT's decision to rule out continuing with 'business as usual'. I use public transport regularly, despite having a car, as it is much more convenient, cheaper and also better for the environment. However, I now find myself being forced to use my car as I cannot depend on the buses turning up on time or even just turing up at all.</p>	<p>strongly support SPT's decision to rule out continuing with voluntary partnerships. As you are aware, these partnerships have been in operation in Scotland since the Transport Act of 2001 but have failed to deliver any positive change. Again, and as you are aware, millions of miles of routes have been lost to the people of Scotland and fares have risen well above inflation which has meant that rising numbers of people have been excluded from using buses as their means of transport.</p>
1896		
1897		
1898		
1899	I'm not well served by existing private bus operators	
1900		
1901	Poor bus services	Pretty be much the same as it is just now.

	Z	AA
1902	<p>I support SPT's decision to rule out continuing with 'business as usual'. The bus system in glasgow is so expensive, unpredictable, incoherent, full of different operators and to be honest, embarrassing compared to bus services in the rest of Scotland and the UK. Scotland's biggest city should have a pioneering set of public transport solutions, not be totally lagging behind and penalise its citizens.</p>	<p>I support SPT's decision to rule out continuing with voluntary partnerships. I don't trust corporations to co-operate with an essential social change voluntarily. These companies are the reason the system and service is in such poor condition.</p>
1903		
1904	<p>Buses in Glasgow are expensive and not very reliable. Bus operators can change services with not much notice. People who depend on buses are hindered in getting to jobs or school/college. The current system has not worked well for years. Let's try something different, which seems to be working in other large urban areas in the UK</p>	
1905	<p>I wholeheartedly endorse SPT's choice to abandon the 'business as usual' approach.</p>	<p>I fully support SPT's decision to discontinue voluntary partnerships. These partnerships have been in place in Scotland since the Transport Act 2001 and have failed to effect positive change.</p>
1906	<p>It's not working</p>	<p>Free market doesn't work for infrastructure delivery</p>
1907		
1908	<p>Profit before people must stop</p>	

	Z	AA
1909		
1910		
1911		
1912	The current system is a complete muddle. We need an integrated system of public transport with a system by which one ticket works over multiple modes of transport. (See the German systems of ticketing.)	These simply have not worked. Such voluntary partnerships have existed in Scotland since the Transport Act 2001, and they have led to the loss of many miles of routes, significant fare increases. In consequence fewer people are able to use the bus.
1913		
1914		
1915	Things are not working, public is being exploited for profit and it's the poor that suffer the most. Private companies are not working in the public interest.	
1916		
1917	The busses are a nightmare and cannot continue to be run as they are. I buy a monthly M ticket from first bus, I should be able to use it on the buses of other companies instead of being restricted to the unreliable First Glasgow buses	Voluntary partnerships have caused over priced fares and a shoddy service.
1918		
1919		
1920		
1921	the service at the moment is expensive and unreliable. This is a public service and important to the economy of the city, we can't leave decisions about the service to the bus companies	
1922	The bus system in it's current form is useless to me. The buses are (currently) more expensive than train travel and I would need to walk the same distance to a bus stop that has a useful service as the train station. The conditions on buses are also shockingly bad, but nothing is done to improve this as there is no incentive for private operators. I have been on instances where a bus has terminated (in winter!) 5 miles from home - at least the train services have replacement services. Privately run bus companies do not care. Bring back Bus Franchising!	Nah, the private companies have had their day on subscribing routes - just do franchising. It makes more sense
1923	Currently the service is appalling - we moved house from Croftfoot to New Gorbals in 2020 because the only bus service (First Bus 5) was so unreliable it became unusable. We have no car or other option.	These have been in operation 'voluntarily' since 2001 and they have never worked. Routes have been discontinued with no accountability for consumers. If profit is the only motive, 'service' and 'the public good' go out the window.
1924		
1925	Not currently working	Existing partnerships have failed.
1926		
1927		
1928		

	Z	AA
1929	<p>We strongly support SPT's decision to rule out continuing with 'business as usual'. The present bus system is failing far too many people and communities and the only way that this can be addressed is greater public control.</p>	<p>We strongly support SPT's decision to rule out continuing with voluntary partnerships. We have had these 'partnerships' in Scotland since the Transport Act 2001, and they have completely failed to deliver positive change for people and communities. Over this time, we have lost millions of miles of routes, fares have risen well above inflation, meaning fewer and fewer people are able to use the bus.</p>
1930	<p>We need to have change in the way bus services are delivered in Strathclyde.</p>	<p>I would not rule this out as a step on the way, but 'voluntary' could mean that bus companies continue to provide a poor service.</p>
1931	<p>The current offer is still piecemeal and although I can hack a personal mobility deal using my NEC (for bus trips, stored & discounted Subway trips, some bike hire, car club hires & 50% discount on rail fares, it lacks a coherent promotion and policy direction</p>	<p>Voluntary partnerships can work when all parties have a mutual trust and interest on making the whole system work Currently this is lacking</p>
1932		
1933		
1934	<p>Business as usual has become a complete disaster and does not provide any acceptable service in our area. The routes have seen a constant erosion over a period of twenty years with few services in the area and those completely unreliable.</p>	<p>These 'partnerships' have completely failed to deliver positive change. Routes have been consistently reduced and service has become completely unreliable.</p>
1935	<p>I support ruling this out as it is clear from the evidence and from personal experience that the current bus system is failing. Bus operators being able to effectively do what they please has led to inconsistent services, a network that is poorly joined-up, and expensive fares.</p>	<p>Voluntary partnerships give private bus companies too much power over decision-making, as decisions made through such partnerships would not be enforceable. I therefore support the decision to rule out voluntary partnerships.</p>

	Z	AA
1936		
1937	History has shown that bus deregulation has been a highly expensive failure - both as an economic and as a social initiative. Not only did deregulation give away an astonishing amount of public resources and assets, the bus operators have exploited their position by ruining a much valued public service while extracting vast profits and causing a great deal of difficulty to the public, to local businesses, and to vital public services. The current legislation gives private bus operators free license to maximise profits without any accountability or concern for matters outside of their own interests. They have been allowed to carve up the business share between operators so that virtual cartels are in existence and there has been minimum oversight or control of their impact on society. The public purse has been used to fund their almost criminal actions, and it is a disgrace that it has taken government (and their agencies) so long to address these extensive problems and insults to society.	These bus operators have, as discussed above, previous behavior in respect of manipulating matters to their own advantage. It would be naive in the extreme to expect them to change their modus operandi if they could do otherwise. It was originally claimed that bus deregulation would lead to greater competition and result in lower costs and improved public services, but history has shown that external service providers only seek to increase market share and create conditions which are solely intended to extract as much revenue at as little cost as possible. They will not operate in true partnership with anyone.
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1944	Any service where profit, or even containing losses, is a factor, results in inadequate services at less busy times.	The 'voluntary' part of the name sets alarm bells ringing. There are lots of examples in various fields where voluntary agreements don't hold.
1945		
1946	cos the public deserve a fully democratic publically run and owned transport network	cos they are vol, and not within public control
1947		
1948		
1949		
1950	It does not seem to be working in Glasgow	Partners could leave the partnership throwing services into chaos
1951	It's failed, too expensive and ineffective	Do goofing is not the answer
1952		
1953		
1954		
1955	Things need to change. I believe re-nationalisation is the key.	Things need to change. I believe re-nationalisation is the key.
1956	Delivers no improvement. Consultation is fake and pointless if this is even considered.	No statutory basis for expecting improvement. Little better than Business as Usual.
1957		
1958	Current operations do not work	Not appropriate
1959		
1960	Services are poor and massively overpriced compared to other major uk cities	No incentive for them to change anything as voluntary
1961	It's a wild west mess for passengers with little sense to it	

	Z	AA
1962		
1963	Privatisation has not worked, lots of bus routes have disappeared and profit has been the only motive rather than helping people travel.	I support this
1964	100% support SPT ruling out business as usual. The current privately owned system is not working for us, it's time to move forward with public ownership, (in the same way Scotrail is now owned by the public)	Definitely don't continue with voluntary partnerships, as above, they don't work for the general public, the cost of fares is extremely high too
1965	the current system is not public at all	private and public partnerships should work for the people before profits
1966		
1967		
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1970		
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1972		

	Z	AA
1973	Paying higher prices and waiting longer for buses is NOT acceptable.	Absolute failure for 20+ years since the transport act 2001. These partnerships are a joke and failed to deliver any meaningful positive impact
1974		
1975	Privatisation has been a total disaster for bus passengers.	
1976		
1977	to support a broken system is crackpot.	First bus do not give a shit about SPT or people of glasgow and will do whatever they want to do. 100% no to voluntary partnerships. they've made enough money off us and time for them to go.
1978		
1979		
1980		
1981	we need public control	has been the case for years and hasn't delivered- we need a change.
1982		

	Z	AA
1983	Basically this is theft of public funds	Basically this is theft of public funds
1984	It is not working now. Public ownership works in Edinburgh why not try it in Glasgow?	Loss of bus services shows this doesn't work
1985		
1986	Business as usual means poor services and privatised profit.	Non profitable routes have been lost while fares rise.
1987		
1988	Business as usual leads to high fares and poor services. The only people who matter in this model are shareholders	With no enforcement available it has no value. The company will always say improvements are unaffordable
1989		
1990	As the present bus system is failing public control is vital ASAP	Since 2001 these have systematically driven the bus system into the ground
1991		
1992	The current system just does not work well at all. The services are severely limited for a lot of areas and the hours of service are laughable. The prices are beyond a joke, it is cheaper to drive for most journeys.	These partnerships have existed for over 20 years and have failed to make a positive, notable impact on the service.
1993	the bus transport is a waste of time, badly needs a revamp.	
1994		
1995	Service is poor	Don't see it working
1996		
1997	Appalling level of service	
1998		
1999		
2000	It's clearly not working!	Clear that many companies will not work together and have rules imposed on their profiteering. These have existed for over 20 years and have not worked
2001	it ain't work it, need to fix it	
2002	Strongly support ruling out business as usual as public control important	Strongly support this ruling out voluntary partnerships as public control important
2003		
2004		
2005		
2006		

	Z	AA
2007	it isn't providing the security and reliability of services currently	doesn't offer advantages to customers over the current system
2008	Bus services across the country are appalling. They are run on a scale which suits owners, and shareholders, but definitely NOT the passengers.	This has been tried and in recent years, has become unreliable. Certainly since Covid restrictions were made, the bus services deteriorated when those were lifted. A shortage of drives and buses was given as the excuse.
2009	All too expensive and unreliable.	Not trustworthy!
2010		
2011		
2012	BAU has failed to deliver appropriate services to many urban and rural communities, far from the ethos that was sold to many, that competition would bring prices down and create a better service, what happened was a monopoly was created, services cut and fares have disproportionately grown far in excess of inflation!	I am strongly in favour of SPT's decision to rule out continuing with voluntary partnerships. We have had these 'partnerships' in Scotland since the Transport Act 2001, and they have been a spectacular failure.
2013		
2014		
2015		
2016	Business as usual is a shambles of a system that's embarrassing for a city of Glasgow's size. Reform needs to happen	Voluntary partnerships are the way future
2017	The cost to the public of services should be reduced if private companies operate franchises with fare conditions. This applies to all proposals.	
2018		
2019		
2020	Public control of the bus service gives the most benefit to the travelling public.	We have had these for over 20 years and they have failed to deliver any benefit.
2021	That is the current failing system where fares are high and services are weak.	Partnership is not the right model.
2022	Services are declining under this regime. Needs public control.	These have not proved helpful.
2023	present bus system is failing therefore it would be a bad choice to continue with this.	previous voluntary partnerships have failed to result in the required change for travellers.
2024	BAU is terrible for bus users - unreliable, expensive, and not comprehensive	
2025		
2026	Too many failures and loss of routes	
2027		

	Z	AA
2028		
2029		
2030		
2031	Yes. The existing bus system seems to be dismal. Surely we need change?	Yes. The existing evidence shows these are very bad.
2032	Strongly support as private bus companies are only interested in making profits not providing a service to the public	Voluntary partnerships have not worked and fail to deliver service to the public that is needed i support ruling out voluntary partnerships they don't work
2033		
2034	The current bus system is deeply flawed. I have waited over an hour for a bus before because one has never arrived. They are always late or don't show up at all. Further, during rush hour the Bus is often full and unable to take many people to work/school/university. For its unaffordability (At £2.85 it is over a pound more than in London and far less frequent), it is deeply inconvenient but sadly it is my only option, though it is easy to see why others have give up on it. A localised and public system that combines the various modes of transport in the city and reflects the needs of those who use it, is pivotal in Scotland's largest city.	
2035		
2036		
2037	Simply because it doesn't work. We have an unreliable and expensive public transport system. The companies involved have had decades to address this and they simply haven't.	Same as above. There's a lot of talk about this from companies who have provided a terrible service and now they're falling back on this, which isn't an option.
2038	The tax payer continues to pay and subsidise a failed system, it is not efficient, it is not a quality service. It is based on profit, not need. The price continues to go up. De-regulation has been a failure for buses as it has for all other relevant industries.	This is just more of the same. I have no confidence that anything will improve. The present system was supposed to improve services. It has not. Why would private buses change anything if given more public money?
2039		
2040	Not working	
2041		Voluntary is inadequate.
2042	I want a proper transport system in this city, one that is joined up and affordable. It is ridiculous that a city of our size does not already have it. The bus tickets are extortionate - some of if not the most expensive in the UK. The routes and lack of affordable night buses (or any buses after 00:20 on a week night) is really failing the city and leading to a hugely negative outcome for the night time economy and the city centre. I rely on buses to get me round and the amount of stress they cause me compared to when I was living in Edinburgh is ridiculous.	Scotland has already had these for over 20 years and it is very clear from the extortionate cost of tickets, the many lost routes and general failings of the system that it does NOT work.
2043	Privatisation has been a proven failure. Greater accountability and public control is long overdue. So I strongly support ruling out Business as usual.	Again, these have failed to meet community needs. I strongly support ruling these out.
2044		
2045		
2046		
2047	Inadequate services, not value for money	
2048		
2049	Business as usual isn't working	This doesn't bring buses properly under the control of the local authority
2050	I strongly support this, as I believe intervention is required to re-regulate the bus operators to create an integrated transport system like other major cities.	Voluntary partnerships have failed to deliver for the people of Glasgow and the wider Strathclyde region. Fares are expensive, services are poor, and there is very little integration between different services and operators.

	Z	AA
2051	Now is the time to reinstate public ownership of bus services.	Voluntary partnerships should be considered.
2052	Current service is very poor. confusing and poorly coordinated between the differeent operators, expensive and unreliable. Why on earth would we want to continue with this?	Ditto
2053	Strongly oppose as the buses in the city currently are functionally unusable for many people who would otherwise gladly rely on them - timetables, prices, and reliability being the main issues.	
2054	Only concerned about profits for THEMSELVES	AS ABOVE
2055	This must be ruled out as the current service is appalling, expensive and getting worse every year.	This should be explored and implemented to improve the bus network
2056	Useless and expensive.	No incentive for operators to change
2057	needs to change, we used to go to glasgow from irvine and now we take train as there is no glasgow service, have to go to kilmarnock to get bus to glasgow and same on return.	could not quite understand this
2058		
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2062		
2063	I cannot rule this out as I believe the alternatives offered are not yet properly or fully costed , indeed according to reports they are way off the mark by 100s of millions of pounds, and the question remains who will fund these changes, Scot Gov have said they wont and our councils are skint. Equally some private Bus companies are threatening legal action about these proposals which they see as plans to drive them out of business . Agreement with them needs urgently sought and the threat of years of costly court cases need to be removed	see above
2064		
2065	It's been a disaster since first day & meant loss of so many essential services	Don't trust the bus companies, as they just abandon their customers
2066		
2067	The current system is an expensive shambles that's lining the pockets of someone at the expense of the public.	Transport partnerships seem to have been ineffective.
2068		
2069		
2070	Private ownership means bus companies are answerable mainly to their shareholders and not to their communities and passengers. Public services should be in public hands.	I'm hesitant about involving private providers even if their impact is less than it would be under current arrangements. I really want to see all Scotland's public services in our hands, not in unaccountable ones.
2071	It's not working in customer's interest	They will prevent real change
2072		

	Z	AA
2073		
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2077		
2078	It's not currently working	Suitable and effective changes cannot be enforced
2079		
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2086		
2087	Current system not providing effective service, want public ownership option	This system has been in force for over 20 years now, but has resulted in higher fares, less services, so not value for money
2088		
2089	Buses should be a public service	
2090		
2091		
2092	Private contractors raise prices, make profits and don't benefit the community. The council should control the services , can recover and reinvest any profits.	
2093	What a state the bus situation is at the moment! Why would we want to continue it?	You can't leave things up to voluntary agreements. Things need to be binding.
2094		
2095		
2096	Buses are terribly unreliable and expensive. Yoker->City is £2.60/£4 return on train. Crowded bus in the morning which takes between 20-40mins is £5 return. England has £2 cap, here I can't go 5 mins on the bus w/o paying £2.85 at least. Very few night-buses, extremely expensive. Buses are dirty and slow especially First in my area. Very often they just come randomly and not keep to the schedule. Ticketing is ridiculous and complicated. I got a Tripper pass on the first app, some drivers on McGills tried to refuse service. PlusBus sometimes not accepted/frowned at too. No integration with subway/trains hence forces people to rely on buses causing crowding when better (but more expensive alternatives are there)	It's a massive waste of money. We need proper subway+bus (all companies integration) preferably with train. Just like in any major city in Europe (BKK in Hungary, BVG in Berlin, TfL, Bee Network, etc). Look what happened when First stopped the night buses. We need reliable transport not voluntary partnerships which fall apart when profits are in danger.
2097	The current bus service is not fit for purpose. Buses are infrequent or non existant in some areas, unreliable, unsafe, and expensive. There is poor integration with other transport links.	Bus companies are motivated by profit not need, therefore have little commitment to meeting social concerns.
2098		
2099	Not working and leeching funds into private hands	Needs to be under control of democratic organisations to ensure peoples' priorities prevail
2100	Lack of bus services in my area mean only route to Glasgow is rail & that is not reliable.	
2101		

	Z	AA
2102	Definitely - current system does not work well.	
2103		
2104		
2105		
2106	The way things are 'working' just now isn't suited to the needs of Strathclyde's residents, buses are often late/ don't turn up, very expensive for a lot of routes and it seems that some routes have been cut because they weren't profitable, that have cut people off from eachother.	
2107	Quite simply, the current situation is unsustainable if Glasgow seeks to have any viable late trade and cultural sector to speak of	
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2115	Poor service and unwillingness to add routes	As above
2116	It is not working for communities now	Have not worked in the past
2117		
2118		
2119	Change has to happen	
2120		
2121		
2122	doesn't seem to be working	financial profits may prioritise over need
2123	Keeping business as usual does nothing to address any of the current problems with our public transport.	Same issue as business as usual, there's nothing with this plan that drives change.
2124		
2125	Unreliable confusing bus system (two no.4 buses?) and bonkers fare system. I avoid taking buses even when they should be most convenient.	
2126		
2127	As a concert & event promoter in fixed venues (multiple venues from King Tuts to the Hydro & Football Stadiums) and large public parks Glasgow Green & Bellahouston etc we need customer to have accessible, safe, frequent & late night services to all locations across Glasgow and the wider surrounding areas. We need people to return into the city at night with confidence they can get home so the economic impact of our concerts and events can benefit the entire daytime and nighttime economy - the current offering does not facilitate this and has a massive negative impact on our business and the city.	

	Z	AA
2128	It doesn't currently work. I live a 7 minute rush hour drive from work but have to leave over an hour before starting work to hope to make it on time. My journey on buses (two of them!) can take over an hour. And don't even get me started on the cost, and the exponential rise of tickets.	We need new investment and legal obligations to hold them to
2129		
2130	I support ruling out business as usual because the current situation does not provide a good service. Fares are expensive, services finish too early (e.g. First Bus 34), run too infrequently and buses are frequently late or cancelled at short notice, often just not turning up.	I support ruling out voluntary partnerships as a voluntary approach has so far failed to deliver the improvements required and I do not believe that the bus companies will change and provide improved service and reduced cost if it is left voluntary.
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2138	I wholeheartedly endorse SPT's choice to reject the notion of maintaining the status quo. Furthermore, I believe it's imperative to address how the current bus system is falling short and why I consider public oversight of the network to be crucial at this juncture.	I firmly endorse SPT's stance against persisting with voluntary partnerships. These arrangements have been in place in Scotland since the Transport Act 2001, yet they have utterly failed to bring about any meaningful improvement. During this period, we've witnessed the loss of millions of miles of routes, accompanied by fare increases far outpacing inflation. Consequently, fewer individuals can afford to use the bus service, exacerbating the decline in ridership.
2139		
2140		

	Z	AA
2141		
2142	This will just perpetuate an unsuitable service	Services will not improve and volunteers give up
2143	Glasgow's buses are far too expensive and are an absolute embarrassment compared to Edinburgh, and compared to other UK cities. We MUST move beyond the current multi-operator mess that is skimming profits off the backs of the working class who have to cough up to use unreliable buses.	These would be a big waste of time, this won't remove the profit motive of private bus companies and it won't move us any further towards a proper public service.
2144		
2145		
2146	Business as usual is not working - getting a bus in Glasgow is complicated and expensive.	The evidence is that most private bus companies cannot be relied upon to voluntarily prioritise customers over their shareholders.
2147	The current system is too fragmented and too expensive. Buses are currently the most expensive form of public transport. Operators are not collaborating and service levels are hit and miss.	The voluntary partnerships that already are in place have not helped making positive change. Instead, service levels have got worse.
2148		
2149	Lost too many services. Prices	
2150	BAU operations are ineffective in providing consistent, reliable, affordable service.	Voluntary Partnerships have not been effective in improving or even maintaining the level & quality of services provided by bus operators.
2151		
2152		
2153		
2154		
2155	The system is broken	
2156		
2157		
2158		

	Z	AA
2159	Present bus service is below par. Lack of customer care. Minority of drivers are plain rude.	
2160		
2161		
2162	I completely agree, no other country runs its bus network the way we have allowed ours to be run. Deregulation has locked us into a spiral of decline. We need radical change.	The evidence is that the voluntary partnership approach has failed and will continue to fail to resolve the root problems. The Options Appraisal report is very clear on this. I agree with ruling out voluntary partnerships as the solution to the problems identified.
2163		
2164	Strongly support	Strongly support
2165		
2166	It is not working well for people	Best to have an opportunity for all others.
2167	Buses are expensive and inefficient. Comparing our buses to Edinburgh's is embarrassing.	

	Z	AA
2168	I strongly support SPT's decision to rule out continuing with 'business as usual as the present bus system is failing us.	I strongly support SPT's decision to rule out continuing with voluntary partnerships. We have had these 'partnerships' in Scotland since the Transport Act 2001, and they have completely failed to deliver positive change. Over this time, we have lost millions of miles of routes, fares have risen well above inflation, meaning fewer and fewer people are able to use the bus.
2169	Something needs to be done to improve services, however there are too many things wrong within the industry for this to happen in the short to medium term	I am opposed to this being ruled out, as I feel voluntary partnerships would be a better way forward in order in the short to medium term. I believe there will less risk from being tied into contracts and/or obligations that end up with long term substantial losses and companies withdrawing from the sector. You only need to look at some of the railway franchise agreements over the past few years to see what a disaster some of those were.
2170		
2171	The current system is working for no-one except the private bus companies, who continue to make profits despite expensive, inefficient and unreliable services, which is why I support ruling out continuing with business as usual.	Voluntary partnerships are already available and have failed to deliver positive change to bus services - routes have continued to be cut while fares continue to rise - which is why I support ruling them out.

	Z	AA
2172	The current setup with McGills allows them to monopolise the service which is not in the best interest of the public who have little to no choice or competitive options.	Don't know enough about this but would like to see more options for the traveling public with at least two operators of choice with timetables giving an equal playing field. For example. McGills not flooding services to squeeze out the competition only to reduce the service and increase fares once they have a captive market.
2173		
2174		
2175	Private bus companies are not driven by what is best for a community, they should be held to higher standards or the transport network should not be privatised!	
2176	We agree that some things have to change. SPT's recommendations fail to take account of significant pieces of evidence noted in their documentation that should have been of particular importance in reaching their final recommendations and bears no relevance to who operates the local bus services. In the interest of passengers, present and future, local authorities and transport authorities need to commit to dealing with issues outwith the control of bus operators, that are and always have been, in their gift to improve and/or deliver. For example, bus priority, appropriate and fit for purpose bus infrastructure, parking policies and pricing that 'compliment' modal shift and enforcement of 'bus only spaces'. This is not an exhaustive list.	There is a place for consideration of voluntary partnership working. In our experience, local authorities and transport authorities have never shown any interest in developing any form of partnership, on any basis, in our operational area.
2177	Strongly support - current system is a disaster.	Strongly support - these 'partnerships' have existed since the Transport Act 2001. They have failed to change things. Try something different.
2178		
2179		

	Z	AA
2180		
2181		
2182	Current service is poor and patchy. I live in an area of Pollokshields that is close to the city centre but severely underserved by buses, and it is not cost effective due to 2-3 providers all charging differently. Timetables are bare and buses have a tendency to not turn up. Area would benefit from better connections to Shields Road and Cessnock Subway as well as local train stations.	It should not be voluntary - there should be statutory requirements for effective and affordable transport based on demand, and not left to discretionary agreements and participation by service providers.
2183	Will have the same buses for profit only as we have now	These would never worknas they are not enforceable
2184		
2185	The current system is failing and having to pay different fares for using multiple bus companies is an absolute scam. We need a unified ticketing system at least	We need to ensure that bus companies are full engaged and required to follow the required service for the region, so any voluntary partnerships in a sense give the companies more control
2186		
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2188		
2189		
2190	This would destroy our current community informed express coach into glasgow	This would destroy our current express coach service to Glasgow
2191		
2192		

	Z	AA
2193	Bus services to my local town have decreased over time. The ones that we do have are infrequent and unreliable or the routes do not meet the needs of travellers. Provision of bus services seems to focus on cities or large towns and the countryside is forgotten about.	
2194	The 3c bus that is operated by climate action Strathaven has been extremely successful in the community and they operate and run it in consultation with the residents of Strathaven and stonehouse. This service has been a lifeline to the community you g and old. The service as it is, is fantastic and I wholeheartedly support CAS to remain in control of the service and the future of it and other services. Being able to get into Glasgow directly is great. I think SPT would be remiss to rule out bau with CAS	
2195		
2196	Agreed	Agreed
2197	Very happy with Strathavon's 3C bus service.	Very happy with Strathavon's 3C bus service
2198	We have an excellent service in the rural communities on the provision. Of the 3C. It is incomprehensible to me that a well run and organised service truly run for the community isn't a wanted option and I suggest you all get strong opposition in this area to its removal.	As above
2199	Business as usual is for the first time allowing me to go jn and study with ease. Transport has never been so good or popular as it is now in my town.	Volunteer service provides a dar superior service.
2200		
2201		
2202	The buses actually run on time in SLC	Absolutely diabolical idea.
2203		
2204		
2205		
2206	The 3C service in Strathaven has been the best thing to happen in the town for years and should be left well alone	
2207		
2208		
2209	Bau works effectively and should not be changed	As above, the service is excellent and needs no intervention.
2210	I use a bus service run locally by a charity. It can work locally and provide the service only under current business as usual	As above our local bus is run by a charity and to operate as well as it does needs this option to continue
2211	The 3c in Strathaven should continue business as usual. They set Strathaven up with a direct link to Glasgow several times a day when no local authority or transport group appeared to give it any consideration. They are doing an excellent job and I would be against this being taken from them and put out to tender to less caring companies who have never thought of linking Strathaven direct with Glasgow instead of the horrendous public transport options we had previously and the high prices.	As long as you keep the 3c in Strathaven I am not averse to this for other areas.

	Z	AA
2212		
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2215		
2216	Leave the 3C alone. First time in years a suitable form of public transport has been offered	
2217		
2218		
2219	Bus service in a lot of rural areas is very poor	Where voluntary partnerships are successful then they should be maintained and encouraged by SPT
2220		
2221	The 3C service has brought a much needed link for Strathaven to Glasgow. The service runs well. Prior to this SPT did nothing to bring transport links to Strathaven. I see no reason to fix what isn't broken.	It should be reviewed on a case by case basis. There should not be an outright ban across the board.
2222	See the below	These have been instituted to fulfil a local need that SPT couldn't or wouldn't meet. This speaks of a lack of commitment to these local services. I feel that this will still be your attitude post
2223		
2224	CAS doing a wonderful job-do not jeopardise that!	
2225	BAU is working extremely well in Strathaven with the 3C bus service	
2226		
2227	Our 3C service is excellent	Climate Action Strathaven have engaged the community and provide an excellent service. I always use this service to Glasgow
2228	Strathaven 3C service should be allowed to continue to be run by Climate Action Strathaven.	
2229	I would advocate leaving business as usual	
2230	Services are poor and mis managed	
2231	The existing system works very well for the bus services I use.	It is better when both parties voluntarily agree to improvements rather than being contractually forced to do so. Compare Abellio who lost the rail franchise through failing to meet contractual agreements which were probably never achievable from the outset. The rail service has declined since eg dirty trains, no toilet facilities, I've often travelled without being asked for a ticket etc
2232	The CAS 3C bus from Strathaven to Glasgow has been an excellent success for our community and would be a huge loss if it stopped	
2233		
2234		

	Z	AA
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2244	Excellent local services provided by local community (CAS)	
2245		
2246	Current SPT model does not work	No! In the correct circumstances this has proved to be a great success
2247	3 C service from Strathaven is fantastic and life changing . Please leave it alone	
2248		
2249		
2250		
2251		
2252		
2253	I live in Strathaven where the Climate action group run a vital and essential frequent bus service in and out of Glasgow. This provides my daughter an affordable way of travelling to university whiteout wish we as a family would struggle to find an alternative. The cas Group have proved themeselves to be a highly efficient group at am aging and developing the growth of bus users in Strathaven. This in turn makes our town safer by reducing cars in and out and contributes to a sustainable long term solution to tackling climate change through reducing car travel and promoting bus travel. It is vital we can continue to operate with this and further develop Strathavens bus service.	
2254		
2255	The service provided by mcgills in my area is terrible, not value for money and very inconsistent service as they have a monopoly and know they can do as they please	
2256		
2257		
2258	Bad for business and economy	not sure of it
2259		
2260		
2261	Nothing will improve under business as usual	Private bus companies don't care and are only interested in making profits.
2262	It's no longer a service	No real enforcement
2263		
2264		

	Z	AA
2265	McGills ending of routes and then driving their competitors out of business by immoral means has caused numerous fragmentations of the society. Elderly, immobile and frail people are being made housebound. The cafeterias in Paisley has lost their customer base and has had to close down. Renfrewshire Council must have lost lots of money on this. The people, rightly or wrongly, feels like victims of cosa nostra, a local mafia.	
2266	Services need to improve	Public transport should be just that, driven by the public's needs.
2267	The 3C from Strathaven runs perfectly as it is, run by local people for the localmcommunity	
2268		
2269	The current service does not support the needs of the community it is unreliable costly and insufficient	Voluntary partnerships still allow companies to put business needs before the community
2270		
2271	Climate Action Strathaven run a very successful service. It's a vital lifeline for commuters and students. No reason to change something that's working well.	
2272		
2273	First Glasgow have a monopoly on all services that I use. The current experience is that their current services are often late or don't arrive at all. Also First only offer an hourly 60 service to the East End of Glasgow which is too infrequent to encourage me to use the bus at night. I'm blind and would feel confident using the bus if there were on board announcements and an app advising me my bus is arriving at the bus stop but First have no interest in providing these services which are available on other bus operators. My bus stop on Stockwell Street for the 267 service doesn't even have a shelter. With all this in mind people wonder why bus patronige is declining!	I can't see First Glasgow volunteering to do anything to improve its current offering.
2274	Existing services are being cut without consultation or considerationof the community, pensioners are practically housebound due to relocation of bus routes	Would prefer all public transport to be under local authority control
2275	FIRST and McGills are entirely profit-driven. That's the reality. I strongly oppose business as usual because neither McGills or First offer a decent service, especially outside of peak times and especially on thinner routes.	Voluntary equals non-binding so is irrelevant.
2276	Fed up with Mcgills lack of service.	
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2281	There is an effective efficient service in place vis the 3C- why change it?	
2282		
2283	The current bus provisions don't work, as they are unreliable and too expensive	
2284	Oppose	
2285	I don't want SPT involved in the running of a now successful bus service in Strathaven	I don't want SPT involved in a now successful bus service in Strathaven
2286	The local bus service is not good enough	
2287	Does not work	

	Z	AA
2288	Poor service	
2289	that is not working	
2290		
2291	Currently the buses and terrible they are late or not often enough. But more than that the thing that really annoys me is when they just don't show up.	
2292		
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2299		
2300	Why would you disrupt what is already a fantastic service	Why would you disrupt what is already a fantastic service
2301	The service I'm interested in (3C Strathaven-Glasgow) works well, is direct and affordable. I rely on it massively. I'm concerned it will no longer be a direct service if interfered with.	
2302	Something has to change as the bus operator in my area are not delivering a good service.	
2303	Rural communities need buses run by those communities and not private companies	
2304		
2305		
2306		
2307	It isn't working	They won't change anything
2308	Bus services are not working for many people. Not linked up, too expensive, many areas have insufficient services	
2309		
2310		
2311	Does not meet the needs of bus users	Will take too long and be inefficient
2312		
2313	Bus Services should link / tie in with Rail Services	
2314		
2315	Business as usual has provided a service not fit for purpose with late buses, expensive buses or no buses!	This has been tried and has resulted in the terrible situation described above.
2316		
2317	Local services created and run by and for local people. No to BAU.	
2318		
2319		
2320		
2321	Our services in Strathaven and Stonehouse are already good	

	Z	AA
2322	<p>Over many years services to and from strathaven were eroded to the extent we had virtually no viable service into Glasgow due to declining passenger numbers. The introduction of the 3c service has been hugely popular and should not be underestimated. Ruling out business as usual before consultation is short sighted and a huge mistake. A huge attraction is the reliability, and limited stops on the route making it time effective. Many people relation service for work, as do many students due to proximity to college/universities.any reduction to this level of excellent service will in my opinion be met with resistance with apathy and reduced user numbers, placing spt in the same position as years ago when services were withdrawn as not viable.</p>	
2323		
2324	<p>This will allow McGills to further reduce services and routes as they please</p>	
2325	<p>I will be extremely disappointed if the outcome of this consultation threatens the 3C bus service from Strathaven, operated by CAS</p>	
2326	<p>This has been tried and is clearly failing, with the current provider running the service to suit themselves and not the service users.</p>	
2327		
2328	<p>I live in Edinburgh and visit Glasgow as often as I can. Glasgow's train services are much better than Edinburgh's -- but Edinburgh's buses are much easier to understand than Glasgow's! I would love it if Glasgow adopted the same approach as Edinburgh, which seems to be very successful.</p>	
2329	<p>Clearly does not work as it should, only serves company interests.</p>	<p>Makes it a club without transparency</p>
2330	<p>The current situation does not meet the needs of people.</p>	
2331		
2332	<p>The current arrangement in my local town works very well - I would not be happy to see it changed.</p>	
2333		
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	Z	AA
2341	Rural communities are so badly served that the bus is no longer an option for many and people become isolated	This will end up as business as usual
2342	The situation as it is under McGills Bus Company is a shambles and is not fit for purpose cutting services to suit them NOT the travelling public .	
2343	I oppose ruling out business as usual because our 3C bus is successful on so many levels - environmental, reliability, comfort, efficiency,	
2344	Definitely	Yes
2345		
2346	I oppose because it may be to the detriment of myself and my local community. I live in Strathaven where the 3C service is a much loved and used service and I believe relinquishing control means prices will likely increase and services decline. It's a fantastic service which should be looked at and be used as guide to the rest of the country, particularly in rural communities where public services have dwindled due to poor services offered at high prices.	
2347	We have a perfect service offered by CAS. They have implemented a great service which is highly valued by the local community both young and old. If this service were to move to SPT of another public company I have no doubt the quality and value would decline.	
2348	Local arrangements in my area have allowed me to use the bus service which I have never done in the 20 years I have lived in the area. If this changes I will need to resort to my car	The service is run by a voluntary organisation
2349		
2350	If we don't do this how will we pay for the other options?	This is worth thinking about.
2351	Transport now is not for meeting peoples needs. Also very expensive and disenfranchised people. I think Lothian buses is a good model which returns money(profit) to LAs	
2352	You can't rule this out- it would appear to be one of the only viable options	It's worth looking at voluntary partnerships
2353		
2354	Our current operator is failing the Public badly they don't care about providing a proper bus service only care about money	
2355	Our local 3c service has been innovative and a boom yo the community where SPT provided no service what do ever - if it ain't broke don't fix it. Either do something better or leave well alone!	
2356		
2357		
2358		
2359	McGills rule the bus services	
2360		
2361		
2362	The current 3C service is excellent	The current 3C service is excellent
2363		
2364		

	Z	AA
2365	Bus services have continued to decline over the last 30yrs and compared to other publicly owned ones in other cities, we are in a poor situation	Buses are expensive and forced me to take car instead
2366		
2367	This is not working and hasn't worked for years.	I live in a village within renfrewshire and we are currently trying this - however, as a result, McGilla have now upped their service I. The area....presumably so our partnership doesn't work.
2368	The current system is definitively broken.	
2369		
2370		
2371		
2372		
2373		
2374	The current model is failing many areas with aging populations.	
2375		
2376	Current system doesn't work. We need new ideas to encourage people to leave their cars behind and use public transport. The service needs to be good and affordable. This isn't going to happen while private companies (e.g. McGills) have become multi millionaires off the back of tax payers subsidies.	Needs to be compulsory!
2377	Currently McGill's service my area but cancel buses without notice regularly	Changes to timetable reducing the number of buses per hour without any notice
2378		
2379		
2380	I never use the current bus system as it is so expensive and complicated to use, with many providers, different fares, inconsistent ways of paying. Delays and poor routes are also a massive issue.	Would not help.
2381		
2382		
2383		
2384	Business as usual isn't working. No integration of services	Cannot enforce communication and integrated working across providers
2385	Présent sévices are abysmal resulting in 3 buses coming together and then none for ages.	There need to be competition.
2386		
2387		
2388	This has clearly failed. Bus operators first duty is to their shareholder. This requires them to favour services into centre. This in turns leads to the spectacle of almost completely empty buses clogging up streets in the centre. Meanwhile most people cannot reach hospitals and medical practices without taking two or more buses as they fall between the spokes of the "hub and spoke" model.	The answer above applies here too.

	Z	AA
2389		
2390		
2391		
2392	Stud quo not an option	Can be useful if in interests of public
2393	There is insufficient integration, lack of an 'oyster' type ticketing and cost capping, significant areas are poorly served, frequencies are too low, especially in areas of social need.	I think the public sector should be in control. I am concerned about the bullying attitude of McGill's owners.
2394	Its not working. Public transport is not fit for purpose.	You would need to have strenuous safe guards in place.
2395	Current system does not adequately address needs of passengers and other potential users. Pruning of less profitable services has produced unacceptable gaps in coverage.	Some merit in achieving collaborative working between operators, with prospects of better integration. However, unlikely to produce adequate networks in less profitable areas.
2396		
2397		
2398	The biggest bus company in Glasgow is First bus, they have been increasing prices, taken away affordable ways to purchase all forms of tickets and also taken away the option of buying their most affordable ticket-a 10 week ticket.	
2399	Leave as it is.	
2400	Yes	Yes
2401	It is not working well	Ido not see how this would improve the o
2402	It is not working for too many people.	Don't agree with ruling this out - Strathaven to Glasgow service is a great example of what can be achieved.
2403		
2404	The current privatised and deregulated bus model is unsustainable.	Voluntary partnerships are a non-starter due to chronic lack of cooperation by private profiteering bus firms.
2405		Where services might not be financially viable bug there is public need
2406	3c is great - don't change it	These can work with the right parties
2407	Our 3C service is excellent so my first choice would be to leave well alone ... they are doing a great job	
2408		
2409	It's clearly not working now. Prices for some providers are beyond ridiculous and basic payment integration has taken what 15 years?	Private companies should not be trusted on a voluntary basis with the transport of our town, it's simply too important for that.
2410	The bus system in the west of Scotland is in an appalling state. the private operators have cut so many services while raising prices that many of us are no longer able to use the bus to get where we need to go. In a climate emergency this is an unacceptable situation. We don't have time for business as usual, because it forces people into cars.	These only benefit the private companies who end up able to dictate terms that are good for them, and there's not enough power on the municipal side to stand up for the public and the public good.

	Z	AA
2411	The buses are not up to standards, run late and the fares are not the same.	No switching of buses possible. network is not very connected and split up.
2412	The service is awful	Not satisfactory
2413	Business as usual is failing, decline in bus use is a function of unsuitable services as much as anything else	private bus companies appear unwilling to provide the kind of service customers need so dont see much benefit in trying non regulatory means of persuading them
2414	We recognise the barriers to growing bus demand set out in the draft Bus Strategy and we believe that the status quo is no longer an option, given the increasing congestion we experience, with the resulting longer journey times and reduced service reliability. Change is needed to deliver effective bus priority measures and improve the customer experience of bus services.	We believe that the improvements needed can be delivered faster, cheaper and more flexibly through partnership arrangements, but we are concerned that voluntary commitments may be less effective in delivering bus priority measures than commitments made on a statutory basis through a BSIP.
2415		
2416		
2417		Rising fares with inflation means fewer and fewer people are able to take the bus, it's not sustainable to run them at a profit but they provide an essential service for our communities and society
2418	Less profitable bus routes must be reintroduced, this is only possible with a public funded company	
2419		
2420	The current system is broken and fragmented. The current major operator in Renfrewshire has consistently failed to deliver on reliability and punctuality for over 5 years largely due to driver shortages/retention and timetables which are unrealistic to maintain at peak times. I have given up complaining to them as it is a waste of time as nothing ever improves. Even SPT subsidised routes provided by this company regularly fail to operate to the correct route and/or timetable (service X6B). Services are being abandoned or truncated making the network unuseable to passengers. As an example the village of Kilbarchan has lost direct services for the main part of the day to Paisley & Glasgow - public transport links which had existed for over 100 years. Commercial evening services have been withdrawn and the alternative subsidised by SPT finishes two hours earlier than before. People have lost all faith in bus services and found alternatives.	
2421		
2422		
2423	I strongly oppose due to the fact the 3C is a lifeline in our community for all ages. We were ignored previously by bus companies.	
2424		These are a far more cost effective way to enhance the bus network than franchising. Voluntary partnerships also allow smaller bus operators to continue trading, whereas in the franchised service delivery model, there is a significant risk that all small operators in effect lose their businesses. The outcome if Manchester bus franchising bears this out where only large national or multi national groups were successful in winning franchises.
2425	Rule this out because the current state of the bus services is chaotic, unreliable and benefits none of the people who need to use the service.	Don't rule this out because it is an opportunity for the public to communicate and work on equal footing with the bus services to ensure the transportation needs of the community are met.
2426		
2427	Glasgow's bus services are failing miserably, and are unworthy of a major city in a developed country	Apparently these already exist? So clearly they are not working

	Z	AA
2428		
2429		
2430		
2431	This would affect Strathavens 3C bus service which has been a revelation to our community. A service which is used by my family daily.	
2432		
2433		
2434	We finally have a fantastic service linking Strathaven with centre. A direct operation run locally by locals who care has really made the service feel community focused. Local is good and they know what our community requires. All my family regularly use the bus and we don't want it to change in any way. Please leave our bus alone..	
2435	Want to keep the 3c bus route	I like the service if the 3c
2436	Comments relate to the 3C service Strathaven to/from Glasgow. The current service is excellent and provides a very usual local service avoiding car journeys.	Current model seems to give the people in and around Strathaven & Stonehouse what they need so unclear why changing this would be beneficial.
2437	The wording of this isnt great but to be clear I am in Support of Business as Usual	Local service 3C is run well with regular buses throughout the day. Until this service we had no public transporr options running from Strathaven to Glasgow
2438		
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2440		
2441		
2442	I want business as usual. Why try to fix what isn't broken. The 3C is my lifeline.	Don't change the current model
2443	Leave the 3C as it is.	
2444	Current service brilliant 3c	3c brilliant service

	Z	AA
2445	I want buisnes as usual to remain ,I only use the C3 bus which is the best structure I have come Cross	No partnership required
2446		
2447		
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2451		
2452	Leave things alone - The bigger question here is why is it the SPT are now interested.? You couldn't give to shits about Strathaven and now all of a sudden when CAS put on the 3C bus and offer us an excellent service you suddenly want to stick your nose in. Hands off our bus!	As above
2453		
2454	We have a brilliant service with Climate Action	
2455		
2456	Business as usual for Strathaven C3. It's a brilliant service and very well run. Reliable, cost effect and provides a much needed link to Glasgow. A lot of hard work has gone in to the creation of the service and it would be very sad for that hard work and dedication to be taken from the current team	Very happy with business as usual
2457		

	Z	AA
2458	We agree that a 'business as usual' approach, which is not working, should be ruled out.	We agree that voluntary partnerships, which cannot be enforced and therefore are unlikely to be sufficient to deliver change at pace or at scale, should be ruled out.
2459		
2460		
2461	Services have been eroded in the search of profit	
2462		
2463	Removes flexibility in rural areas	Support voluntary partnership as this allows direct need before the financial
2464	SPT couldnt run a regular reliable bus service to Strathaven if they tried.	
2465	We've had no direct bus service until it was taken out of your hands and managed well and now you propose to cut that away from us. We live in a small community with poor public transport if this was viable for you why have we had to set up our own which you now want to be part of.	
2466	We have a great service run this way and don't want it changing. 12 busy buses a day into Glasgow. Don't think any other bus operator would offer the great service we get now.	
2467		

	Z	AA
2468	In some areas this works well	
2469		This would preclude local micro groups eg CAS from continuing with a local specific service
2470		
2471		
2472	Strongly oppose as this would destroy vital community run bus services such as CAS in Strathaven which provides the only direct bus link to Glasgow and has been successfully set up, developed and operated by the local community and is well used by all sectors of the community. This provides a service that is far more efficient and reliable than the Whitelaw bus which runs only as a slow link to the train meaning journeys take three times as long and are significantly less attractive to this rural community.	
2473		
2474	Where the service in place is considered sufficient the public need to be able to petition this change for changes sake attitude. I appreciate this won't be often but one of our local services does a great job.	
2475	Transport UK agrees that the existing market demonstrates extremely limited 'on-road' competition due to the high barriers to entry. In terms of network planning, local authorities are left having to react to choices made by incumbent operators. Operators in turn have limited scope in terms of competition legislation to expand beyond a profitable core network. The outcome for existing and potential bus users is sub-optimal compared against a 'centrally' planned network which can be delivered by local bus franchising with ticketing integrated across routes and modes, irrespective of the operator.	Transport UK agrees that VP's should be ruled out as operators are – naturally and understandably – reluctant to rule out any changes which will not deliver them financial benefit. VP's still rely upon the agreement of operators in order to deliver improvements in network design and delivery: for this reason they deliver little more benefit than business as usual.
2476		
2477		
2478	The 3C bus service between Strathaven and Glasgow is excellent in every way . Why should it be fixed if it is not broken ? The town was badly needing a direct link to the city and with an increasing population it is well used . The control of this service should be kept as it is . Easy access to CAS for comment as they are in the town.	
2479	Strathaven cas service works for the community	
2480	Supports the community needs, supports locals and is giving a small business opportunity to grow. Helps to improve the environment. I think these Companies should be given that opportunity. They are supporting the locals and their needs. When SPT didn't. For many years!! So I don't think it should be handed over now.	They have offered and put work in to provide a service that was not there before. Why should that be taken away after all their hard work and handed to SPT. I am supporting the small businesses.
2481		
2482		
2483	There is a very efficient 3C bus service operating from Strathaven to Glasgow which works well. Why change it?!!	
2484		

	Z	AA
2485	3C service is a great asset to the people of Strathaven and should be left to CAS team to manage. They do an excellent job and it would be a shame to take anything away from them. Why change something that has been so successful!	
2486	Our local 3C service has become a very important link for our community. .I wish for it to be kept and therefore want it to be kept as business as usual to allow this.	This is important to be kept to allow our 3C service to be allowed to be continued.
2487		
2488	CAS have provided an amazing service with the 3C. Better than you could provide. Leave the 3C alone, let CAS run the 3C!	
2489		
2490	This will discourage community led groups who try to set up their own service and favour the larger operators.	
2491		
2492		
2493	Current system allows the private bus companies to cherry pick the profitable routes and leave the public to pay for the unpredictable routes. Despite massive public subsidies the public has no control over routes, timetables or fares.	Current system allows the private bus companies to cherry pick the profitable routes and leave the public to pay for the unpredictable routes. Despite massive public subsidies the public has no control over routes, timetables or fares. Voluntary partnerships have never worked in the past
2494		
2495	We are very happy with the current 3C service and want it to be left as it is	
2496		
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2499		
2500	I want climate action strathaven to continue to operate 3C bus service	I want climate action strathaven to continue to operate 3C bus service
2501		I want to maintain voluntary partnerships as this has enabled the establishment of the BRILLIANT 3C bus service. I have lived in Strathaven for 56 years and this is the first time we have had a direct and reliable service. This has so encouraged the use of public transport. My family and I have used it for work and leisure purposes on a very regular basis. This has only been possible because it is run and managed locally for a small and frankly overlooked community. No disrespect, but at no point to SPYA ever think about small rural communities. Their focus is communities already well served by public transport.
2502	The bus services we have in Glasgow are not reliable	Voluntary partnerships have not provided a reliable service
2503		
2504	The 3C bus between Strathaven, stonehouse and Glasgow has been an amazing service to add to our town, making it accessible and easy to get to and from Glasgow. The service is excellent as it stands (including frequency, value and customer service). We wouldn't wish to see any changes to how this currently operates, which would be the case going by the SPT's recommendations.	The 3C bus between Strathaven, stonehouse and Glasgow has been an amazing service to add to our town, making it accessible and easy to get to and from Glasgow. The service is excellent as it stands (including frequency, value and customer service). We wouldn't wish to see any changes to how this currently operates, which would be the case going by the SPT's recommendations.
2505	I wish to KEEP business as usual as the Climate Action 3C bus is the best thing that has happened in the way of public transport in Strathaven for the last 50 years living here.	
2506		
2507		

	Z	AA
2508		
2509	I strongly support this because the current state is impossible.	I strongly support this because the current state is impossible.
2510	Current private sector bus services are increasingly inadequate, fares expensive and disconnected between operators. Lack of investment in improving services from profit seeking operators.	
2511	It's working fantastic for Strathaven.	
2512		
2513		
2514		
2515		
2516	Because business as usual is not very good	
2517		
2518	Needs improvement	Same as above
2519	The bus system is overpriced, rarely on time and not fit for purpose	While better than business as usual this won't resolve the root of the problem.
2520		
2521	It has led to an inferior service.	
2522	Transport operated under the SPT and Scottish Government (Transport Scotland) is unfit for its current role never mind generating changes and requires real transport related people involvement	The Community Action group in Strathaven have shown that the service developed (C3) and run by them is what the area required. Permitted local people attending university and college courses to travel into city while remaining at home.
2523		
2524		
2525	Opposed - if working well why spoil it?	
2526	The current ownership model is not working. It's ineffective, unreliable, very expensive, and dissuades people from greater public transport development. There are now various schemes around the UK which show the value of public ownership - allowing for better services, pride in local transport systems, and a more vibrant local economy.	
2527		
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2531		

	Z	AA
2532		
2533	This is not working well	
2534		
2535		
2536	Business as Usual supports small operators, who fill gaps in local transport.	
2537		
2538	Strathaven community has successfully set up a much needed service we don't need SPT who have never shown any interest in providing this service to interfere!	As above
2539		
2540		
2541	I strongly support SPT's decision to rule out continuing with 'business as usual'.	I strongly support SPT's decision to rule out continuing with voluntary partnerships. We have had these 'partnerships' in Scotland since the Transport Act 2001, and they have completely failed to deliver positive change. Over this time, we have lost millions of miles of routes, fares have risen well above inflation, meaning fewer and fewer people are able to use the bus.
2542		
2543		
2544	services should be not for profit	
2545		
2546		

	Z	AA
2547	More routes needed and night service more frequent	
2548	Leave	Strathaven 3C Express Service to Glasgow Alone
2549		
2550		
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2552		
2553	Services are struggling at the moment so this is not an option.	No. Voluntary partnerships have no legal basis and are too uncertain.
2554		
2555	Current system doesn't serve normal people well.	
2556	I support. Business as usual is not providing the bus service I need.	
2557		
2558		
2559	BAU is not a change. Change is badly needed.	Waste of time. The clue is in the question: it would be voluntary.
2560		
2561	The current system is too expensive and not fit for purpose.	A waste if money and not currently working. Too expensive.
2562	The transport system in and around Glasgow is currently very poor. It needs to change drastically to provide the area with equitable and useful public transport.	Proven not to work
2563	The 3c is an excellent service run by fantastic people at the CAS. They put any money made back into our community have reasonable pricing, comfortable busses and friendly local drivers. On other services we have seen spt decrease provision while raising prices. While the c3 has grown to double the provision while remaining the same price. It is much better run by CAS on a local scale than being taken over in any way by corporate pocket liners who care more about the profit than providing a service to the people	
2564		
2565	Not working for me! Buses turn up when it suits them not the printed timetable. Also over last few years vital services taken off making it hard to get to work/play/school	not sure
2566	I agree change is needed in the current bus network operation	

	Z	AA
2567	It has failed. Example: I can't get a bus in my street, event though East Dunbartonshire Council talks utilising public transport infrastucture. Insists on bus stops and lets 1000+ houses be built but no buses; no bus links to Lenzie station and no buses to Glasgow. Pathetic excuse for a Council and SPT should be ashamed of itself for its part in this. That wee bus you run to the station does not even match up to train times. It's always empty.	Just no. I travel all over Europe and most major cities have publicly owned integrated transport systems. Regular and at fair value.
2568		
2569		
2570	Hate it	Dislike it
2571		
2572		
2573		
2574	I have worked for a number of bus companies and all they care about at the end is profit	Same as above
2575		
2576	Support	Support
2577	Business as usual is failing the people of Glasgow	
2578		
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2584		
2585	It is a failed model.	It will give to much power to the current operators.
2586		
2587		
2588		
2589	The current system just isn't working. Bus services are too expensive (and offer a very patchy coverage).	
2590	It hasn't worked	Ditto
2591		
2592		
2593	Leaving local buses to "the market" has failed miserably	As above
2594	Services are disappearing and disappointing	
2595	The current network isn't sufficient and local transport network doesn't link up. So improvement is needed.	If there are absolutely no other options then voluntary partnership would be a very last resort.
2596	not working and not efficient	still puts money to private companies
2597		

	Z	AA
2598	We need a linked-up and joint-up public transport system in Glasgow and the center belt of Scotland (Glasgow, Edinburgh, Sterling). Busses now are too expensive, not running well, not connecting all the parts of Glasgow that needs connections. If we want to improve air quality and address the environmental impact fossil fuel have, we need a much better public transport system than what we have at the moment!	We have seen how badly private bus companies run busses. They are too much focussed on their profit and not on the needs of the communities they serve. We need a bus service, a public transport service that serves the people, not share holders.
2599		
2600		
2601	My wife and I have experienced numerous delays and cancellations on First Bus network. We feel First is not serving our local community in Knightswood well enough, the bus service is unreliable and expensive compared to trains operated ScotRail	These 'partnerships' have been present in Scotland since the Transport Act 2001. I have moved to Glasgow in 2013 and have been living here since, and if I have seen a change in bus services it is for worse
2602		
2603		
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2605		
2606	public control is necessary in improving bus services, as seen in Liverpool, Manchester and all over the world (Bogota for example) it is important Glasgow keeps up with other cities in ensuring a fair and equitable future with public control!	the partnerships in place so far have failed us, new, innovative solutions are necessary
2607		
2608	Our bus system is confusing, not joined up, wildly overpriced and not fit for purpose for many areas.	Any arrangement that is not in the commercial interests of the bus companies and not enforceable is a complete waste of time.
2609		
2610		
2611		
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2614	I more or less have to take 2 buses to get from Houston into Johnstone yet we used to have a great lot of buses in the 80s.	
2615		
2616		
2617		
2618	Must have change, current model, not working.	Larger Operators will try and take over.
2619		
2620		
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2629		

	Z	AA
2630		
2631		
2632	Not enough routes near where people live. Fares too expensive for many residents and visitors. Confusing differing company bus stops and information.	
2633	Current system is unworkable and unaffordable to passengers. Public transport is not a luxury.	Alternatives need to be explored for passenger affordability.
2634		
2635		
2636		
2637	Existing service is fantastic and reliable	
2638	Poor service that needs improvement	
2639		
2640		
2641		
2642	We have a fabulous service in Strathaven from Climate Action	
2643		
2644		
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2649		
2650	3C from Strathaven Glasgow is a fantastic service that should be left as it is	3C from Strathaven to Glasgow is a fantastic service that should be left as it is.
2651		
2652	Business as usual clearly does not work.	If there are synergies to be obtained from voluntary partnerships then those benefits should be sought.
2653	The bus service in my area is dreadful.	
2654		
2655	Yes	No
2656		
2657		
2658		
2659		
2660		
2661		
2662	Keep 3C business as usual as it is a fabulous service in a rural area providing a much needed service.	
2663		
2664	we have no reliable bus in our area. no reliable bus to rail station	

	Z	AA
2665	The planet is burning - we have no time. Also the gap between rich and poor is increasing - do we want to exclude the poor from full citizenship	Ditto
2666	Not working across the area	Could work in rural areas
2667	Not fit for purpose	Doesn't work
2668		
2669	The current business as usual cannot go on. Glasgows transport system is an embarrassment compare to other European cities of the same size. There are many journeys where I would take a bus, but failure to integrate with other transport modes, separate bus operators over the journey or unreliability mean I either don't make the journey or rely on driving	I strongly support SPT's decision to rule out continuing with voluntary partnerships. We have had these 'partnerships' in Scotland since the Transport Act 2001, and they have completely failed to deliver positive change. Over this time, we have lost millions of miles of routes, fares have risen well above inflation, meaning fewer and fewer people are able to use the bus.
2670		
2671	Business as usual would be my preference as the service has been excellent	Unsure
2672		
2673	Strathaven as a rural community finally has a fantastic bus service through hard work from community volunteers. SPT over the past decades have slowly destroyed the bus services to and from Strathaven. Why on earth would the community want SPT to take control of any of our services. The CAS C3 bus should and must be left as business as usual. Back off SPT you are a waste of space	
2674		
2675		
2676		
2677		
2678	It's not working, bus routes are not varied enough and prices are extortionate	Unless companies are held to account, I think it will go back to business as usual
2679		
2680	The bus service in Glasgow is failing, overpriced and badly run. Change is needed to attract more people to use the bus service	These partnerships have been proven to be ineffective. Glasgow deserves a bus service that is affordable
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2684	My daughter waited on a bus from St Andrews to Glasgow. Two did not appear which meant a two hour wait with no live updates. Clearly this cannot be business as usual. All stops/buses should have live updates	
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2689	We need change	Hasn't worked in the past
2690		
2691	The current system is expensive It does not cover all areas properly, to the disadvantage of residents. The former city-owned and operated bus transport worked much, much better,	
2692		
2693	BAU is working well for commuters	CAS are doing a fantastic job with their enthusiasm for the new service
2694		
2695	The current system is not fit for purpose.	These have failed since 2001.
2696		
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2699		
2700	We will never see services restored that bus companies allege are not profitable.	We cannot rely on bus companies to comply.
2701		
2702		
2703	Not an option.	Providers will not behave on the interest of passengers if voluntary
2704		
2705		
2706	profits going to private companies providing a lesser service	

	Z	AA
2707		
2708	Our current system benefits mostly shareholders of private companies running the service that is unreliable, expensive and disconnected with other services	
2709	The current setup is difficult to plan a journey or even know what price the options are. I've lost about £30 worth of bus tickets over the last 3 years when trying to save by buying in bulk on the FirstBus app in wallet form, only to lose them due to app updates and issues with login information not working when a new company updates the app for them, trying to use customer service and never got a reply to the ticket. The bus is so much more expensive than the subway for short journeys I use it less than I'd like to. A recent bus stop was put in place across from my home with no consultation and no real need, given another stop used by the same buses is within eye shot. The buses that use that stop are not FirstBus and I can't find any pricing info online for the route, so have not used it. I'm in my 30s and tech savvy, so says a lot of the system that I find it so off putting and hard to get basic info like pricing to make a journey plan, don't know how older people must find it especially without the option to just walk. Also no night time options has become a safety concern for me. When needing to get home during hours of darkness, the lack of options now besides expensive taxis is ridiculous. I know I've walked home when I would rather not have, due to the prohibitive cost involved and lack of available taxis. The night buses really served a purpose there.	They've been in place since 2001 and not working, need to change the system.
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2711		
2712	This isn't working.	
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2718	The current system doesn't work and is crushing the people of Glasgow as well as contributing to worsening of the economy.	
2719		
2720	It clearly isn't working	Voluntary elements will result in BAU
2721	The current model is failing, services are poor and too expensive.	There is not enough control by the local authority using these partnerships. It has not worked so far.
2722	It doesn't work now, so it won't work in the future	Nothing should be voluntary in this case. Public transport should be regulated and, preferably, operated by the local authority for the benefit of the people - and the planet!
2723		
2724	No room for improvement which is needed immediately	Does not encourage change
2725		
2726		
2727	Privatisation of bus routes has been a disaster for users. Transport needs to be taken back into local/public ownership.	Can't see any advantage in this half-way house. Only likely to benefit private operators and retard much-needed radical reform of the existing system.

	Z	AA
	<p>public control of the network is now vital as the current deregulation is one of the most expensive in the UK. The bus services when compared to Lothian buses are very poor indeed for the residents of Glasgow.</p>	<p>I strongly support SPT's decision to rule out continuing with voluntary partnerships. We have had these 'partnerships' in Scotland since the Transport Act 2001, and they have completely failed to deliver positive change. Over this time, we have lost millions of miles of routes, fares have risen well above inflation, meaning fewer and fewer people are able to use the bus.</p>
2728	We need an better integration of our local transport system with simplified fare system for all modes.	
2729		
2730		
2731		
2732	Bus system is awful as it is, urgently needs rehauling	Can't resolve issues this way, stronger committment is needed than hat
2733		
2734	Business as usual is atrocious. It's too expensive and there are not enough buses. There should be one ticket for bus, subway and rail.	
2735	We cannot continue with a disjointed public transport service in Glasgow. It's an embarrassment in a modern city that is supposed to be committed to a green future to have such a fractured bus, rail, and subway service. Glasgow urgently needs, and deserves, a joined-up public transport service, and taking all bus routes under one operator is a huge step forward in that.	
2736	My area is not served by bus provision and the "business as usual" option will see no improvement to the 1.1 mile walk to the nearest operational bus stop, when one is available much closer, but First ran the "trial" of this stop during the first two weeks of the school summer holidays before dismissing it. The "London Model" of franchises with strategic PTE support to develop commercially viable routes seems much more likely to deliver a functioning service that could actually reduce car use.	Voluntary partnerships feel like an oppportunity for the private sector to attempt to sway the PTE in the direction of business as usual. It's failed - it doesn't need another oppportunity.
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	Z	AA
2739	I strongly support SPT's decision to rule out continuing with 'business as usual'. The bus service is not reliable; the number of services have been reduced locally and the remaining services are not reorganised but come within 5 minutes of each other and then huge time gap before next scheduled arrival. There's no effective shelter so in the winter, it's horrible if you miss the buses.	I strongly support SPT's decision to rule out continuing with voluntary partnerships. These partnerships have been in place for decades and instead of delivering positive changes, the services have got worse.
2740		
2741	Current system expensive and not for users.	Same as above.
2742		
2743	because the current system has clearly failed the public, in pricing and route reductions	because there would be no guarantee they would work for the whole city and the whole bus network
2744		
2745	CAS has provided a service no one else would and it's been really successful so of course I fully support CAS and oppose the idea of ruling it out	
2746		
2747	Because the present service is completely unreliable	
2748		
2749		
2750	Current bus system is far too expensive and unreliable and difficult to navigate	These have failed to deliver a reliable, affordable system
2751	Service needs to change	Not in favour
2752	Excellent service by 3c other bus services are nowhere near as reliable- why rule out such a popular service?	
2753	Bus services are terrible, it cannot continue like this, especially when a shift to (green) public transport is needed ASAP for a sustainable future. Bus services are so expensive, not integrated, routes people rely on can be removed at any time, and the ones that still exist are not reliable. I strongly support the decision to rule out 'business as usual'	I strongly support the decision to rule out 'voluntary partnerships' these have not worked to deliver a better bus service, and have allowed bus companies to cut routes and frequency and yet charge more.
2754	We strongly support SPT's recommendation to rule out continuing with 'business as usual'. Bus fares have soared and passenger numbers have slumped since Scotland's buses were deregulated and privatised by Margaret Thatcher's government more than 30 years ago. The current system allows private bus companies to cut routes and raise fares, with no regard for the communities that rely on them. We need a publicly owned, publicly controlled bus service that prioritised the provisions for the communities that rely upon them, not a service that prioritises shareholder profits.	We strongly support SPT's decision to rule out continuing with voluntary partnerships. We have had these 'partnerships' in Scotland since the Transport Act 2001, and they have completely failed to deliver positive change. As the report by former UN Rapporteur Philip Alston makes clear, "It is time partnerships are recognised as a tried-and-failed approach that should be retired in favour of actual regulation of public transport." LINK - Alston, P et al (2021) 'Public Transport, Private Profit: The Human Cost of Privatizing Buses in the United Kingdom' p.33 https://chrgj.org/wp-content/uploads/2021/07/Report-Public-Transport-Private-Profit.pdf

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2759	too many people are eschewing public transport in favour of the car because it doesn't suit their needs and some routes are not useful or convenient. Those who cannot afford a car are poorly served and forced to pay high fares and wait for long times at bus stops, creating a two-tier society and doing nothing to tackle climate change.	they haven't worked, we've lost vital routes and fares have risen inexorably
2760	Current business model is not working. Bus companies seem to cherry pick profitable routes and leave communities without a reliable service.	Buses should be there to serve passengers and not self seeking bus companies.
2761		
2762		
2763	Parking remains limited with our growing campus, staff numbers, and with the rise in rent forcing workers and students to live further away. The current status quo cannot continue.	Members have fed back to us that the voluntary partnerships that already exist have not proven to work. A firmer line must be taken on public service provision.

	Z	AA
2764	This is not working and we need change. this is a failed model	Voluntary hasn't worked well so far. We need to change the system, that's what this is about.
2765	System is far too expensive complicated and useless	Will again be too complicated and expensive for passengers
2766		
2767	I strongly support SPT's decision to rule out continuing with 'business as usual'.	I strongly support SPT's decision to rule out continuing with voluntary partnerships. We have had these 'partnerships' in Scotland since the Transport Act 2001, and they have completely failed to deliver positive change.
2768		
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	Z	AA
2770	I strongly support SPT's decision to rule out continuing with 'business as usual'. No regulation at all of our bus network - fares continue to skyrocket and services are cut or otherwise disappear with no consequences for the bus operators whatsoever.	I strongly support SPT's decision to rule out continuing with voluntary partnerships. We have had these 'partnerships' in Scotland since the Transport Act 2001, and they have completely failed to deliver positive change. Over this time, we have lost millions of miles of routes, fares have risen well above inflation, meaning fewer and fewer people are able to use the bus.
2771		
2772		
2773	Competing private bus services don't work and are run for the share holders not the public's convenience.	They have not worked.
2774		
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2776		
2777	Clearly not working well. One of the worst aspects is the way operators are free to duplicate route numbers, sowing confusion particularly among visitors to the area.	
2778	It is not a seamless service.	
2779		
2780	There has been too much taken away in maintaining and running public services so yes more change is needed to return control to local based management	Only if this enables and supports local ownership
2781		
2782		
2783		

	Z	AA
2784	The way things are right now is hopeless especially for people like me who are disabled using mobility scooters	
2785		
2786		
2787		
2788	buses not operating in the evening , discourages travel and use of facilities in town or different areas	need to have some kind of standardisation to hold partnerships to account
2789	Business as usual has not worked for the citizens of Glasgow. Bus deregulation has failed to deliver on much that was promised. I strongly support SPT in ruling out continuing with the business-as-usual system.	These so-called partnerships have been in place for more than 20 years, and have failed to deliver positive change. Fares have continued to rise faster than earnings can keep up with them, routes have been cut and millions of miles of passenger mass transport lost, making buses a less attractive option for many potential passengers. I strongly support SPT in ruling out the continuation of any voluntary partnerships.
2790		
2791	The profits of running buses should be used to benefit the travelling public.	

	Z	AA
2792		
2793	Support. The bus service isn't working across the region. Some services are good (where there is commercial profit), while other areas have terrible (or no) service. A community needs planning for/by the community - not for/by commercial enterprises (and I used to run businesses for a living - I have seen the light for public/community services.)	

	Z	AA
2794	<p>I try so hard to use public transport because it's better for the planet but it has become unbelievably difficult in the last few years and has genuinely become a primary source of stress in my life. I have struggled to attend appointments, social events across the city, and to get to work on time because the buses have become so unpredictable. The appeared to completely stop following the timetables a couple of years ago and have not started to follow them again. Visitors from other cities have been absolutely shocked by the service in Glasgow. When a 14 minute car journey would take almost an hour on the bus, something is wrong and it's no wonder people continue to keep and use cars in Glasgow. I do door-to-door canvassing and an overwhelming proportion of the people I have spoken to in the last few years have listed transport and specifically buses as their biggest issue with the city (along with bins). This has coincided with bus fares being hiked while services have degraded. People are desperate for good public transport provision and it is absolutely evident that private companies are failing to provide this. It has become a joke in Glasgow but it's seriously impacting people's lives and we can't go on like this. The private companies have proven that they are either incapable or unwilling to improve the situation, possibly both. We need and deserve better and we shouldn't expect private companies to prioritise our needs, they never will. Public transport is a social need and should not be tied to private companies.</p>	<p>In decades of effort, these have not worked. They are a waste of precious time and energy. It's time to stop giving these companies a chance and try something completely different. Please make the decision to empower the people of Glasgow and not for-profit companies, and concentrate resources on things that haven't been demonstrated as ineffective.</p>
2795	<p>It's clear things need to change - the bus network has been in a steady decline over the past years, resulting in poor or no services across the area. I'd like to take the bus more often but don't have that option as the area where I live is poorly serviced.</p>	
2796		
2797	<p>Not working as is.</p>	<p>Won't be able to enforce good service.</p>
2798	<p>First.Bus are not fit for the modern day bus services. needed.</p>	<p>I fear the cherry picking of routes</p>
2799		
2800		
2801		
2802	<p>I generally rely on buses to travel around, and am often late because of poor service. The unpredictability of the private operators (especially First).</p>	<p>Voluntary partnerships have failed to improve service. Instead routes have been closed and fares have risen beyond the rate of inflation.</p>
2803	<p>I strongly support SPT's decision to rule out continuing with 'business as usual'. We do not have a current system that works as a whole to meet the public's needs. Instead, we have a fractured city with fractured routes run by different private companies, each with their own timetables and pricing strategies. There is a lack of basic services, like safe, night buses and connecting routes. Above all, we have buses that are more expensive than even in London. We require affordable buses and a new ticketing system that works across the whole transport system — We should not have to buy three different tickets, from three different private companies, to be able to get from one part of Glasgow to another.</p>	<p>I strongly support SPT's decision to rule out continuing with voluntary partnerships. We have had these 'partnerships' in Scotland since the Transport Act 2001, and they have completely failed to deliver positive change. Over this time, we have lost millions of miles of routes, fares have risen well above inflation, meaning fewer and fewer people are able to use the bus.</p>
2804	<p>For the whole of S things must improve</p>	<p>I'm still not sure what the real impact of this will be</p>

	Z	AA
2805	Strongly support	
2806	Privatisation has not worked for Glasgow - we have some of the worst and most expensive bus services in comparison to other major UK cities	
2807		
2808	The current system is not working - it could be greatly improved in its efficiency and reliability, as well as cost.	
2809		
2810	Present system is a mess with competing firms duplicating services at peak day time hours and no service in evenings	
2811	While some inner city services are very good, outlying areas are often neglected.	This may well work but will require incentives.
2812	The service is not fit for purpose and is far too expensive. The system needs to be accountable to those it serves, not the private companies' profit incentives.	I imagine the "voluntary" nature of the partnerships means not enough is being done to improve the service.
2813		
2814	The existing network is simply not functioning. Tickets prices are to the roof. A myriad of busses are present and there is a high chance they run the same route as other busses. The ticketing system is just unreasonable (you pay one price if you stay for 3 bus stops, you pay more if you stay for over 3 bus stops?). The busses are all irregular, you can't rely on them being punctual unless you get on at Buchanan Bus station. Glasgow bus network should be like Edinburgh's.	It is clear that bus operators do not know what to do and simply enjoy exploiting people because there are no other options for certain locations. Agreeing on a voluntary basis to do things will not work at all with the current bus operators.
2815		
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2817	Rural communities and areas of main towns and cities have been hardest hit since Beeching cuts an the reduction of bus services over decades. villages and small towns have been severely impacted by lack of connectivity, cost, travel time and pressure to use cars to commute. this impact on low income groups, elderly and young seeking employment and further education	NO - see Strathaven Climate Action and the instigation and running of the C3 bus service to show that an impact on travel, reducing car use and emissions can be achieved. Allowing goos transport connection with the City for all.
2818		
2819	Business as usual is a bad service, bad routes, expensive	This seems like a tick box excersise for bus companies although at least it encourages them to think about changes
2820		
2821	One size doesn't fit all. There is not enough information in the consultation document to rule this out.	One size doesn't fit all. There is not enough information in the consultation document to rule this out.
2822	Status quo is unacceptable	
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2830	Not working	
2831	The 3c from Strathaven to Glasgow and return. Please keep as is. I cannot comment on other bus services.	
2832		
2833	Bus travel is obviously on need of a drastic revamp asap.	Private enterprise has failed since privatisation in this sphere as in many others.
2834	Poor services at present	
2835		
2836	Our 3C bus service from Strathaven is working perfectly at the moment please don't change anything about it	
2837	My particular concern is the 3C route between Glasgow and Strathaven. This route is operated by Climate Action Strathaven, who identified a long un-addressed need for a regular, public transport link to centre. The service is regular, fast, well supported and popular in Strathaven and Stonehouse. The operating model appears to work well, so if it ain't broke, don't try to fix it.	
2838		
2839	It is failing to provide an adequate service	
2840		
2841	BAU is not an option as it will mean a continuing downward spiral for customers but an upward trajectory for bus owners and shareholders. Added to this the negative impact on climate of the complete inability to persuade more people to give up their cars because of poor or non-existent public transport.	I strongly support ruling these out - the evidence over 20 years clearly illustrates that these do not deliver what is needed.
2842		
2843		
2844	There is no one size fits all solution. We need to see innovative local services run by private operators that meet the needs of a community retained and where possible strengthened. We need greater emphasis on an integrated transport network	There is no one size fits all solution. We need to see innovative local services run by private operators that meet the needs of a community retained and where possible strengthened. We need greater emphasis on an integrated transport network
2845		

	Z	AA
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2855	Current system is not working for the public.	Will just be the same people making money instead of providing a public service.
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2860	As a Strathaven resident and user of the very successful Climate Action Strathaven 3C service I would implore you to leave it alone. It is by far the best service available and has encouraged many people to use the service instead of a car. LEAVE IT ALONE.	
2861		
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2864	The present local service is not overly well used and is neither comfortable nor always on time.	The CAS 3C bus service has made a huge difference to my chances of travelling in to Glasgow. It is quick and efficient, the drivers are always friendly and helpful, it's very clean and comfortable and used by many Strathaven people. The added bonus is that I don't have to drive to Hamilton to catch the train thus saving fuel and pollution.
2865		
2866		
2867	'Business as usual' in an ever changing environment, be it human or planning, does not have its place. It is essential that buses, and overall public transport practices, be monitored/revisited/updated constantly.	While 'fair competition' is an overarching principle in our modern world, public transport should not be subjected [constrained] to it. In effect, provision of adequate, appropriate, time-relevant and human [i.e. user]-relevant public transport goes far beyond strict competition rules. It must take into account aspects such as inclusivity (vs. exclusivity) - hence affordability; carbon-print [see the various agreements/COPs relating to climate change]; 'The Cities of Tomorrow'.
2868		
2869	I support the bus run by climate action Strathaven (CAS) which has been an excellent environmentally friendly initiative that has transformed commuting between Strathaven and Glasgow immensely. Ruling out Business as usual will disrupt the brilliant work that has been undertaken by this group and may result in a reduction in the quality of service.	
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2871		
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2873	oppose as services like CAS 3C are incredible for community	same as above
2874		

	Z	AA
2875	Bus services have been cut. You can no longer get a bus from my local town to Glasgow for example.	Is that not what we have now? It isn't working!
2876	Spt did not start the bus service nor did they ever help how well it's done they have no right to think they can just take it over and it's gonna end up a worse quality bud with higher prices it's silly. I strongly oppose rule out business as usual	Same as above
2877		
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2880		
2881	Current system is fractured and confusing. It needs to change, I support ruling out business as usual	They've existed as option since 2001, and have failed to deliver
2882	Really unhappy with the current bus services, over priced, dirty, and not on time. The choice in routes is also quite poor at some times of the day and night. I've stopped using busses due to poor service.	
2883	It's not working	No
2884		
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2886		
2887	We have no control and lip service made to the social element. First Glasgow manipulate services to max profits.	
2888	The buses are failing me, they never come on time and i would like for them to be more reliable and also offer some safe 24hr bus options. If the buses were more frequent and cheaper i would use them alot more than i do currently, as a mainly cycle and take the train due to them being so unreliable and expensive.	
2889	Transport doesn't serve all communities atm	Services would be provided at the whim of companies and their profits
2890	As SPT states, the current system is unworkable.	I think that this would not represent any improvement to the current system, these partnerships do not work and are vulnerable to cost-cutting at the expense of the general public and the public sector.
2891		
2892	Even essential services no longer operate, for example between Crosshouse and Ayr hospitals. Status quo would simply cause further service deterioration.	

	Z	AA
2893	The current set up has proved inadequate in giving real improvements in this public service.	This is too flimsy and a more robust framework is desirable.
2894		
2895	Not enough information. Are you sure the problem is the model, or is it the lack of bus infrastructure? Government identified the need to invest £500m in bus infrastructure but then didn't do it! So presumably that's still an unaddressed problem? What happened to the £500m to be spent on bus infrastructure, or what happened to the motorway bus lanes?	Not enough information
2896	Services are poor and expensive	They'll charge whatever they want
2897		
2898	I strongly support ruling out business as usual since the current system does not work well.	I strongly support ruling out voluntary partnerships as these have completely failed to provide a satisfactory service. Since these have been in operation in Scotland we have lost large numbers of routes and seen massive fare rises, making it more difficult for many people to use buses
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2904	strongly support this option - i think business as usual hasn't worked well	strongly support this option - we've had these already and haven't worked well.
2905		
2906	Current service is too poor.	
2907		
2908	Strongly support -Buses are a mess, overpriced, late and poor quality. Public ownership makes more sense and has worked well in other cities that have trialled it e.g. Manchester	Strongly Support. Voluntary partnerships have been useless at delivering effective bus services in glasgow
2909		
2910	The existing bus service (3C) is ideal, fit for purpose and cost effective. There are many other things in Strathaven which need fixed - this is not one of them.	
2911	Ruling out business as usual would destroy the fabulous 3c service which has been a lifeline in an isolated out of town location	Strongly oppose ruling out voluntary partnerships who have the interests of the community at the heart of the ethos of the service
2912	Business as usual isn't working and some rural services are so poor they are often unusable.	Unlikely to improve anything
2913		
2914		
2915	I strongly support the bus service provided by Community Action Strathaven and would like to see them continue to grow this service.	I worry that service would suffer if not run by CAS who have been doing an excellent service with this community bus.
2916	I oppose ruling this out in areas where there is a service being run well and efficiently. Like the 3C service by CAS.	
2917	The 3C bus in Strathaven is a fantastic service for the people of Strathaven and Stonehouse and it should go ahead as business as usual.	The voluntary partnership the 3C bus has with the Climate Action Group is great and should definitely continue.
2918	Not working, high fares, less bus routes, dirty buses.	Have had these in place already, not working just now.
2919		

	Z	AA
2920		We have a great service offered by Climate Action Strathaven
2921		
2922		
2923	The current network has evidently failed Strathclyde in every way possible (prices, ticketing, frequency, reliability, operating hours, cleanliness, the list goes on...). This cannot be allowed to stand.	The same operators that got us into this mess cannot be trusted to get us out of it voluntarily.
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2929	Must be ruled out strongly because it has been so poor for so long	Recent evidence makes clear these do not deliver a better service and must be ruled out.
2930	Business as usual is failing the public, operators, environment and economy. To continue with business as usual would be a failure of strategy, vision and governance.	Voluntary partnerships may be of some value but are incapable, partly due to legal structural barriers, of rendering sufficiently radical change to make enough of a difference as compared with 'business as usual'.

	Z	AA
2931		
2932	Its not working and is too expensive.	
2933	Service is limited to profitable routes, which are over-serviced while others just are not serviced at all ;infrequent or very expensive	Relies on partners as per above
2934	Poor services which are expensive and lack integrated ticketing	Bus companies too powerful
2935		
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2939	I strongly support SPT's decision to rule out continuing with 'business as usual' as the current system is not fit for purpose or sustainable.	I strongly support SPT's decision to rule out continuing with voluntary partnerships. These have been around for over two decades and not working or delivered, with fewer routes and higher fares.
2940		
2941	I have used the bus service regularly for many years and it is it is becoming increasingly unreliable, with competing bus companies operating different routs with the same bus numbers. It confuses the public. The night bus service was reliable until recent months. It is now unreliable, poorly signposted and prices have gone up over 60%.	It has never worked until now. Why place any faith and invest any more time and money in a broken model that has proven not to be fit for purpose?
2942		
2943		
2944	As a regular bus user I find that the service to many parts of Glasgow are abysmal. Usually the outlying estates	
2945		
2946	It's not working	Private operators would never voluntarily agree to progressive measures
2947		
2948	Buses don't run on time and don't turn up	Doesn't work
2949	Unreliable bus services	Waste of money we need quicker solutions
2950	It's not reliable	Not fit for purpose
2951		
2952		
2953	Bus service is generally poor - it needs to improve.	Voluntary won't work, needs legal binding.
2954		

	Z	AA
2955	<p>We strongly support SPT's decision to rule out continuing with 'business as usual'. Get Glasgow Moving was formed in 2016 by a group of local residents and passengers who were completely exasperated with the failure of the deregulated bus system that had been allowed to prevail for far too long by the Scottish Government and SPT. Since its introduction in 1986, bus deregulation has caused a vicious circle of decline: with private bus companies cutting millions of miles of routes, fares rising well above inflation, meaning fewer and fewer people are able to use the bus. That's why it has been our main objective to campaign for the powers necessary for SPT to be able to re-regulate the bus companies, and to get more of the network back into direct public ownership so that it is run in the public interest as the essential public service that it is. Following the much delayed-introduction of the powers in the Transport Act 2019, we are really pleased to see SPT finally beginning to stand up for passengers and publicly acknowledging, for the first time, that bus deregulation has failed and radical change is necessary.</p>	<p>We strongly support SPT's decision to rule out continuing with voluntary partnerships. The Region Bus Partnership (GCRBP) established in 2019 has also completely failed to deliver any meaningful changes and therefore should be immediately disbanded. The so-called 'independent chair' (who is actually a bus industry insider) must be sacked and all GCRBP's ongoing work on essential bus priority infrastructure should be transferred to SPT, which is our democratically-accountable transport authority. It is completely insane that we have persisted with a situation where two competing bodies (GCRBP and SPT) are trying to control transport within one city region (not to mention all the private bus companies which just carry on as they please). Other European countries must be looking on in disbelief at this shambles. We need SPT to become a proper regional transport authority (like TfL) and to take full responsibility for all elements of the transport network (public transport, active travel and car reduction/revenue raising measures). This is the only way we will deliver the fully-integrated, efficient and affordable public transport network which we urgently need.</p>
2956	I want public ownership	
2957	Things cannot go on as is!! It is a broken system	Would hope would help improve the service asap
2958		
2959		
2960	Current service is dreadful - unreliable.	Waste of time. It is a pointless delay
2961		
2962	Expect further deterioration	Operators have not cooperated so far
2963		
2964		

	Z	AA
2965	Living in Strathaven, I would support the continuation of business as usual for the 3C bus service, which directly links the town with Glasgow. But I feel the other bus services which link Strathaven to Hamilton and East Kilbride are too seldom and take too long. I think in cases where there is a private company or charity like CAS who have a bus service that is driven by community need, it should be allowed to continue with business as usual. Rather than compromised to fit in with a wider service that is limited by availability of public funds, and has to fit an alternate business model. But I recognise this bus service is unusual, but it is a really good model and has increase bus usage and got people out of their cars.	
2966		
2967		
2968	This is clearly not working as bus services are awful	This won't solve the problem
2969		
2970		
2971	The status quo approach has clearly failed. Bus deregulation has not resulted in a reliable and affordable service that covers the majority of Glasgow, and many long-lost communities remain underserved and forgotten.	Voluntary partnerships are no panacea either, indeed they will prove nothing more than a sticking plaster. SPT should wash its hands of them.
2972		
2973	Within Strathaven we have had recently established by CAS a bus service straight to Glasgow for the first time. This bus service has been invaluable to connect Strathaven with Glasgow and has significantly increased bus usage numbers in our area rather than the declining numbers seen elsewhere. whilst this may not work elsewhere where BaU is working or voluntary partnerships are working why change it. If it had been left to SPT we would not have given this bus service which is a lifeline for many including our students. I don't believe SPT should be able to change what is working well and has been set up and developed to be exactly what was needed and wanted but they didn't provide. Without the 3C bus my son would have to live in Glasgow as we would have no easy affordable transport route for him to get to university and many local students are in this situation. It is also opening up job opportunities further afield as people can get into Glasgow. The consultation says you want to put buses where and when they are needed. Well CAS has for the people of Stonehouse and Strathaven and I do not want to see that lost because you are ruling out business as usual as a blanket decision rather than thinking more creatively and keeping it where it is working for the people who are going to use the public transport.	
2974		
2975	Agree that the current situation is unsustainable as it rules out a radical rethinking of the whole public transport network of which buses are just a part	
2976		
2977		

	Z	AA
2978	I strongly support this proposal because 'business as usual' has given us a disappointing, frustrating, and disjointed transport service. We don't need more of the same drift; we need something that will reset and focus our key infrastructure.	I strongly support this proposal because I think pursuing voluntary partnerships means just prolonging the things that have failed for most of this century. It's another distraction, another procrastination, that will syphon limited time and money away from local services franchising.
2979	The bus service has reduced in my area. I don't see how we can persuade people to use their cars less if the public transport isn't more convenient	
2980		
2981		
2982	I am strongly in support of ruling out "business as usual", because business as usual is currently failing regular working people who use and depend on the bus network. Operators keep raising the prices and it is really outrageous that regular bus travel is actually getting unaffordable for many people on low incomes. The current system does nothing to prioritise the needs of the people using the services. Furthermore, at a time when the use of public transport should be being incentivised to lower emissions, the extortionate fares mean there is no incentive for those who have another option (such as travelling by car or taking taxis) to make use of the bus network.	
2983	It is ridiculous that we do not have unified travel services in the biggest city in Scotland. In London, one system exists across all bus routes, tram, train, underground and DLR. There is no reason this cannot exist in Glasgow. Unifying the services under city control will mean less profitable but important services for the city's nighttime economy will be maintained. I work as a doctor at the QEUH, and my shifts in the emergency department that end after 22.10, there are no bus services home to the southside, meaning I have to get an Uber. This is madness in Scotland's largest city and largest hospital.	
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2989	Present system not fit for purpose - FirstBus services are poor, and unaccountable.	
2990	Is ruing the region	Companies can't be trusted to do the right thing voluntarily
2991		
2992		

	Z	AA
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2998	The current system is clearly not working - bus services are inadequate and unreliable.	Too much control would rest with bus operators.
2999	It is not working. Private companies put profit first.	
3000		
3001		
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3003		
3004	The monopoly that is Firstbus where i stay is a real problem	I have complained to Firstbus about poor service and nothing improves
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3015	CAS has brought a service to Strathaven which had been absent for years. Can develop and grow	
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	Z	AA
3020	<p>and associated Case for Change highlights improvements required to bus in xxxx, and sets out ambitious policy aspirations for a world-class public transport system in xxxx. The Council has also published a bus governance routemap to explore alternative forms of bus governance.</p> <p>We also recognise however that there are many influencing factors in the decline of bus patronage including travel demand changes (many of which were already in motion before Covid-19) - changes in how / when / why people travel (particularly around retail and commuting).</p> <p>As per the Systra research for xxx and SPT in 2022, the Council acknowledges 'business as usual' is unlikely to deliver the xxx policy aspirations around a world-class public transport system.</p> <p>We would however question what "business as usual" means in the SPT SRBS work – arguably business as usual within xxxx currently is the</p>	<p>to rule out a Voluntary Partnership completely, and would request clarification in the wording that this should still be a short term option. This would support the continuation of the Region Bus Partnership, which has achieved improvements for bus passengers in recent years including growth of the integrated bus ticket Glasgow Tripper, capped fares and tap on tap off technology on some bus services, delivery of bus priority through signal enhancements on Paisley Road West via the BPF, and the current "Don't be a bus blocker" public awareness campaign. A new operations sub-group has also been set up to enhance communications between GCC and bus operations, and ensure events and roadworks better take into account the impacts on bus services – this group is chaired by GCC and is meeting monthly.</p> <p>It will take time for any other bus governance intervention to be implemented, particularly when there is currently no certainty over funding availability for these bus governance changes. GCC would argue it is in the best interests of bus passengers to continue the Region Bus Partnership and positive dialogue and partnership working within that, whilst other options are being explored by SPT. It should also be noted</p>
3021	<p>We strongly support this option and feel that a 'business as usual' is unlikely to break the cycle of bus decline or adequately address challenges to increase bus patronage (quality, reliability and connectivity of services, cost of fares, lack of integration with other services, viable alternative to private car etc).</p>	<p>We neither support nor oppose this option. Our view is that the Glasgow Bus Partnership model was unable to 'run its course' in terms of delivering bus priority and service / network improvements.</p>

	Z	AA
3022	<p>xxx Council support ruling out business as usual. Bus provision in xxx requires radical change, and current services fall far short of the needs of our communities.</p>	<p>NLC support ruling out voluntary partnerships, as there is no legal or enforcement mechanism attached to them. NLC believe it would be more productive for SPT to start to develop a BSIP Plan and get Bus Operator agreements in place.</p>
3023	<p>Recognising the continued significant decline in bus patronage levels in Strathclyde alongside network reductions and reduced customer satisfaction presented in the Case for Change document, and in the absence of wider national stimulus / investment in fare reductions/capping (such as the £2 scheme in other parts of the UK), it is reasonable to conclude that the current model, with the current operators, is not delivering the desired outcome. We therefore concur that the 'business as usual' option is discounted, in favour of exploring BSIPs and franchising, especially as these models are most likely to deliver the required step-change in service while also better facilitating the entry of new operators into the Strathclyde market. (Please also refer to our comments on BSIP and franchising options below – including our view that a number of market characteristics necessary to deliver franchising benefits are present within Strathclyde).</p>	<p>to BSIPs and Enhanced Partnerships under the National Bus Strategy over the last three years. Based on this experience we recognise VPs can bring real benefits in certain regions, typically characterised by a small number of operators, which serve to simplify and support decision-making, agreement and collaboration between operators and the Local Authorities. In a region such as SPT's, with high numbers of operators and a diverse mix of urban and rural services across a wide geography, we recognise the potential challenges in establishing and aligning objectives of so many distinct operators. Similarly we note that there is reference (in the Options Appraisal document) to only one formal VP in the region (Region Bus Partnership) and that other formal VPs have lapsed. This suggests there could be limited take-up or long-term benefit to be gained from new VPs in other areas of the region (which would be reliant on voluntary cooperation and broad consensus among multiple operators), despite the expressions of interest from operators noted as part of the engagement process (2.3.5-2.3.7 – Options Appraisal). Also, while noting progress that has been made on fleet electrification, a voluntary partnership is unlikely to deliver full scale electrification of the region's network, where it is dependent on so many operators of varying scales. In this regard franchising can better provide a structured and coordinated approach covering all operators to deliver full decarbonisation of the region's fleet. We also note from the Case for Change paper that the challenges associated with declining bus use are present across the entire region. To counter this effectively would necessitate inclusion of all operators region-wide within structured VPs – without a consistent and aligned network of VPs, service provision will be inconsistent and lack coordination and integration, diluting any benefits. Furthermore in order to achieve maximum benefits (including those referenced under 2.3.7 of the Options Appraisal document as part of a potential new VP) there is a need for a high degree of proactive formal and informal engagement from all operators with the local transport authorities/SPT. Similarly a statutory basis would be required to guarantee delivery of benefits from all operators; for example to ensure the consistent branding of services or delivery of simpler, consolidated ticket products. Even small numbers of operators failing to sign-up or comply consistently can undermine the whole network. As a result and recognising the level of ambition presented by the SPT, the appetite to drive region-wide change and investment in bus, we appreciate that VPs in this case are unlikely to deliver the step change or assured outcomes which SPT seeks. We</p>

	Z	AA
3024	<p>In Strathclyde, bus services are a lifeline that many people heavily rely on, with around 70% of all public transport journeys in the region being taken by bus. Fewer people overall however are using bus. With bus fares, nationally, increasing in real terms by 25% in the past 10 years whilst the cost of motoring fell by 5% in real terms. This makes conditions more difficult for people who are dependent upon bus travel and makes bus even less attractive for anyone who can use alternative transport. In the current system, operators are under increasing pressure to concentrate on more profitable routes (and less on more marginal but essential services).</p> <p>The Council recognises that the existing bus services in North Ayrshire and across the wider region are not delivering for passengers or wider society within Strathclyde. We are experiencing a substantial level of bus service and network contraction under the current operating model for the provision of bus services. As these services are run on a commercial basis by private operators, the Council has limited scope in influencing their delivery. The Council notes recent case for change report by SPT indicating some key issues including:</p> <ul style="list-style-type: none"> • Above inflation increases to bus fares • Sustained patronage decline • Shrinking network coverage • Congestion induced delays <p>We would also highlight the challenges of delivering bus services for island and rural communities in North Ayrshire and across the wider SPT area, due to the lower population densities, longer distances between destinations and higher operational costs.</p> <p>We would agree that continuing with business as usual does not address the current decline and poor level of service. Therefore, we strongly support the proposal to rule this out.</p>	<p>A voluntary partnership could offer several benefits between local authorities and bus operators:</p> <ul style="list-style-type: none"> • Improved Service Coordination: By collaborating, local authorities and bus operators can better coordinate routes and schedules, leading to more efficient and comprehensive service coverage. • Enhanced Service Quality: Cooperation can lead to improvements in service quality, including better-maintained vehicles, cleaner facilities, and more responsive customer service. • Increased Ridership: A well-coordinated partnership can make public transportation more attractive to passengers, leading to increased ridership and reduced congestion on roads. • Community Engagement: Involving both local authorities and bus operators in decision-making processes can help ensure that the needs and preferences of the community are considered and addressed. • Innovation and Adaptation: Collaboration can foster innovation in public transportation, such as the integration of new technologies for ticketing, scheduling, and route optimization. <p>Overall, a voluntary partnership between local authorities and bus operators can lead to a more efficient, reliable, and sustainable public transportation system that benefits both the community and the environment.</p> <p>Entering a voluntary partnership would have limited financial impact on the Council. However as noted in the consultation there would be no legal requirements on either party which could be problematic.</p> <p>Whilst we would not necessarily envisage voluntary partnerships being a long-term solution, there is merit in its continuation whilst other proposals are phased in, hence we ‘somewhat oppose’ the proposal to rule this out.</p>
3025		
3026	<p>Based on trends in bus usage over several decades, the decrease in bus passengers will continue unless there is a radical change to the bus framework to overcome the fundamental factors contributing to the loss of bus passengers.</p>	<p>Voluntary partnerships cannot provide the long-term stable service improvements, particularly on less remunerative routes, that could be achieved through franchising.</p>
3027	See separate note	See separate note

	AB	AC
1	Q11.c	Q11.d
2	Take forward local services franchising	Take forward BSIPs
3	If franchising is completed as big package of routes, this would force smaller high quality independants out of business.	If completed correctly with realistic and achievable on the understanding with the understanding of the challenges of bus operations, it can work
4	I oppose this on the grounds of increased cost to the public purse and how it favours very large organisations who have the resource and bid teams within their businesses to win franchised routes / networks. The money showed instead be invested in bus priority to improve the road network to speed up bus journeys, lower the cost of operation, improve reliability and the attractiveness of bus as a first choice mode of travel.	Not entirely against this option if public sector commitments are binding.
5		
6		These can make substantial changes now without the long winded complex franchising contracts. Bus priority on the M77, which have been spoken about for the best part of a decade, can improve journey times and reliability.
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11	I have no confidence in privately owned services	
12		
13	Private Companies have invested heavily in infrastructure due to pressures such as Glasgow LEZ etc. With the advent of U22 concession travel the desired outcomes of modal shift and increased patronage are only just being realised. To break this at this stage would be shameful.	BSIPs have been tried and proven to be successful, IF implemented correctly. Unsure SPT have the required experience to administer this, but may be positive if conducted correctly.
14		
15	just be business as usual	better than current set up
16		
17	Does not sound as a service commitment would be as enforceable as BSIPs	Seems the best way to ensure service is guaranteed
18		
19	While I would like to see a single municipal operator provide integrated multi-modal transport, franchising is probably the more realistic option.	

	AB	AC
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22	Will take too long and not sure how this would improve the service	
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26	I think in the longer term this would benefit people. However in the immediate short term I do foresee problems, similar to Manchester	Again we have seen the successes of BSIP's in England. So I feel this would also benefit people in Scotland
27	Its working very well elsewhere, especially in London and internationally.	Another waste of time
28		
29		
30	This is business as usual by a different name and doesn't allow for joint up approach with the economies of scale and risks losing the interoperability with other SPT services which should be the overall goal of the transport in Glasgow.	Marginally better than voluntary partnerships
31		
32	Franchised services could have better integration with other modes of transport, offer a more seamless experience for passengers, and higher levels of service could be demanded. Real world examples of franchised bus networks often out-perform de-regulated ones. Franchised services can be a stepping stone towards full municipal ownership which often provides the highest quality service.	May be useful as a step towards bus franchising and eventual public ownership
33	This presents the best chance to deliver the radical change required in the bus network	BSIPs are not a long-term solution but do offer the opportunity to deliver interim improvements to the bus network before franchising can be delivered
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39	Best opportunity for people to have a say what suits them in their community but ensuring standards are kept	I believe it provide the best way of moving the service forward.
40	Seems a proven solution based on long-term experience in London	A sensible interim working measure drawing upon the existing resources available in terms of established private operators
41		
42		
43		
44	Could be helpful, but likely to run into the same problems of underfunding the beset rural "socially essential but not economically viable" services. Operators will threaten to run away if asked to do anything that might cut their profits leading to continued cuts to services.	Could be helpful, but likely to run into the same problems of underfunding the beset rural "socially essential but not economically viable" services. Operators will threaten to run away if asked to do anything that might cut their profits leading to continued cuts to services

	AB	AC
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48	Yes, get on with it ASAP!	Do not waste time and money on a BSIP! There is a huge amount of evidence (including in Centre for Cities' most recent 'Miles better' report) that no partnership model, no matter how it is framed, can deliver the transformational change that we need to see to our public transport system. A BSIP would simply maintain the failing status quo that SPT has highlighted so well in your Case for Change. This fact was put most succinctly by the former UN Special Rapporteur on Extreme Poverty & Human Rights, Professor Philip Alston, when he wrote in his 2021 report into the UK bus sector, "It is time partnerships are recognised as a tried-and-failed approach that should be retired in favour of actual regulation of public transport." p.33 This is why none of the English city regions, which are now pursuing bus franchising: Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire, first entered into a statutory 'Enhanced Partnership' (the English equivalent to a BSIP) with bus companies before or whilst developing franchising. If SPT was to take this misguided approach it would be a costly waste of time which would only delay even further, and potentially sabotage altogether, the complex, but essential process of taking the bus network back into public control through franchising. This is because BSIP regulations have also been delayed by Transport Scotland. Even then, the Systra Scoping Study states that the process of creating a BSIP could cost £1.5million to establish and £50-£250k annually to run – money which would much better be invested in accelerating the franchising process. But most importantly, any proposal to enter into a BSIP has to be put out to a full public consultation – at which point it will face fierce public opposition for all the reasons described above. Transport Scotland have confirmed that funding from the Bus Partnership Fund for bus infrastructure can still be accessed even if SPT decides to pursue franchising (or municipal ownership), so this is the approach you can and must take.
49	Decent idea, however would prefer all services to be under one organisation for cohesion and knowing you would get the same service on every route.	Not quite sure I have quite enough understanding of how these work to comment!
50		
51	I travel frequently on TfL and agree this would make a huge difference. Compared with London and Lothian Buses, our current services are beyond a joke	I would support this in the longer term though I wouldn't expect anything in my lifetime
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56	Support enthusiastically - set high standards	As an intermediate point only
57	Control at a local level is good as local knowledge of how things work in and what is needed in that area	
58		
59	Like Manchester and Edinburgh, Glasgow deserves a public owned bus service ran by us for us; not to profit shareholders who live elsewhere.	
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69	Franchising often leads to more private companies looking to cash in for often poor services	
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73	Will secure a best value model and potentially have money to invest in services of a social need	Maintain standards and hold all partners to task.
74	I believe this is already done on some routes and it works well	
75		
76		
77	Slightly better but far from ideal	Operators are useless and regulators are toothless so this will go poorly
78		
79	better control over what routes and services will be offered and maintained without the fear of having them cut out by private operators; this will better reflect what the local communities need and not be in a profit making approach	
80	Strongly support	Strongly support
81	This seems for all I understand the best solution until the complete companies are taken into public hands or replaced by a municipal bus operator. Only in this way profits don't vanish in privat company coffers.	This should only be an intermediate step and I would like a clear time limitation for this and therefore a specific date, until when the full franchise model is applied
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	AB	AC
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90	I support this as it appears to have worked in London, where bus usage remains high.	I support this as an interim measure.
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99	I support this in principal - I just wonder how it would be funded, who would operate it and how this would be fairly managed. Something has to change I've seen many excellent operators over the years going under due to pressures from big bus operators, effectively creating a legal monopoly.	Same as above
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105	I want to see buses back in public hands	As above
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108		
109	Too easy for blame to be spread around, and no improvements made.	Too easy for blame to be spread around, and no improvements made.
110	Should allow spt to dictate and maintain a quality of service	Allows for a quicker and temporary solution while franchising is implemented
111		

	AB	AC
112		
113	Again, a monopoly is not in the community's interest.	Not sure what the legal requirements are, but this sounds more beneficial.
114	A method similar to London by uses would be preferable to the current system.	Doesn't go far enough.
115		
116		
117	Please accelerate this timeline and bring integrated ticketing	This is a distraction, bring on franchising
118		
119	This gives local authorities much more control to design a model which works for local communities.	This retains the benefits of voluntary partnerships whilst strengthening the hand of directly elected local authorities.
120		
121	Similar to the above. If it allows services to be run on non-profitmaking routes and break the impasse over multi-modal ticketing then yes.	
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124		
125	Allows far more say by service user	Halfway house, with unnecessary costs incurred. If we are going to do it, lets do it. The Edinburgh model seems to work well.
126		
127		
128		
129	This is the best option as laid out	This could work with the right management and ethos
130	The amount of public money used to take forward this approach is scandalous given the Local Authorities are facing funding black holes and local services, such as our road network that the buses rely on, are like off-road tracks given the amount of pot holes with the M8 at Woodside crumbling and a permanent car park during peak periods. The roads need fixed with priority given to public transport and enforced bus/taxi lanes on key routes and the motorway network.	These partnerships need to be fully invested in. Congestion on our road network will not be properly resolved unless we enforce true partnerships to enforce bus priority measures.
131		
132	For the longer term?	See above
133	I am slightly hesitant of this approach, due to the model that would be adopted. I believe rail franchising has some fundamental issues, and I could see these creeping into a bus franchising model too.	In lieu of municipal bus operations, this is a good option.

	AB	AC
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137	Could work well, worry about cost of fare rising if companies make big bids to win the routes then have to make the money back by raising fairer. Already our bus fares are very high.	Sounds great, definitely need legislation to support improved services
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142	Use them	These have to a fair and just with regards the route and the service now on offer especially on the no 49 bus through Whitelees in Cumbernauld
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146	Will only work if franchisees are very well controlled and checked against standards - there must be serious consequences, eg they need to lose the franchise, if standards are not consistently met. A great deal of logistical planning is necessary.	
147	It would be good to have more frequent reliable local servises	I feel the statutory element is necessary
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151	In our community this is the preferred solution. By vesting control over routes and timetables in a public body bus can again provide a service rather than be purely financially driven.	Allowing LTAs to take some control at an early stage is important to prove to communities that there is intent to improve.
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	AB	AC
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160	This will be based on what local people want and need.	This has worked in other parts of the U.K., but requires a strong municipal body, such as Transport for London or the Manchester BEE-line. Both of these are run by Mayors who have much more powers than Scottish local authorities currently have. The Scottish Parliament must legislate for strong local devolution.
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162		
163	This sounds good since the authority has more control over it. But any change from what we have now is positive to me.	It sounds good for taking more immediate action but need better than this long-term.
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168	This will encourage a change of attitude from companies and shift the balance of power to the consumer	Could be useful but dint know enough about it
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177	No one should profit from a public service, any profits should be reinvested.	This sounds like more accountability is involved,
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181	More control given to local governing body who should, theoretically, act in line with communities' best interests	
182	Surely losing control isn't something SPT would volunteer to do. However, the local authority can then design a utilitarian bus network instead of a profit generating one. Integration of services would be a huge improvement too. Overall gets closer to a TfL model which is effective and well regarded in comparison to Glasgow's transport options.	
183		
184		Strongly support this as currently there is little consequence to poorly run services or any material level of benchmarking
185		

	AB	AC
186	One of the main issues with bus travel in Strathclyde is the inconsistency that comes with a variety of operators (including ticketing systems and route numbering). These operators have significant fleets of buses, drivers and mechanics, so it's sensible that we use that as much as possible while also improving between-operator consistency.	This is a strong stopgap measure to implement on the route to local services franchising.
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197	Taking buses fully into public hands would be better but this is an improvement	As above
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200	Private company involvement will all be about money not service	Private company involvement will all be about money not service
201	We believe that enforceable franchising agreements should work better. The big concern is that without actions by the LOCAL bodies responsible the operators may not step up to the plate and provide a positive experience for the passengers. Taking the 30/31/91/191 services which operate from Lanark which are partly subsidised the lack of enforcement and willingness to change the timetable by SPT has seen the Commercial operations timetable changed to increase the number of journeys now arriving on time whilst the subsidised element is considered to be a poor performing service and always running late. The most recent changes to the 101/102 route (Dumfries-Edinburgh) have produced a much better service for the passenger, which could be improved further by increasing the number of journeys. Loadings are approaching 170,000 at the end of the first year well up on the substandard provision of the previous operator. Bundling Franchises might provide to have some useful benefits in that services can be linked together improving travel opportunity's. This may be more beneficial in urban areas rather than our rural location. That may have some benefit in our area if the feeder routes to the 101/2 (e.g the 30/31 Leadhills bus, the 91/191 Lanark bus and the 91 Biggar-Peebles and WL-Peebles buses) were bundled into the same contract. Given the geographical area to be covered it is doubtful that a single operator could be found to operate that bundle.	Unsure how these would work in a rural area.
202	No	No
203	unifying the bus system is the first crucial step towards making it good	I would rather see full-steam-ahead towards franchising but I'll take what I can get
204		
205	This allows for bus services to be planned around the needs of the population, rather than in the interests of private profit	This is a good first step towards a better bus policy
206		

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211	Yes - but if a franchise doesn't serve the customers, kick them off. This could be a useful transition from existing companies. But if it is more complex than BSIP, could it be worked out in the background whilst BSIP is in process?	Also a useful transition model especially as it can be arranged quickly. Get the ball rolling, get people invested and hopeful, and the rest can follow.
212		
213		
214	This provides an opportunity to give more joined up services (no more waiting for a bus from the operator you bought a ticket from earlier) and better value for money	This is a bad idea - the current private companies operating the buses in Strathclyde have proven themselves to be incapable of providing the service people need. They cannot be trusted to deliver useful improvements and BSIPs will just slow down the provision of actually good public transport in the city, allowing these private companies to funnel more public money into their profits.
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220	Can be a great way to run bus if done similar to tfl. Spt would have to look at the fares and make it	
221		
222	This is the most obvious solution to the problem facing the public in the region. Franchising would serve the people using the service before the private companies operating the buses. These companies have managed the decline of the service over 40 years since privatisation as outlined in the SRBS consultation document.	BSIPs would be an embarrassment for SPT and the Strathclyde region. Where bus services in the North of England are being franchised and already seeing improvements to continue with the privatisation experiment risks letting us fall behind. This would be a grave error and one which could not be rectified for another generation while the people of Glasgow look elsewhere and see the benefits reaped in Manchester and wonder how SPT got it so wrong.
223		
224		Don't waste time on this. Take back public ownership as a matter of priority.
225		
226		
227	This will likely improve services, which is required.	This will likely improve services, which is required.
228	I like the idea ifnavign the full network under public control and people's needs prioritised over profit	
229	Has the potential to work.	Has the potential to work.

	AB	AC
230	This will lead to greater connectivity	Better serves our communities
231		
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234	In the short term, I believe franchising is the best solution to improving services and giving passengers greater control over the services they use. As a regular visitor to London, I have been arguing for a TfL-style solution for a long time, as I believe this avoids the issues seen with 'business as usual' without the need for the transport authority to run every service themselves. While London obviously benefits from greater funding than Glasgow will ever receive, I believe that the franchising approach and general integration of different modes of transport gives London the only public transport system in the UK comparable to most mainland European cities.	
235		
236	There should be a singular bus operator nationally.	There should be a singular bus operator nationally.
237		
238	This feels like the least upset for companies that aren't completely awful, as if they're good then they can continue to run the route. Also, if a provider has been awful, it sounds like SPT can just choose to not renew the franchise.	This feels like a halfway between full voluntary and proper franchising, where enforcement would have to involve suing the company, rather than just not renewing the franchise.
239	Again anything that provides a sensible service for rural or remote areas and which links to useful places like the next village with shops, GP and also the local hospital.	
240	Many major UK cities (Including London) already operate this way and it is much more effective than the current model across Strathclyde.	As above
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245	This has potential to work well. I believe this is the system TFL use and their buses work well. They are significantly cheaper than Glasgow too.	
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247		If it will improve pricing and reliability I would strongly support.
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252	I believe franchising may improve the local service	I believe this option is likely to bring improvement.

	AB	AC
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256		I would like all buses to have real time trackers
257	Gives more opportunity for better services	As above
258	This seems like the necessary step towards public bus ownership, but it is only a step not a destination. Private companies should not be responsible for public transport in any way because for local government the most important aspect is efficient transport for the public whereas private company only cares about the profits	
259	Local small businesses should be able to meet demand if tickets mean we can travel on all companies' in the city.	Can't see this working when McGill's has already objected to schemes being proposed.
260	The government should not be purchasing private companies providing massive payout to owners.	
261		
262	In theory could work	
263	Best opportunity for real change	
264		
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269	Buses should be owned and run by the local council area, these questions are atrociously worded in a way to make it very difficult to understand what answer makes it clear buses should not be run privately as a for-profit system like we're currently experiencing. My opinion is that the buses should be run in the same way as Lothian Buses	Buses should be owned and run by the local council area, these questions are atrociously worded in a way to make it very difficult to understand what answer makes it clear buses should not be run privately as a for-profit system like we're currently experiencing. My opinion is that the buses should be run in the same way as Lothian Buses
270		
271		
272	Need to try something different	
273		

	AB	AC
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275	I do agree this can amount to the theft or decimation of businesses that have been built up by private operators who were allowed to be created out of policies. Suddenly transforming to franchising that is overseen by local government or spt does not fully convince me that buses will become better. The trains for a long time were franchised and then became nationalised and yet I see very little improvement with public ownership and I fear it could be the same for buses.	This does seem to shake bus operators to get their act together but also requires spt and local government to wake up and become involved. Intergration across operators here is key and I worry that franchising would lose the ability for healthy competition so would require pricing to remain competitive
276		Somewhat oppose as other cities and regions have taken less time to develop franchising and I believe all resources would be best spent setting up franchising instead of any intermediate options such as BSIPs
277		
278	First step towards us having more say in how transport is run. I would say this comes with the caveat of the local authority having strict oversight of these franchises and actually consulting with residents when developing them. Minimum standards should include 24 hour coverage of city centre and other key areas.	More sense than on a voluntary basis and is a good short term way to force these companies to live up to their promises.
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284	For profit	
285	Look to provide an actual service for the Community. Set performance requirements	Would rather look for municipal bus operations
286		
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	AB	AC
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291	Looking at other cities here and abroad they seem to work	Vested interests from bus companies will favour their own interests rather than those from communities
292		
293	Very pleased that it is being considered, and there are blueprints elsewhere in the UK to follow.	Skeptical of taking this forward. It's better than nothing but seems like an alternative that the bus companies would much prefer compared to franchising or municipal ownership, so if it is on the table the bus companies can lobby hard for that option and the opportunity for real public buses will be lost for a long time. Statutory provisions can be very weak when it's large multinational private company lawyers against a small underfunded regional public body.
294		
295	Anything that takes away control from McGills & First Bus. How dare McGills threaten legal action.	As above. Anything that takes away control from McGills & First Bus.
296		
297		
298	Franchising is not the be all and end all, as seen through the failures of many rail franchises. However it would represent an improvement on the status quo, giving guaranteed levels of service under threat of enforcement stripping the franchise from the operator. It is vital that public bodies - i.e. SPT - have an element of control to act as a voice for the passenger. Ultimately a public transport system should be run for the good of the public, not shareholders.	Similarly to above, operators cannot be trusted to act benevolently. There must be legal enforcement mechanisms to ensure the standard of service provide.
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305	Do what Lothian Buses do	Do what Lothian Buses do
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312	Manchester looks so promising, people see and feel the difference in their city. I'm behind this in Glasgow.	
313		
314		
315	A better option but only if bus services are measured as public svcs and not profit first	This would give good oversight

	AB	AC
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318	Franchising seems to be one of the best options to implement a unified transportation system. We have seen similar schemes in other UK cities that have worked and this is where SPT should focus all their energy. Assuming a fully nationalised bus network is too ambitious for the current landscape.	This might be a distraction from the main goal of franchising. If it can be implemented in a reasonable timeframe it could bring about some improvements in the short-term. However, the focus should be on quickly franchising or nationalising.
319		
320	Public bus service is the way forward	
321	local monopolies are terrible and services won't connect well	private company will take any excuse to extract profit
322		
323		
324	As above	As above
325		
326	It's a start	Also a start
327	Manchester has done it right follow that lead	
328		
329	This is, to my knowledge, the only solution that has ever delivered an acceptable modern bus service in this country. Why would we even consider anything else?	Why bother? As with VP's these BSIP's do not solve the problem, fundamentally cannot solve the problem, and involve partnership with the organisations that ARE the problem. Surely we could just skip straight to the actual demonstrated solution? Like the BAU and VP's, this option need never have even been considered.
330		
331	Will create better service	
332		
333		

	AB	AC
334	Best of poor options	Not sure what is meant by "authorities" if Local council, then absolutely not. Local councils are incapable of making informed decisions relating to profitability of locals businesses and the effect on the long term economy
335		
336	Giving a better bus sevice	I totally agree to this as the present service has no links to hospitals on a sunday and more over this is not acceptable i f yo do not drive
337	I do not think this will be any improvement on the current 'business as usual' strategy. It still places what should be a public service in the control of a profit-driven company with no real recourse for high prices and poor service, as there is no viable alternative.	This is an improvement on voluntary measures, however, it all depends on whether there is the ability to enforce measures and ensure accountability. If the bus companies are not actually held to account, then we might as well stay with the current system. I think private companies should be removed completely from running a public bus service.
338	This should be the preferred option for the short to medium term. The only way to ensure bus services meet standards set by a regulator is the threat of having the bus service taken away from the operator should they fail. The partnership models are weak in this respect, if they are breached then you are still forced to negotiate. At least with franchising there is an effective legal remedy, stripping the service from the operator.	BSIP is essentially another word for voluntary partnership, albeit within the framework of a statute (I will just state for the record that I am a legal academic and former solicitor). There is a statutory distinction between the two but it is simply weak. As I state above, it is unbecoming of a public body to pander and reach mutual agreements with bus operators. Your role is to mandate services and enforce. Therefore, franchising is a much more effective option to achieve results rather than dancing about treating with parties through 'striking' agreements in a BSIP.
339	Agree with this, particularly in areas with low or no services.	Agree with this, particularly in areas with low or no services.
340	Not a great option but better than the status quo	Better than previous options, will allow done accountability and scope for change if the service is poor
341		
342		
343		
344	This would allow for the ability to provide a reliable and consistent bus service across the city that benefits the people of Glasgow.	This would allow for the ability to provide a reliable and consistent bus service across the city that benefits the people of Glasgow.
345	SPT took delivery of new subway trains FOUR years ago on the simplest network in the world and still haven't got them all into service! SPT couldn't manage their way out of a paper bag, so how them managing Franchises is just a disaster waiting to happen. Spend the money on bus improvements plans, not lawyers and consultants!	Agree. But as stated above it needs to be two sided with SPT and others improving journey times and making sure bus infrastructure is fit for purpose
346		

	AB	AC
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349	Grouping profitable roots with less profitable roots for operators to run seems like a sensible idea.	
350		
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352	I'd prefer full control by a publicly-owned company.	See above.
353		
354	Good to consider new options.	Good to consider new options
355	Just run the fucking buses and fine the operators for not running services. Also, actually put on useful routes with regular services (<10 minutes between buses)	Make the buses better
356	Franchising is the best way for the service to be run and should be taken forward immediately	This should not be done in place of franchising. Franchising should happen straight away
357	Again no competition so they feel no rush or accountability to provide better service for people and make transport more accessible.	We must make bus more accessible.
358	I somewhat support this because I think, while this has the potential to improve services, I think it would potentially have similar problems to what exists now	I think this would improve services if properly implemented
359		
360	Would create difficulties in making changes quickly and still be a for profit venture. Buses should be a public good. Further cutting out the bureaucracy of franchising would make bus service more responsive to the needs of the community and do it at a speed that people now expect.	Still treating public transport as a business and not a public good. Not in favour
361		
362	no, they are always cheeky, unreliable and maintenance low standards	this sounds better, and if they do work together it will be a connected service
363	This seems sensible if it's enforceable.	
364		
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366	As far as I'm aware, this is the system being used in other cities with what is generally considered far better public transport - Manchester, Edinburgh, etc. therefore, it seems silly not to follow their example.	It sounds reasonable in principle but I'm wary of BSIP distracting from and delaying franchising. If these do go ahead, any BSIP should be strongly designed with the intent of being a precursor to franchising.

	AB	AC
367	I fully support this and passionate about this because it will be a big change and make a difference for passengers and drivers with routes set and going where they should go we're people want them to go. Also buses will painted into one colour like red in london and yellow in Manchester with orange for Glasgow. Also profit will get reinvested for improvements and fares will be capped and cheaper and integrated with other modes of Transport.	I don't support this because it's the status quo for private bus companies and will be a way of them making an excuse to not go ahead with public control and ownership. It will not make services better and not make fares cheaper and will make bus less attractive to passengers.
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373	Seems to work in London and Manchester etc. Possibly the best option.	
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377	We only need to look to the railways to see how poorly that works for passengers.	These still leave too much control in the hands of profit-motivated companies.
378	I think this will benefit the overall quality of transport provision in the city.	
379	Creating one greater Glasgow transport network in public ownership/control allows for the alignment with City strategic priorities led by future planning of equality and environmental sustainability over profit models	
380	I support this as I believe it might provide more affordable and reliable services	I support this as it allows improvements to be made while work is on going to get towards franchising
381	Improve local services, particularly evening ones.	Improve local services, particularly evening ones.
382	No real quick improvement	We need a better service
383	A franchise will at least allow SPT to approach bus services strategically, and will help residents and visitors navigate the system with a consistent fare system and branding	BSIPs might be good enough in the short term but lack the ambition to meet the scale of the problem

	AB	AC
384	I think this is a good idea if it follows the London or Edinburgh model where they already have just one operator and there are things like fare-capping in place. My only concern about having just one operator is if they couldn't get staff to run services at particular times, for example, like how the Subway doesn't run after 6pm on Sundays. It's a fantastic service when it runs, but is let down by that and it means that fewer people will go out and about in Glasgow after that time. If something similar were to happen with the buses, then it would mean that people would be completely reliant on the train if they wanted to take public transport.	
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388	At the present time, franchising seems like the best and most sustainable option for change, as it would equip SPT to set routes, fares and standards across the bus network, without the expense of having to establish a municipal bus company. This should be pursued with urgency, ideally to a timescale of within 5 years rather than allowing the go-live date to fall into the 2030's.	It is extremely unclear whether or not a BSIP would actually deliver any tangible benefits, and may distract time, attention and money from investigating more substantive proposals that would ensure greater public control.
389	Nationalise the bus services	Nationalise the bus services
390		
391		
392	particularly excited about the potential this brings for integration (tickets and timetables) with trains and subways. Glasgow has the bones of a really good public transport system, it just needs to be pulled together	Would be much better to fast track franchising, focus on getting the best solution in place as fast as possible
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394		
395	The costs, and time to implement, as reported in the media, seem excessive	
396		
397	It is an option as second alternative	Another as third option
398	local ownership would probably have the interests of locals at heart	
399	Only viable option to go with, cities with franchised buses are significantly easier and cheaper to get around in. Should also include full integration with local rail and subway services	Better than today but not enough, still mostly keeps the fragmented current system intact
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	AB	AC
405	Absolutely the right direction. More local power and accountability and a bus service which responds to the needs of communities, not shareholders.	I don't agree with anything that keeps these private companies taking money out of the city.
406	Reliability and affordability	
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410	More integration	
411		
412	This would be no different from the status quo in reality	
413	I think this is the best option. There is a good network of services, but needs better coordination e.g. some areas have over provision of services (Paisley Road West corridor) and others have under provision	No strong views on this
414	I'm not sure which option between this and BSIP would work for the better, but I want a transport system which runs on time with frequent buses, so that I am not wasting time standing around in inclement weather waiting for a bus. I've many cities in Europe, and never had a problem getting from one place to another, I don't know how they do it, but whatever the formula is, it works.	As above and I want to be able to travel around Scotland and not wait for hours or a bus, or find out there is no transportation. The only way I can visit family in argyle is by taking the car, as there no transport links, what are you supposed to do? What about the people who live there at the moment some of them have no transportation to get to their GP.
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	AB	AC
418	<p>Public transport is for the public, not for the benefit of private shareholders. I am familiar with McGill's unreasonable statement that this particular public consultation is "anti-business," but I am sure that McGills' executives in Greenock don't use their own company's services. If they did, they would most likely be chronically late to work. There are probably some useful figures on the amount of money lost by the public due to late arrivals, missed appointments, etc. through using bus services in the West of Scotland. The sad fact is that it's the only choice many of us have, so we are essentially held to ransom by the private operators. When traveling by bus in Edinburgh, just over 45 minutes from my home on public transport, I marvel at the ease, choice and convenience of their franchised bus service. When I commuted to Edinburgh for work, the bus portion of my commute was effortless from train to office. Surely Scotland's largest urban conurbation deserves the same efficient solution as our capital city, especially given the size of our population, sprawl and notably low levels of car ownership. I appreciate that SPT understands Greater Glasgow and West of Scotland is home to Scotland's most deprived communities (especially in areas like Greenock) - these are the communities that suffer most at the hands of private businesses that provide public services, and are therefore the communities who stand to benefit most from a sensible, entirely feasible, franchised bus service. I am aware of the potential cost to the public to implement this solution. It needs the full backing and political agency of local and national governments, and a lot of vocal campaigning and backroom lobbying to effect it. Glasgow's economic (and physical) health has been continually wrecked by more than half a century of investment in private vehicle infrastructure, removal of the tram system and light transport options, and decades more profiteering through bus and rail deregulation. As your consultation document states, it's time for "radical" proposals. That means getting in front of private interests by being louder, bolder, and more agile in the press, parliament and courts than the private operators.</p>	<p>For many of the same reasons that I am sceptical of voluntary partnerships, I am also sceptical of partnership arrangements, although the mechanism to penalise private operators is encouraging in terms of the public support that could be gained for this solution. If I can speak for a broad range of public transport users in the West of Scotland, we want to see actual consequences for private businesses who do not provide valuable services, rather than always taking the hit ourselves.</p>
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426	A step in the right direction	Sounds feasible
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428	<p>In favour of particularly in the freedom it gives to set bus routes that are fast from the outer suburbs to the city or from suburb to suburb where the incentive on fares alone does not exist. For instance from Kirkintilloch to Glasgow the bus goes through all of Lenzie (which is serviced by train) where it could instead cover Kirkintilloch then take Initiative Road and save 20minutes or so.</p>	<p>Yes as this gives statutory powers as I understand it. This is much better than voluntary partnerships with goodwill behind them only</p>

	AB	AC
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431	I want transit fully municipalized	I want transit fully municipalized
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433	Need for more local buses. Kelvindale only has one micro-bus with very limited hours. More buses are needed.	Need for more local buses. Kelvindale only has one micro-bus with very limited hours. More buses are needed.
434		
435	The legal clauses need to be enforced, otherwise I'm against	
436	Not sure this will work	Better than existing arrangement
437		
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440	There is a great opportunity to link up local services with regional services and invest in proper working and efficient infrastructure.	
441	I think that this approach would work best	Not sure that statutory obligations bring forward best practice as they tend to go for the lowest common denominator
442	It has worked elsewhere.	Bus companies must be legally obliged to provide adequate services, or they just won't.
443		
444	ditto	ditto
445	Yes - this should be done to make transport more integrated, publicly accountable, more cost effective and to enable multi-modal travel. This should happen right away. It is important that any brand created for this purpose gives suitable visibility to Gaelic in its corporate identity in order to promote the language, particularly given that all the partner councils in SPT have a statutory Gaelic language plan.	No - this should not be taken forward. We should move forward with franchising right away. The model of Manchester and many other places should be followed instead.
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	AB	AC
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451	We need services based on community need not on which are most profitable.	As above
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455	Transport partnership can set and control strategy for bus network	Gives an opportunity to improve services before full implementation of franchising
456	This may make it better but I doubt it will have a significant effect. You need a more radical approach that can capture public opinion.	
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465	<p>While this may have benefits in rural areas which have a network of fully commercial routes it is likely to be less applicable to rural areas where few routes are run commercially.</p> <p>Competitive tendering for subsidised routes incorporates many of the potential benefits of franchising i.e competition and regulation. However tendering subsidised routes as not let to improvements in services as operators to the minimum and run away if asked to do more. It is not clear that operators would be any more enthusiastic about improving services as a results of franchising. In may areas there are a limited number of potential operators giving next to no competition whether in relation of franchise or subsidised contracts. This makes it difficult for transport authorities to stand up to demands from operators.</p>	Skeptical about whether this could success for similar reasons to the previous point.
466		
467	This is the next best thing to full municipal ownership. Use franchising to create an integrated and useful system. Do not give in to the shouting of the bus companies, they will still agree.	They cost huge amounts of money and do not offer what franchising does.
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	AB	AC
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473	I agree with the supporting document, structural change though franchising appears to offer the best route to restructuring	According to the supporting document these appear to have some merit as a supporting measure
474	Works in London and Manchester. Proven. Needed here. Democratic control. Ability to put community needs before profit, at least to an extent.	Unsure. Sceptical of allowing operators equal status. Want full public control like London and Manchester, with private involvement limited to non-decision making roles.
475	seems to work wellin London	
476		
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481	Will improve the network	Will improve the network
482	The purpose of running is to generate a profit this is a contrary aim to providing a critical piece of Infrastructure needed to suit public needs	Private business will not deliver for a bsip partnership. They know that they hold all the cards by owning the buses and that no real competition exists
483	Ineffective free for all	Not effective
484		Yes
485	I do jot like this idea as instead of having companies competing, driving down prices you have one service with no alternatives but this one	I like the idea of this as it looks to address specific issues without going too far
486		
487		
488	Will may be make McGills run on time and less breakdowns after having to wait 40 mins for a hospital bus when they are late or broken down	Yes bus services need to be more reliable in Inverclyde

	AB	AC
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497	I support this model	I support this model
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499	The cost to deliver franchising has to be a concern, and there is lack of detail as to how this would realise the objectives. Fundamentally, the strategy is saying that public transport needs more subsidy to be effective in realising broader strategic goals, but it is not clear that this funding will be delivered. If that is the case, then franchising will not work and be counter-productive	The legal obligations in BSIPs would deliver the objectives and ensure funding to realise them
500	This is a good option and should take place right away.	This is a dead end. Be ambitious and go for franchising right away.
501	Model may work well	Possible, but worried about effectiveness of partner bus companies
502		
503	A coherent, well planned structure is required to enable services for for purpose which integrate with other transport services and enable people to travel to key destinations at reasonable and appropriate times.	Should be a support element to achieve regular routine bus services.
504		
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507	Too much control by staff and authorities	Good compromise. Subsidies and penalties possible.
508	Hopefully this would enhance the services in rural areas	Hopefully this would enhance the services in rural areas
509	Seems to be working in Manchester.	
510	Strongly support	
511		
512		Bus companies have corrupted the system with inconsistent ticketing, services, and timetables. Why should I have to download three apps just to get live times to get around the city? Current system is failing us, buses are not coming, overcrowded, and in poor shape. System needs overhauled, and private business needs removed.

	AB	AC
513	Franchising looks to be working in Manchester, Liverpool and in Yorkshire, why not here in Strathclyde too? Joined up public transport is essential to enable people to get to work, school, hospital, etc without having to rely of the car. We would all benefit in so many ways - the enviroment, cyclists, pedestrians, and we get a more cohesive community where people are no longer stuck in traffic jams alienated from each other. Not all of us have cars! Or want them...	This is an expensive compromise that kicks the can down the road. We have to grab the opportunity now, not wait 7 years to perhaps take the buses back into public control.
514		
515	strongly support	oppose
516	Similar to Manchester, this is an opportunity to sort out the current issues	Waste of time, if BSIPs are taken forward it's likely that this will detract from progress on franchising. It may even replace franchising altogether. Skip this and get on with franchising!
517	Allow greater control and influence.	Allow greater control and influence.
518	Doesn't go far enough	Don't really know how much that would help
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528	This has worked very well in other cities and is the minimum starting point.	These do not change the balance of power meaningfully - they will not improve public transport.
529	This system is the only way that high quality standards of service are guaranteed, short of wholesale nationalisation! Fares and routes are taken out of the hands of greedy big bus plc, and controlled by a system that will guarantee that the service level is maintained! Strong financial penalties are in place for operators that don't meet standards! Basically putting in place a deterrent, that is otherwise absent under the current deregulated bus market!	This system is nothing short of glorified deregulation! It's open to manipulation, and bending of the rules by big bus plc, and I personally see it as nothing more than a delaying tactic, to appease big bus plc
530		
531	We need a better planned transport system, planned around social need rather than maximum profit	We need SPT to have enforcement powers to be able to change things
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536		Need to remove profit motive
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	AB	AC
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542	Seems the best way to create a network that actually works	Seems like another good way to improve services
543		Absolutely not - exactly how we found ourselves in this mess
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550	I agree with SPT that this seems the most ideal option, especially since it would mean routes aren't set based on profit, and are instead based on community needs and broader economic gains (i.e connecting people especially in more deprived areas to areas with higher employment and amenities). I would also hope for a significantly improved night bus service, and potentially even integrated ticketing with other transport options (subway and trains)	I would worry that this would be billed as a short term fix but would ultimately be considered 'good enough' and ultimately serve as a roadblock to full franchising. However I think a policy like England's £2 single fare cap would be a good stopgap measure.
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554	LTA planning the network and tendering has potential, but would need have strictly enforced service delivery	With the correct enforcement framework this seems much preferable to any voluntary agreements
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569	Weak	Proven not to work
570	It has been successful elsewhere, it could be successful here.	Holding companies to account with consequences is the only way to ensure they stick to agreements.
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	Local services are the first to be cut by the big bus companies, they make it absurdly difficult to travel locally without needing to change at a city centre location. One example of this is trying to travel from Kirkintilloch to Cumbernauld via First Bus. The two towns are not a far distance away from each other, but instead, you need to travel in to Glasgow, and then back.	
572	A local route would be much simpler for passengers to use.	
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577	Use Manchester model for buses	Use Manchester model for buses
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581		I feel like this would be a distraction from full franchising efforts.
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584	Legally binding private companies will drag out and result in weaker-than-needed agreements	
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591	Every quality bus system in the UK is based on franchising.	
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601	Yes	No
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603		Business as usual not an option
604	Best option. It has worked brilliantly in Edinburgh/London. Obvious solution.	
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611	Franchising of the bus network is probably the best solution on offer at this time. Taking 7 years to achieve it should not be accepted, however.	Improvement partnerships with private operators can be a stop-gap solution but shouldn't take any focus away from achieving franchising in the minimum possible timeframe. They are not a long term solution and do not deal with the ill-placed profit incentives which will drive services the way they have been driven for the last 40 years.
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615	Local franchising is the only option left, as we currently have a fragmented and expensive mess from the privatisation of transport in Glasgow	BSIP are contrary to local franchising, they absolutely should not go ahead as it is not any change from the current set up
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620	Regulate services to focus service on public needs as is being done elsewhere in UK	Private companies focus on profit instead of public service. Already shown not to work across multiple decades and industries.
621	I support this as an improvement over business as usual or voluntary partnerships, but regard it as less egalitarian and democratic than proper municipal bus services.	Again, an improvement over the existing situation, but still less than ideal.
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634	Franchising is probably the only way of ensuring the operators serve the public properly	
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639	Powers available need to be used for public benefit	
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641		Can be seen as a delay tactic from existing service providers.
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646		Only support it as an interim measure, to be clear. It is inadequate as a permanent transit solution.
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651	Don't need more franchises	Don't really want this but better with legal clout
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654	This is essentially the continuation of business as usual/privatisation. Awarding contracts to the most competitive bid never leads to better services in my opinion. It simply leads to the lowest quality service that the bidder can get away with while maximising their profits.	Anything that carries a statutory requirement to run specific routes irrespective of how much they're utilised helps to ensure that the public are able to get around the city with confidence that the public transport will be there to support us. We really need cheaper fares and more time-saving routes that don't involve always having to go through the city centre. I'm SW to NW for work everyday - a 20-30 min car journey that takes 1hr 15m by public transport through the city centre and costs a fortune.
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661	Yes I 100% support this.	This would be a total waste of time and effort. It would give too much wiggle-room to the operators, and provide more avenues for them to siphon off profits and deliver worse service.
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664	Again too much leeway for recalcitrance and greed.	Real Lothian and Manchester public ownership accountability, oversight and control needed
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668	Councils representing the public interest need to have control of the process, as seems to work in some European countries.	I think this still leaves too much decision making in the hands of private companies whose main, if not only, motivation is maximising profit.
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671	More competition	No
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681	This has potential as long as services become more affordable such as a £2 flat fare like Edinburgh or Manchester.	
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683	Franchising by STP is a safer way of guaranteeing public services are coordinated, serve rural and urban areas. It's an opportunity to set up a publically owned operator - that serves the public interest.	SPT is in a unique position in covering transport service in the area where I live - I don't want it robbed of its powers!
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687	Franchising is the only viable way to proceed with existing operators still in place.	BSIPs will not be effective compared to franchising.
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	AB	AC
696	<p>It would be better if all buses were under operation of the LTA. A competitive tendering model often results in a race to the bottom - who can do it cheaper? Cost is important, however this model also still puts a lot of the power in the hands of private businesses. A bus network entirely owned and operated by the city would be a dream! If Edinburgh can do it, why can't Glasgow?</p>	<p>A good idea in theory, but what influence and effect would this group have?</p>
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705	<p>To an uneducated eye, this seems like the best option as it allows for the local authority to plan bus routes which are designed for the end user, rather than a profit marker. In theory this should also get prices under control, but collusion between the bus companies to keep prices up seems like a realistic possibility.</p>	<p>I do not know enough to have a strong opinion on the differences between this and the franchising option.</p>
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709	<p>A unified approach is required</p>	
710	<p>Every time I travel on locally franchised TfL buses, I think why can we not have services like these. A no brainer</p>	<p>SPT needs to get serious about real improvements, which these will not provide</p>
711		

	AB	AC
712	A version of it works in Lothian and now in Manchester and the Londo system is ideal.	I do not have any hope that they would be better than the inefficiency and poor system we have at present.
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716	I think it is worth looking in to smaller local companies as they have local knowledge and could make some routes work that the bigger companies cant.	
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721	More answerable to public opinion	
722		
723		I do not believe this is a progressive or cost effective route to achieving the best transport system for Glasgow.
724	As above	As Above
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732		Bring back GCC local buses like other cities have & other local bus services
733		
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737	As above	As above
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739	Would be able to co-ordinate different services and could ensure good services to all areas.	Very unlikely to deliver the changes needed
740		
741	Service and accountability is essential	Buses are/ought to be a core element of any community transport plan. This requires strong engagement from all sides.

	AB	AC
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744	I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses	A BSIP would maintain the present failing system that has been highlighted in SPT's 'Case for Change'
745	good interim step in correct direction	Probably best outcome for customers
746		
747	Yes.	Unsure?
748		Sounds like a good idea
749	Best way to provide a fit for purpose bus service	See my answer to Voluntary Partnerships
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762	SPT should focus all its resources on fast-tracking franchising. It is only with this approach that we can achieve a fully integrated public transport system with buses, subways, trams, ferries etc. This has been done across Europe like Amsterdam and in other UK cities such as Manchester, making them better places to live and more attractive tourist destinations.	SPT must stop the plan to sign a BSIP with the private bus companies, which would further delay or even stop the potential to franchise and at massive costs and time- this money and time would be better spent on fast tracking franchisement which would have a more immediate impact on how the buses operate
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767		This seems to be the best option as the bus companies will be under a legal obligation to improve the services for passengers.
768		
769	This would allow local services aligned to community needs.	
770		Allow more buses to go to areas where orevious bus routes gave been scrapped as unprofitable

	AB	AC
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772	All communities need served and if franchised, will spread the cost over several operators as opposed to one main one. Like London.	Needed to provide the correct infrastructure.
773	Has some merit	Sounds too bureaucratic
774		
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778	Not good enough	Dreadful service
779		I'm not sure about this. It would be an improvement on the current situation but I feel it might slow down (or even eventually prevent) better solutions.
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782	I believe this might encourage more people to use public transport and make it relevant to the population	
783		
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786	may work for short term issues	Best option as something is needed to get bus companies to work together and
787	Learn from other areas. It is seen as the only model to deliver an integrated affordable efficient service going forward.	Doing so just pushes the problem down the road and keeps us locked into a failed system.
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792	This needs to be expedited. Before I qualified for a bus pass at 60, I was deterred by ever-rising fares as well as lack of service where I live (rural). Inter-connections with eg ferries would be easier and it is even possible to set up a new publicly-owned operator.	This would be a waste of time, money, and opportunity when you could go straight to municipal ownership. Partnerships in general are inferior to public ownership, whether that's schools, hospitals, or transport. Also, would private companies ever AGREE to revoke or adapt the contracts? Not a good idea at all.
793	Yes	Yes
794		
795	It works in other cities	Do what other cities do as it works - all these new options and finding ways to pander to two bus companies is infuriating. There are 1.8 mill people in Greater Glasgow - our needs are more important than whoever owns McGills.
796		

	AB	AC
797	This seems to me to offer the best option, short of complete municipalisation.	
798		
799	As above	As above
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801		
802	Re regulating the bus network this way is the way forward , please develop a strong business case for a publicly owned bus company in the interests of the public	This would be a massive waste of time and money and lock us into an already failing deregulated system in the years to come
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810	Possibly effective	Possibly effective
811	Franchising and centralising the bus systems, especially when dealing with payments is the way to go in order not to only control better fare system, but to simplify the experience for users.	Strongly support.
812		
813	need more buses operating.	
814		
815	Open to abuse	The way to go
816		
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	AB	AC
819	My much-preferred option would be "municipal bus operations". This scheme would be a second preference, if it would allow the local authority to set very specific and detailed requirements on service provision and offer different franchises for different service provision to a range of companies which in each case it considered to be the one best able to deliver on all of the local authority's specifications. It is, however, still less likely to be as effective in terms of ensuring proper scrutiny of service provision and penalties for poor delivery than one totally controlled by the local authority and with elected members and local authority staff being wholly accountable for the service provision.	I am assuming that this is the scheme currently being used for the provision of bus services, in which case I oppose it strongly.
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829	Could be used as an interim measure	Could be used as an interim measure
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831		I don't think partnerships with multiple bus companies is the way forward - it would complicate and slow progress
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842		To do this would be a waste of time and money and hold up change
843	Public re-regulation is long overdue, it beggars belief that we continue to give these companies money to run sub-standard services. We need a fleet of electric buses and charging stations managed and regulated by the public.	Public control in our Socialist country, please. Partnerships in any form are just not working for us.
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846	Gives more co-ordination of services and fares. More accountable to local communities. More democratic to councillors.	No.
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	AB	AC
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852	This is the best option. It works in London and will likely be a success in Manchester, it's a shame it's taken Glasgow so long to join in.	These have already been tried and, again, haven't worked.
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856	Leverage this unique opportunity to deliver a fully-integrated transport infrastructure.	This may greatly impede, or preclude, plans for municipal ownership, maintaining the current flawed system.
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865		Not an expert, but this appears the most favourable option.
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868	Similar to other cities, this would be a better approach to public transport, allowing different modes to link up and encourage use of public transport, not just buses. This can help to reconnect communities with poor connections, reduce costs for the commuter through a simpler and easy to use fare structure and allow multi mode use of all options through a single ticket.	This looks to be too similar to the current set up. This should not even be a stepping stone to franchising. The money that would have to be invested in BSIP's would be much better invested in franchising.
869	Ensure the franchise meets the people's need not just operators whims	As above
870		
871	Facility to supervise and demand guaranteed levels of service.	Accountability to local service users.
872		
873		There needs to be some kind of enforcement of provision so that even less lucrative areas are catered for.
874	Best way forward	I am dead against this

	AB	AC
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877		unnecessary temporary arrangement that will only perpetuate the problems we have just now.
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881	UN Special Rapporteur on Extreme Poverty and Human Rights:	They have been tried and failed, even the UN Special Rapporteur on Extreme Poverty and Human Rights has made clear that they don't and can't work
882	Franchising is the best legal instrument to use so that the public interest decides what service levels are and sets fares. This is my preferred option. It has worked in London for many years and now Manchester is showing early success with the model.	This is a least preferred option but could be more practical and less open to legal challenge by the bus operators so I would support this being looked at.
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886	Check out Edinburgh buses! They work	Won't be effective
887		
888	This is the best way for SPT to control the standards required for running a useful and productive bus service.	BSIP's are described as a compromise, which undermines the goal of delivering a quality service in future years. As stated in the wording survey wording only " elements" have a legal and this enforceable remit. I do not think it is the current or future public interest to do ' half a job '.
889		The only way to get fully integrated services through the day
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898	I strongly support this and urge that proper integrated transport network be implemented. The franchising powers in the Transport Act 2019 offer SPT a once-in-a-generation opportunity to end the chaos caused by bus deregulation and bring our bus network back into public control. It is time Buses Met trains and Ferries in a seamless joined up fashion planned for the public good not the operators convenience.	I oppose this in the strongest possible terms. None of the English Authorities have gone down this route realising that partnerships are a failed concept.

	AB	AC
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900	Currently the best way forward for improving the bus network	It won't effectively create the change required for the bus network
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903	This could be acceptable but it's not clear how enforceable the agreed standards are.	As with local services franchising - what's the framework and is there genuine scope to force improvements / an exit if services are not up to the required standard?
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908	It would make sense to have services/routes.frequency etc. decided on a local benefit basis rather than a commercial basis.	
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914		A waste of time & scarce resources when everything should be channelled into a municipal bus service with Neil private bus operators creaming off profits which should be reinvested in bus services
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916	Please please do this i truly believe it will make the world of difference	This would undermine any chance of local franchising and definitely secure 'business as usual'
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	AB	AC
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926	Best option but may have difficulty if no takers, what then	
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928	Absolutely vital at this time during the cost of living crisis.	A massive waste of time and money as the deregulated system has failed to meet the needs of customers and communities not well served by current bus services.
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931		Not fast enough or good enough.
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938		a waste of valuable money and time
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941	Local service franchising only serves the franchisee's business and not the traveling public, we have had enough of this "back door privatisation in the past, it only serves the business not the traveling public.	Another form of pseudo privatisation, take back busses in to the public sector, busses should serve the public, and not be a cash cow for business owners.
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	AB	AC
944	<p>SPT should focus on taking this option. By taking this SPT can deliver a fully-integrated and coherent network across bus, Subway, rail and ferries; we can reconnect isolated communities, cut and cap fares and deliver one simple affordable ticket across all transport modes. Regional transport authorities in England are already taking this specific course of action such as Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire. They have done their studies hand have all came to the same conclusion that this is the winning strategy to deliver the transformational change to our public transport system needed to address poverty and inequality and meet pressing climate targets. Note that SPT also has an advantage over the English city regions, in that it has the additional power to set up a new publicly-owned operator for Strathclyde (this power is not available in England).</p>	<p>As with the voluntary partnerships the current companies can simply chose not to get involved, of course this issue could be pressed but if enough say no (and they will) any attempt at a BSIP will be shot down before it even has a chance to take off. As these BSIPs will not place profit at the core of their strategy, which goes against what companies like First Glasgow, Stagecoach, and McGills want. A BSIP would simply maintain the failing status quo which was stated in SPT's Case for Change. Professor Philip Alston (the UN Special Rapporteur on Extreme Poverty & Human Rights), wrote in a 2021 report into the UK bus sector, "It is time partnerships are recognised as a tried-and-failed approach that should be retired in favour of actual regulation of public transport." (p.33) None of the English city regions currently pursuing bus franchising (Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire), first entered into a statutory 'Enhanced Partnership' (the English equivalent to a BSIP) with bus companies before or whilst developing their franchising frameworks. One may look at the most successful BSIPs in the UK which is Nottingham, however I would like to point out that the vast majority of routes (71% of total mileage, and 85% of total patronage) in Nottingham are operated by Nottingham City Transport , which is a municipal bus company, the second largest in the UK behind Lothian Buses.</p>
945	<p>That is one of the most important opportunities for Glasgow going forward into this financial climate, facing the challenges that lies ahead. Set up a new publicly owned operator and give people swiftly the transportation they deserve by connect communities not just to the city centre, but also to each other. Make connections and we will truly see our city flourish.</p>	<p>Strongly oppose. The evidence is there. No for profit organisation can ever put the people first. And transportation makes access to work, education and the wider community feasible. Create a publicly owned operator and waste no time into BSIPs!</p>
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951	<p>We need to join up all types of transport in the area including buses, trains and subway, also adding in ferries. One ticket to cover all forms of transport would encourage greater use.</p>	
952	<p>We are the only city with a rubbish bus service</p>	<p>Same as above</p>
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955	<p>Franchising has failed the public and only benefited those who wish to make money from the process.</p>	<p>These are not the answer.</p>
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	AB	AC
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961	It's time the public controlled the bus services	
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963	The franchising powers in the Transport Act 2019 offer SPT a once-in-a-generation opportunity to end the chaos caused by bus deregulation and bring our bus network back into public control. It is the only way to deliver the transformational change to our public transport system needed to address poverty and inequality and meet pressing climate targets.	A BSIP would severely delay – and potentially sabotage altogether – plans for franchising and municipal ownership, locking us into the failing deregulated system for years to come. Systra's research shows that it could take 1-2 years and cost £1.5 million to establish a BSIP, and cost £40-60 million annually to run. This is money which would be much better invested in accelerating the franchising process.
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970	Franchises facilitate profits going in to private hands rather than into improving the service.	
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972	This seems disastrous. It would merely exacerbate the issues around profit-driven public transport.	Again, this would just recreate the same issues above, albeit it may force private companies to provide more services by minimum obligations. Yet, I cannot see profit driven companies agreeing to this.
973		
974	Needs to be in public hands for more efficient service	Waste of time and resources
975		
976		
977	It needs a change of direction	

	AB	AC
978		Strongly oppose-SPT must scrap the plan to sign a BSIP with the private bus companies. A BSIP would severely delay – and potentially sabotage altogether – plans for franchising and municipal ownership, locking us into the failing deregulated system for years to come. If, despite this public opposition, the BSIP is still signed, it can then only be “varied or revoked subject to agreement from operators” – something the private bus companies will never agree to as all they care about is maximising their profits in the deregulated system. It is therefore essential the BSIP is avoided at all costs. There is no financial incentive for entering into a BSIP, as Transport Scotland have confirmed that funding from the ‘Bus Partnership Fund’ for bus infrastructure can still be accessed if SPT is working towards franchising or municipal ownership (if and when this Fund is ‘unpaused’). This means SPT would still be able to make improvements to the bus network in the medium term without the need for a statutory BSIP with bus operators.
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985	will take local communities needs into consideration	
986	Local franchising is just another form of privatising our transport industry.	
987	Sounds like a good idea	Sounds like a good idea
988	This option has more prospect of meeting the specific needs of local communities.	Again this option is moving in the right direction for improvement.
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992	Works in other parts of Scotland	More of the same which doesn’t work. Don’t want this
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	AB	AC
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998	TOTALLY AGREE	TOTALLY AGREE
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1000	it would seem to preferble to business as usual	soe element of control from the council
1001		
1002		
1003	Same as before. Profit comes before service	Same as before. Private companies involvement will start the debate as to who gets the most profitable routes
1004	<p>SPT should focus all its resources on fast-tracking franchising. The franchising powers in the Transport Act 2019 offer SPT a once-in-a-generation opportunity to end the chaos caused by bus deregulation and bring our bus network back into public control. It is only by taking this approach that we can deliver a fully-integrated and coherent network across bus, Subway, rail and ferries; we can reconnect isolated communities, cut and cap fares and deliver one simple affordable ticket across all transport modes. This is why many regional transport authorities in the north of England are now moving ahead with bus franchising, including in: Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire. They know it is the only way to deliver the transformational change to our public transport system needed to address poverty and inequality and meet pressing climate targets. If SPT does not follow their lead – and focus all resources on fast-tracking franchising – we will fall even further behind. But SPT also has an advantage over the English city regions, in that it has the additional power to set up a new publicly-owned operator for Strathclyde (this power is not available in England). It is therefore vital that SPT uses these two powers in tandem so that franchising can be delivered in a much more cost effective way in the longer-term (see further comments under ‘municipal bus operations’ below).</p>	<p>SPT must scrap the plan to sign a BSIP with the private bus companies. A BSIP would severely delay – and potentially sabotage altogether – plans for franchising and municipal ownership, locking us into the failing deregulated system for years to come. There is a huge amount of evidence (including in Centre for Cities’ most recent ‘Miles better’ report) that no partnership model, no matter how it is framed (i.e. neither voluntary partnerships nor statutory BSIPs), can deliver the transformational change to our public transport system that we need. A BSIP would simply maintain the failing status quo that has been highlighted so well in SPT’s Case for Change. This fact was put most succinctly by the former UN Special Rapporteur on Extreme Poverty & Human Rights, Professor Philip Alston, when he wrote in his 2021 report into the UK bus sector, “It is time partnerships are recognised as a tried-and-failed approach that should be retired in favour of actual regulation of public transport.” (p.33) This is why none of the English city regions currently pursuing bus franchising (Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire), first entered into a statutory ‘Enhanced Partnership’ (the English equivalent to a BSIP) with bus companies before or whilst developing their franchising frameworks. If SPT was to take this misguided approach it would be a costly waste of time which would only delay even further – and potentially sabotage altogether – the complex, but essential process of taking the bus network back into public control through franchising. Systra’s research shows that it could take 1-2 years and cost £1.5 million to establish a BSIP, and cost £40-60 million annually to run. This is money which would be much better invested in accelerating the franchising process. Any proposal to enter into a BSIP also has to be put out to another full statutory public consultation – at which point it will face fierce public opposition for all the reasons described above. This will just lead to further delays. If, despite this public opposition, the BSIP is still signed, it can then only be “varied or revoked subject to agreement from operators” – something the private bus companies will never agree to as all they care about is maximising their profits in the deregulated system. It is therefore essential the BSIP is avoided at all costs. There is no financial incentive for entering into a BSIP, as Transport Scotland have confirmed that funding from the ‘Bus Partnership Fund’ for bus infrastructure can still be accessed if SPT is working towards franchising or municipal ownership (if and when this Fund is ‘unpaused’). This means SPT would still be able to make improvements to the bus network in the medium term without the need for a statutory BSIP with bus operators.</p>
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1010	Step forward to a better outcme	
1011	Let’s have service focused on meeting our needs as a community	Still profit driven rather than service driven
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	AB	AC
1015	Risk and cost, as a taxpayer I do not accept that the current government agencies have the skills or abilities to make the right judgement calls on service levels, fare levels. There is not enough money for the NHS or fixing pot holes, why on earth would you want to take this on too.	A good idea if it actually ties the local authority and SPT to actually deliver on priority measures for bus passengers, along with tying operators or investment and service levels. Could be the best of public/probate partnership.
1016	I think the SPT has a duty to take forward local services franchising as I believe this will improve the public transport system not just the bus networks. For example, it could and should allow for a daily price cap to ticketing, which could then be extended to rail or boat travel as well. This would encourage more bus use as it is more freely available for longer journeys.	I strongly oppose the implementation of BSIPs. Bus companies have proved through their constant price raising as well as removal of different bus routes that their interests are better aligned with profits than the variety of user experiences that they are servicing. Transport is a key service along with fire, education and health, therefore why should some of the people and organisations dictating this service be uninterested in those who are using the service as well.
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1021	Be good to get more cohesiveness in service	
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1027	Better than the status quo	Ok
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1031	This option is least worst of the options other than my preferred option of municipal bus operations. However focussing on this is likely to delay the drive towards public ownership.	
1032	Competitive budding and held to contract terms	Likely to waste money in legal disputes unlike franchise breach of contract/ service would be obvious

	AB	AC
1033	Strongly support franchising as the way forward. This would allow an integrated transport system, good transport across the region and fares to be capped, with the use of a single ticket.	Strongly oppose, lots of evidence to show it won't provide the change needed: Philip Alston et al, 'Public Transport, Private Profit', 2001; Centre for Cities, 'Miles Better', 2023.
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1037	local franchises could put in better transport for local communities and then locals will be able to easily access other areas	
1038	Private business making millions whilst providing poor service	
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1041	I don't see any difference between this and Voluntary Partnerships.	This is also too close to already existing alternatives. There needs to be a bigger change.
1042		
1043	Buses are a crucial service and will reduce waste and our carbon footprint if people can start relying on these services again and no longer need cars. Bus franchising is transforming other cities such as Manchester and Liverpool. We need to take back buses into public control. Fast-track franchising with the creation of a new publicly owned bus operator for Strathclyde will transform the region and be good for people, the climate and the economy.	This would be disastrous and prevent positive change. This benefits only a few private companies and harms the people of Strathclyde. This absolutely should not happen.
1044		
1045	Definitely	Scrap bsips
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1050	Local services franchising is a wonderful opportunity which must not be missed in order to end bus deregulation chaos	BSIP's would simply continue all the past failings of the bus system
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1056	This options appears offer greater public control of services as well as integration of bus, train, subway and ferries.	This looks like tinkering with 'Business as usual' to give a veneer of compulsion on private operators. Systra's research suggests BSIP would be costly and time consuming to set up, with annual running costs of around £40-60..
1057	Scrap the idea spt have no clue	Leave it alone the bus operators alone try fixing the roads, potholes congestion, councils are the issue constant roadworks and fail to help local services

	AB	AC
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1061	It would be good to have a bus service operated on similar lines to that of Lothian buses. In addition consider re-introducing the fast bus service that operated during the last year's European cycling event, which was a quick connection to Argyle St for citizens from Maryhill and beyond, thus preventing the congestion caused by several buses following a similar route in the city centre, similar to the 1A which runs along the Expressway.	
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1070	Public ownership	Public ownership
1071	Localising services rather than the large first Glasgow model may make the services more manageable and reliable.	
1072	This could lead to a better integration of public transport, which is badly needed.	Sounds like more of the same, 'business as usual'.
1073	AS ABOVE	
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1076	This seems to work well in places like Manchester so is the best option	
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1080	Yes. Franchising allows for greater integration, more frequent services and all around will bring Glasgow's transport network into the 21st century. Looking at public transport across the channel on the continent is truly embarrassing compared to Glasgow. And a big part of that is because of how woefully inadequate Firstbus and McGill's are.	To a certain degree yes, for ticket integration and (very very important) bus priority measures, particularly bus lanes or car free streets and junction/traffic light priority. But only as interim solution until bus franchising is achieved.

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1086	Works in other areas, will make operators accountable	Will be used to block or delay franchises
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1091	<p>Franchising cannot on its own deliver everything that would benefit bus passengers. There needs to be far more radical thinking to reduce access by private vehicles into Glasgow etc. Public transport should be the default option along with active travel options. What will franchising actually mean for the passenger? Single fares are intrinsically linked to the concession card rebate scheme. Unless SPT is able to encourage the Scottish Govt to overhaul this system. Franchising will not lead to lower fares. Bus ownership is not a key factor for most bus passengers. Journey times, reliable services, good customer service as well as clean and accessible vehicles are the key priorities for passengers. Given that the franchising model makes no reference to improving bus journey times or indeed reliability standards. How will franchising deliver what passengers require. Likewise the lack of any significant bus park and ride options in and around Glasgow (albeit rail & underground do have this) modal shift will be difficult to encourage without this. Furthermore, how will franchising reduce the number of car parking spaces in the city, how will private vehicles be deterred from accessing the city centre. Also, motorway bus priority has the potential for the largest impact, given the number of inter urban coach services that serve Glasgow. Again, how will franchising implement this.</p>	<p>BSIPs are further ahead in England than in Scotland. This allows us the opportunity to learn and improve BSIP implementation. This model is likely to deliver the most for bus passengers but with the least amount of cost too. The BPF if it comes back in 2025/26. will hopefully allow for BSIPs develop further in Scotland. The passenger can be at the core of these BSIPs with all actions resulting on improving bus services in Glasgow to allow for passenger growth. But again bus priority, integration of modes, reducing private vehicle access, developing bus infrastructure, integrated ticket options with value for money are key components to make this work.</p>
1092	Again happy to support this. Private companies have used the bus deregulation to cherry pick routes that are more profitable and continue to cut late night services.	I oppose this as I feel that this would delay plans for municipal ownership
1093	Operation of bus services should be controlled by SPT and local services franchising could be used to assist and make this work for users.	Operation of bus services should be controlled by SPT and not left to Bus Service Improvement Partnerships.
1094		

	AB	AC
1095	<p>Manchester has already seen great improvements in service and prices since their recent implementation of bus franchising, and London which has bus franchising since at least the 1990s, has very low fares and very reliable and frequent service. I think us franchising would be a good thing for Glasgow to adopt so that we can make the large scale changes to our bus network and make it actually work for the people that rely on it everyday, and make it more attractive for those who currently make the understandable decision to choose alternatives. This should be done as soon as possible so that those of us that live and use the bus in Glasgow today can experience the benefits.</p>	<p>While BSIPs may be able to provide some improvements it does not sound like they would be able to provide the same benefits as franchising. BSIPs should only be taken forward if they would not interfere or slow down the implementation of franchising. I have been using the bus regularly in Glasgow for 5 years, I cannot wait another 7 to see meaningful improvements to the system, tinkering around the edge is not enough. If there is capacity for the two approaches can be done in parallel and the BSIP is only to fill a few year gap until franchising can be implemented then fine, but if it will slow down franchising by a year or more or make implementation more difficult then it's just delaying the improvements the people of this city are crying out for.</p>
1096		
1097	<p>I support local franchising because it will give me the ability to plan out commutes due to buses being run on a regular timetable with no sudden changes or cancellations. Furthermore, central planning of bus routes will mean that there will actually be appropriately sized buses running each route (- looking at First Bus Route 2 here which is always full and has no space for those who need to sit down).</p>	<p>I strongly oppose any further partnership with bus companies. Bus companies are for-profit entities that will seek to delay any move towards franchising that may harm their profits. This proposal is akin to employing arsonists to be firefighters - they're not going to put the fires out and fix the problems, just delay others from fixing them. Bus services are a public service - they should not be run for profit or gain - this is what this proposal would do.</p>
1098	No comment	Bus company's need a panel or someone to guide them
1099	A first step on the road to full municipalisation.	
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1104	Means private companies are required to commit to a minimum frequency and period of service.	
1105	Other cities demonstrate how this provides a consistently better and cheaper service.	
1106		
1107	Re-regularising the service is important. Evidence from other UK cities adopting this approach suggests it has worked better than what we have.	Strongly oppose - the whole thing needs to be thoroughly rethought without the interference and interests of private bus companies. BSIPs would just lock the transport back into a deregularised system.
1108		
1109	Local operators know the areas better than those based outwith	
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1111		

	AB	AC
1112		Concerns it may delay franchising; would support it as a stopgap measure while franchising is being enacted
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1118	SPT need to seriously look at the look at the powers of the Transport Act 2019 which offers SPT a once in a generation chance to end the chaotic public bus transport offered since bus deregulation and now bring our services back into public control as fast as possible. We need to look at having a fully integrated network including buses, rail, underground and ferries in order we can allow isolated communities to commute to wherever they wish to travel with affordable tickets across all of the above transport modes. Why should we in the 21st Century be left with a sub-standard mode of public transport? Therefore I support this action to be taken forward	No and I would strongly oppose this proposal as it would be a time consuming proposal and would cost too much money to achieve much the same failure as we currently have plus cause further long delays.. We need public control to be fast-tracked instead. We should also take note of what has been happening in English Regions who are currently pursuing bus franchising.
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1120	As above	As above
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1137	Living in an area with only one bus operator, a private company. The service levels are often poor, with inadequate links and a limited timetable	
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	AB	AC
1141		Very interested in this as a solution
1142	If councils have little surplus cash currently and the Scottish Government has said it will not fund franchising, where is the money going to come from?	I believe partnerships offer the best value for money option
1143		
1144	Gives others a chance and stop the easdales overruling the town.	Everyone should have fair share instead of 1 person holding monopoly of town.
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1148	Seems like the best option in the medium to long term, has a track record of providing better service such as in London or Manchester and having fares, ticketing, and routes integrated is key to public transport being attractive. Easily worth the tax money it would take to set up.	Would deliver improvements in the shorter term while franchising is set up.
1149		Hopefully will get us a better bus service,
1150		
1151	Would be of use in more rural areas	More legal rights
1152		
1153		
1154		
1155	This offers the greatest opportunity to improve the service. Pity it will take so long. Why is that?	Offers improvements in the shorter term.
1156		
1157		
1158	Never gonna let you down	Never gonna run around and desert you
1159		
1160		
1161	Existing system works well	No
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1166		A BSIP would be a disaster for all the good people of Strathclyde and would only serve to preserve private bus company profits
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1174	I Support it because it works very well in London	I Support it because it works very well in London and works in the Lothians Edinburgh
1175	In principal sounds good, but as you can see with the rail network, franchising of public transport doesn't necessarily force the operators to deliver positive results. This method would allow spt and local authorities to create better active travel networks, which is a positive, but bus operators will still be motivated by the primary goal of making profit, why shouldn't the busses be run purely in the public interest and not for the pursuit of profit.	I think this is better than voluntary partnerships, however, the bus operators and local authorities/communities want very different things, why put the two at odds with each other, when we could just run the busses purely in the interest of providing high quality, reliable services for local communities.
1176	Franchises can easily fail due to being not bringing in enough money, so any such franchises will be competing for the most lucrative routes.	This is the best of the options as there is a legal incentive for companies to follow the rules. There would have to be a way to compensate certain operators for taking the low or non-profitable routes or these will not be serviced.
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1179	Would the service improve.	Do not understand
1180	Nothing will change as they will chase profit as opposed to service.	
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1187	I support local service franchising as the sooner services are in public control the better.	
1188		
1189	Buses need to be brought back into public control. The private system has failed to deliver across the UK in both rail and bus transport, and Glasgow buses are no exception.	This looks a lot like the business as usual option, which is not working. For this reason BSIPs should not be taken forward
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1196	A fully integrated public transport network works well in cities in England and on the continent. It is also important for reconnecting rural and isolated communities.	I feel this would be confusing for customers, would allow private companies to cherry pick and would lock us in to that kind of model for years to come.
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1200	This heads towards the London and Manchester model and will allow for modal shift and holistic approach	All proper non monopoly routes need to be explored
1201		
1202		
1203	This is an opportunity to bring buses back into public control, to be run for the good good, not for profit. I believe we need local services franchising for an integrated network across bus, subway and rail in Glasgow. It is the most effective way to be able to cut or cap fairs, and has been adopted by many regional transport authorities in the north of England. Unlike English city regions, SPT has the additional power to set up a new publicly-owned operator for Strathclyde. It is crucial that SPT takes advantage of this opportunity.	A BSIP would severely delay, perhaps permantnly, any plans for franchising and municipal ownership, leaving us with the same deregulated system that we currently have for many years to come. It is a way of maintaining the status quo.
1204	Sounds ideal - I support this. Just spent a week in Liverpool and looks to be progressing well there - merseyrail, buses moving towards integration rather than the fragmented services we have in Glasgow/greater Glasgow	I think buses need transformational change rather than tinkering around edges. I think actual regulation and public ownership to benefit passengers would be superior. Existing models have failed - if you just look at passenger numbers declining.
1205		
1206		
1207	I believe all our public transport systems should belong to a unified system to provide a better integrated service for us all.	I strongly oppose private companies being involved with public transport services for the simple reason that their first priority is profit for shareholders, which has been shown to lead to reduced services and loss of (loss-making) routes.
1208		
1209	A great idea	An even better idea!
1210		
1211	local services are familiar with the local area	need better, more cleaner, environmentally friendly busses and fairer pricing
1212		
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1216		
1217	Seems most likely to succeed	Don't trust bus companies

	AB	AC
1218	<p>SPT should focus all its resources on fast-tracking franchising. The franchising powers in the Transport Act 2019 offer SPT a once-in-a-generation opportunity to end the chaos caused by bus deregulation and bring our bus network back into public control. It is only by taking this approach that we can deliver a fully-integrated and coherent network across bus, Subway, rail and ferries; we can reconnect isolated communities, cut and cap fares and deliver one simple affordable ticket across all transport modes. This is why many regional transport authorities in the north of England are now moving ahead with bus franchising, including in: Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire. They know it is the only way to deliver the transformational change to our public transport system needed to address poverty and inequality and meet pressing climate targets. If SPT does not follow their lead – and focus all resources on fast-tracking franchising – we will fall even further behind. But SPT also has an advantage over the English city regions, in that it has the additional power to set up a new publicly-owned operator for Strathclyde (this power is not available in England). It is therefore vital that SPT uses these two powers in tandem so that franchising can be delivered in a much more cost effective way in the longer-term (see further comments under ‘municipal bus operations’ below).</p>	<p>SPT must scrap the plan to sign a BSIP with the private bus companies. A BSIP would severely delay – and potentially sabotage altogether – plans for franchising and municipal ownership, locking us into the failing deregulated system for years to come. There is a huge amount of evidence (including in Centre for Cities’ most recent ‘Miles better’ report) that no partnership model, no matter how it is framed (i.e. neither voluntary partnerships nor statutory BSIPs), can deliver the transformational change to our public transport system that we need. A BSIP would simply maintain the failing status quo that has been highlighted so well in SPT’s Case for Change. This fact was put most succinctly by the former UN Special Rapporteur on Extreme Poverty & Human Rights, Professor Philip Alston, when he wrote in his 2021 report into the UK bus sector, “It is time partnerships are recognised as a tried-and-failed approach that should be retired in favour of actual regulation of public transport.” (p.33) This is why none of the English city regions currently pursuing bus franchising (Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire), first entered into a statutory ‘Enhanced Partnership’ (the English equivalent to a BSIP) with bus companies before or whilst developing their franchising frameworks. If SPT was to take this misguided approach it would be a costly waste of time which would only delay even further – and potentially sabotage altogether – the complex, but essential process of taking the bus network back into public control through franchising. Systra’s research shows that it could take 1-2 years and cost £1.5 million to establish a BSIP, and cost £40-60 million annually to run. This is money which would be much better invested in accelerating the franchising process. Any proposal to enter into a BSIP also has to be put out to another full statutory public consultation – at which point it will face fierce public opposition for all the reasons described above. This will just lead to further delays. If, despite this public opposition, the BSIP is still signed, it can then only be “varied or revoked subject to agreement from operators” – something the private bus companies will never agree to as all they care about is maximising their profits in the deregulated system. It is therefore essential the BSIP is avoided at all costs. There is no financial incentive for entering into a BSIP, as Transport Scotland have confirmed that funding from the ‘Bus Partnership Fund’ for bus priority measures can still be accessed if SPT is working towards franchising or municipal ownership (if and when this Fund is ‘unpaused’). This means SPT would still be able to make improvements to the bus network in the medium term without the need for a statutory BSIP with bus operators. And, in fact, this would be by far the most sensible thing for SPT to do, as previous Centre for Cities research has shown that any investment in bus priority measures linked to a partnership model, primarily benefits the private operators (through increased profits) instead of the transport authority.</p>
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1225	SPT should prioritize fast-tracking franchising to bring the bus network under public control. The Transport Act 2019 provides a unique opportunity to end the chaos of deregulation and integrate the bus network with other modes of transport. Following the lead of regional authorities in the north of England, such as Greater Manchester and Liverpool City Region, is crucial for transformative change in public transport. SPT's ability to establish a publicly-owned operator further strengthens its position. By combining these powers, SPT can achieve franchising more efficiently and cost-effectively, ensuring a coordinated and affordable transport system for Strathclyde.	SPT should abandon plans for a BSIP with private bus companies as it would delay or even sabotage the move towards franchising and municipal ownership. Evidence, including from the Centre for Cities, suggests that partnership models cannot bring about the needed transformation in our public transport system. Instead, SPT should focus on franchising to regain control of the bus network. Pursuing a BSIP would be costly and face public opposition, with no guarantee of success. Moreover, funding for bus priority measures can still be accessed without a BSIP. It's essential to avoid a BSIP and prioritize the franchising process for a more effective outcome.
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1229	This would add in more operators and different ticketing which is an issue.	Unsure.
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1233	Maximum control to maintain and restore services across region	Suitable stop gap during transition to improve service levels
1234	This has the potential to ensure good service levels across the region, and at a fair price. However, I do not like the principal of paying private companies to operate services: if they can make profit in running these services, then a municipal bus company could make profit and reinvest it in to the network, making the system more sustainable.	Not sure in the benefit of this, resources might be better utilised pressing forward with franchising/municipal bus at a greater pace.
1235		
1236	Yes. It will keep lifeline routes going where services may not have high patronage but are extremely important to a small number of people, which is what public services are supposed to be for.	The system is broken. Don't persist with it. BSIPs benefit nobody but the shareholders pocketing public money. Ignore the threats from bullying companies. Moving away from this model is popular, possible and proven to work elsewhere.
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	AB	AC
1239		SPT's proposal to sign a so-called 'Bus Service Improvement Partnership' (BSIP) with the private bus companies would be a waste of time and money, and would lock us into the failing deregulated system for years to come.
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1242	It is time the big operators stop pulling services	It is the way forward
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1247	There should be centralised planning of the public transport network.	
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1249	how will this be regulated	this may provide a joined up service
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1252	The council or an authority representing the public interest should have control	This looks like a red herring that could keep things more or less as they are for years.
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1255	????	????
1256	Yes	
1257		Worry that this would become the permanent option rather than local services franchising
1258		
1259	Yes. Maintain control and direction over services required to enable a move to better public transport use.	No. Refer to first comments - Public control of the bus network and service must be restored and maintained. Any partnership arrangement would allow bus companies to resist the status quo and risks delaying change indefinitely. Franchising and enforcement of the conditions of providing the right services as with rail must be the only outcome. LA's must retain all control of networks and future developments.
1260		
1261	I support this as currently, some areas are bereft of a decent, workable bus service	Take private concerns out of PUBLIC transport- all they care about are profits, not services to passengers and they'll have too much control. Hasn't worked in the past, so why would it work now??
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1275	Bus services are public services. They should be organised and regulated by a public body. Once they become more successful, profits will return to public bodies, where they belong.	The danger is that BSIPs will delay franchising. Bus operators will find ways to skew the partnership in their favour and will find barriers to progressing to franchising.
1276	This should be done with more urgency. We need a better public transport system to reduce the number of private vehicles making duplicate journeys	I don't think these partnerships are useful considering the privatised bus companies will always look at their profit as the most important aspect of business - not what is required to provide a proper, social service.
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1287	First step	Best solution
1288	I strongly support this ONL because it is the best of the options provided. It is far from what is really needed, which is a complete municipal public transport operation, with FULLY integrated bus train and underground services, ticketing and timetabling (including late evening / night services to all suburbs).	
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1302	Control of bus services	
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1304	As above with regards to the voluntary aspect. If companies want to operate in Glasgow they should be required to join the wider offer, to provide a consistent approach for customers.	This seems like a clear win.
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1307	This option would allow local councils to offer bus services.	Similar concerns as with voluntary partnerships.
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1315	Also too risky	Also too risky
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	AB	AC
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1324	No more privatisation. It has been a disaster	This seems like a way for public money to end up with private companies
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1328	Worth a try.	Better Services
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1331	This sounds like collaborative working with an aim to improve bus services	
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1338	Service has to be regulated, cost effective, reliable and offer a joined up service across the entire city	Service has to be regulated, cost effective, reliable and offer a joined up service across the entire city
1339		
1340	This, I believe will be positive.	See answer above. Private operators have form for promising improvement and not delivering it.
1341		
1342		
1343	Franchising has been proven successfully for many years in Greater London and more recently in other English cities. Consistent branding, fare structure, and interchange between operators is beneficial to passengers. With proper planning, there can be a competitive tendering process between the private operators offering value for taxpayers.	This would be a 'sticking plaster' approach that maintains the chaos of a deregulated bus system. It would be an ineffective waste of time that delays implementing a regulated system that is run for passengers' best interests. I am not aware of any English region persuing this model. BSIPs will only serve to increase private bus companies' profits.
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1350	A good idea that his worked in places like Manchester, however I believe a majority publicly owned operator like in Nottingham would be better	A good idea but again would like to see it go further
1351	Very much a step in the right direction	Inneffective in creating true change
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	AB	AC
1355	This is a step in the right direction but it should lead to a municipal bus operation	This is a step in the right direction
1356		A municipal bus operator would be my preferred option to introduce more control back to the paying passengers. However, I understand that this is a medium/long term goal. Therefore if BSIPs could instigate improvements in the short term then I would be in favour, under the assumption that the overall goal was municipal operations.
1357		
1358	Works in Manchester	Sure
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1372	This is the most efficient way to manage bus service across the city	
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1390	as above	as above
1391	Getting more buses into operation, wherever they are needed, is a vital requirement.	BSIPs are not an adequate way of implementing real public control. Operators are very likely to find ways of not sticking to agreements - and will not agree to the level of public control that is actually needed.
1392		Companies would be forced to meet service targets and proper pricing policies.
1393	I believe the monopolies have to stop & the system to return to the service of the people	As above
1394	Need a one stop place to inact change not passing the buck	
1395		
1396	Works quite well in London but tends to cause problems with staff and depots when franchisees change.	The government seems to have a rather random system of awarding them and may cause problems with a change of government.
1397		Expensive and a waste of time. Would 'lock in' to deregulated system.
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1400	Better for the public in terms of service delivery and value for money	
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1408	<p>SPT should focus all its resources on fast-tracking franchising. The franchising powers in the Transport Act 2019 offer SPT a once-in-a-generation opportunity to end the chaos caused by bus deregulation and bring our bus network back into public control. It is only by taking this approach that we can deliver a fully-integrated and coherent network across bus, Subway, rail and ferries; we can reconnect isolated communities, cut and cap fares and deliver one simple affordable ticket across all transport modes. This is why many regional transport authorities in the north of England are now moving ahead with bus franchising, including in: Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire. They know it is the only way to deliver the transformational change to our public transport system needed to address poverty and inequality and meet pressing climate targets. If SPT does not follow their lead – and focus all resources on fast-tracking franchising – we will fall even further behind. But SPT also has an advantage over the English city regions, in that it has the additional power to set up a new publicly-owned operator for Strathclyde (this power is not available in England). It is therefore vital that SPT uses these two powers in tandem so that franchising can be delivered in a much more cost effective way in the longer-term (see further comments under ‘municipal bus operations’ below).</p>	<p>SPT must scrap the plan to sign a BSIP with the private bus companies. A BSIP would severely delay – and potentially sabotage altogether – plans for franchising and municipal ownership, locking us into the failing deregulated system for years to come. There is a huge amount of evidence (including in Centre for Cities’ most recent ‘Miles better’ report) that no partnership model, no matter how it is framed (i.e. neither voluntary partnerships nor statutory BSIPs), can deliver the transformational change to our public transport system that we need. A BSIP would simply maintain the failing status quo that has been highlighted so well in SPT’s Case for Change. This fact was put most succinctly by the former UN Special Rapporteur on Extreme Poverty & Human Rights, Professor Philip Alston, when he wrote in his 2021 report into the UK bus sector, “It is time partnerships are recognised as a tried-and-failed approach that should be retired in favour of actual regulation of public transport.” (p.33) This is why none of the English city regions currently pursuing bus franchising (Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire), first entered into a statutory ‘Enhanced Partnership’ (the English equivalent to a BSIP) with bus companies before or whilst developing their franchising frameworks. If SPT was to take this misguided approach it would be a costly waste of time which would only delay even further – and potentially sabotage altogether – the complex, but essential process of taking the bus network back into public control through franchising. Systra’s research shows that it could take 1-2 years and cost £1.5 million to establish a BSIP, and cost £40-60 million annually to run. This is money which would be much better invested in accelerating the franchising process. Any proposal to enter into a BSIP also has to be put out to another full statutory public consultation – at which point it will face fierce public opposition for all the reasons described above. This will just lead to further delays. If, despite this public opposition, the BSIP is still signed, it can then only be “varied or revoked subject to agreement from operators” – something the private bus companies will never agree to as all they care about is maximising their profits in the deregulated system. It is therefore essential the BSIP is avoided at all costs. There is no financial incentive for entering into a BSIP, as Transport Scotland have confirmed that funding from the ‘Bus Partnership Fund’ for bus priority measures can still be accessed if SPT is working towards franchising or municipal ownership (if and when this Fund is ‘unpaused’). This means SPT would still be able to make improvements to the bus network in the medium term without the need for a statutory BSIP with bus operators. And, in fact, this would be by far the most sensible thing for SPT to do, as previous Centre for Cities research has shown that any investment in bus priority measures linked to a partnership model, primarily benefits the private operators (through increased profits) instead of the transport authority.</p>
1409	This has great potential to make positive change	No. It does not work.
1410		
1411	<p>This seems like the most sensible option, following the model of London and Greater Manchester. Franchising would need to be accompanied by measures to make travelling by bus more attractive vs the private car though, whether that is bus priority measures, cheaper/hopper fares, more frequent and nicer buses etc. I would also recommend looking further into DDRT, particularly for the more rural areas within SPT.</p>	<p>BSIPs seem better than nothing but I wonder if they are a bit of a red herring in that they are essentially delaying the inevitable which is that public control is necessary to deliver a bus system that works for Glasgow and the surrounding areas.</p>
1412		
1413	<p>The most logical solution, to sort out the mess of Deregulation, by taking the bull by the horns, and forcing greedy bus operators into compliance</p>	<p>This will end up dragging on for years, and is just a delaying tactic, to appease greedy big bus plc. It will become an endless system of more of the same! Gets the industry no where!</p>

	AB	AC
1414	This model works very well in London and other places where it is used, by removing risk from private operators it allows them to reduce their overall margin as they don't add a risk percentage. The competitive tender with franchising is the critical instrument.	Useful in the short term, will lead to useful lessons for full franchising. Will help to slowly bed the private operators into this environment also.
1415		
1416		
1417	Certain areas do not have a proper bus service as most services are concentrated at rush hours to maximise profit.	There should be a proper consultation forum involving all the interested parties
1418		
1419		
1420	Costly councillor aspirational sh1te! Pie in the sky. A waste of time and money exploring this option.	Definitely! Decent bus operators would go along with this and local authorities will need to be positive and held accountable if they try to backside and water things down as they have so many times in the past. Also do nothing for anyone North Lanarkshire Council might at last be forced into doing something positive! NLC would no doubt like franchising and/or municipal bus operations, but would do sweet fanny adam to help buses to have a positive advantage over the car.
1421		
1422		
1423	This feels the best option. Where the routes are not decided or dictated by operators. But based on an independent surveying and reviewing need etc	Similar to previous but not as good
1424		
1425		
1426		
1427	This will be inefficient and costly, exacerbating inequalities, as has been seen elsewhere.	This is insufficient change and is a distraction from the more important action that should be taken: taking Glasgow's buses back into public ownership.
1428		
1429	The only way this would work, I suspect, is if the franchises were planned and run with such an iron hand, and with operator profits kept so low, that few private companies would want to play. If private companies want to participate, it's because they're getting more profit out of it than I want us to give them. Even if a publicly owned system is less efficient on paper, then the extra costs are still circulating money into the local economy. That is, this should not be solely a P&L issue.	
1430		
1431	Some needs to be done to improve bus services	As above

	AB	AC
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1436		From my understanding this could be a costly waste of time that would delay the delivery of meaningful changes to our bus network.
1437	Strongly agree	Strongly agree
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1450	Same as above	Sounds better than the options above, but would prefer a publicly owned bus network
1451	Absolutely. If People Make Glasgow, then let's use this vanishing rare opportunity to help those people! Other locations are doing this - let's not miss the opportunity	This would lock us in to the expensive yet failing service that we have already. No modern city should consider private companies.
1452		
1453		
1454		
1455	Control is ultimately with the public	Feels too vague
1456		

	AB	AC
1457	I would urge SPT to focus all its resources on re-regulation in the first instance. This is what passenger groups, trade unions, charities, students and experts are calling for. Franchising powers are an essential step to taking the network back into public control, allowing SPT to cut and cap fares, integrate tickets, protect lifeline routes and meet climate targets. Greater Manchester, Liverpool, West Yorkshire and South Yorkshire are all pursuing a franchise model for these reasons. Unlike these areas, Strathclyde also has the power to set up a municipal company in tandem with this process (more below).	I would strongly discourage SPT from signing BSIPs, which will entrench the broken status quo. UN special rapporteur Philip Alston has described such partnerships “as a tried-and-failed approach that should be retired in favour of actual regulation of public transport”. They are expensive, unpopular and unnecessary. Transport Scotland has now finally confirmed that funding streams will be in place for bus priority measures even if franchising and municipal ownership is being pursued. Rather than allowing profits to continue to leak out the system, SPT should use the tight funding it has available to fully accelerate the process of re-regulation.
1458		
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1461	This is the option that has the most potential to transform bus services and deliver public transport integration. This option will also allow SPT to run services with social and environmental benefits prioritised rather than profits.	This appears to be an interim measures and should not distract from focusing on bringing in a bus franchising model.
1462		
1463		
1464		Anything that puts the people before company profits will aid the bus service and ensure that companies stick to the legal requirements is better than letting company do as they wish.
1465		
1466		
1467	It would mean that services could be planned to integrate with other routes, the subway and railway services. Buses would run where they are needed. Glasgow could have a proper night buses. It would be possible to have tickets like the London oyster card. It would also make it possible to have comprehensive bus maps for towns and areas in the STP region	See answer 1.
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1469		
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	AB	AC
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1475	This is worth exploring further as local services with local bases could help local economies but with the danger that only the profitable areas	better than the voluntary partnership as would have legally binding terms to follow.
1476		Buses are such an essential service, like schools, streetlights, water, and hospitals - they should be taken under public control right away, without delay and commercial involvement. This is not for profit - not now, and not in 5 years.
1477		
1478	This is the way forward, it can't happen soon enough. This is essential to integrate all transport infrastructure and create a usable, affordable and efficient service	Waste of time and money - private bus companies have consistently demonstrated that they are inefficient, expensive and care far more about profit than the quality of transport services.
1479		
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1484	I agree that this is the most realistic option going forward.	
1485		
1486		
1487	Other regions have shown this is possible, e.g. Manchester	If the UN rapporteur says it is a tested and failed approach, why should we take it?
1488		
1489	Yes	Yes
1490	Great idea and will meet needs of service users and not big companies who do not consider this	Good for standards and governance
1491		
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1494		
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	AB	AC
1497	<p>SPT should focus all its resources on fast-tracking franchising. The franchising powers in the Transport Act 2019 offer SPT a once-in-a-generation opportunity to end the chaos caused by bus deregulation and bring our bus network back into public control. It is only by taking this approach that we can deliver a fully-integrated and coherent network across bus, Subway, rail and ferries; we can reconnect isolated communities, cut and cap fares and deliver one simple affordable ticket across all transport modes. This is why many regional transport authorities in the north of England are now moving ahead with bus franchising, including in: Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire. They know it is the only way to deliver the transformational change to our public transport system needed to address poverty and inequality and meet pressing climate targets. If SPT does not follow their lead – and focus all resources on fast-tracking franchising – we will fall even further behind. But SPT also has an advantage over the English city regions, in that it has the additional power to set up a new publicly-owned operator for Strathclyde (this power is not available in England). It is therefore vital that SPT uses these two powers in tandem so that franchising can be delivered in a much more cost effective way in the longer-term</p>	<p>SPT must scrap the plan to sign a BSIP with the private bus companies. A BSIP would severely delay – and potentially sabotage altogether – plans for franchising and municipal ownership, locking us into the failing deregulated system for years to come. There is a huge amount of evidence (including in Centre for Cities’ most recent ‘Miles better’ report) that no partnership model, no matter how it is framed (i.e. neither voluntary partnerships nor statutory BSIPs), can deliver the transformational change to our public transport system that we need. A BSIP would simply maintain the failing status quo that has been highlighted so well in SPT’s Case for Change. This fact was put most succinctly by the former UN Special Rapporteur on Extreme Poverty & Human Rights, Professor Philip Alston, when he wrote in his 2021 report into the UK bus sector, “It is time partnerships are recognised as a tried-and-failed approach that should be retired in favour of actual regulation of public transport.” (p.33) This is why none of the English city regions currently pursuing bus franchising (Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire), first entered into a statutory ‘Enhanced Partnership’ (the English equivalent to a BSIP) with bus companies before or whilst developing their franchising frameworks. If SPT was to take this misguided approach it would be a costly waste of time which would only delay even further – and potentially sabotage altogether – the complex, but essential process of taking the bus network back into public control through franchising. Systra’s research shows that it could take 1-2 years and cost £1.5 million to establish a BSIP, and cost £40-60 million annually to run. This is money which would be much better invested in accelerating the franchising process. Any proposal to enter into a BSIP also has to be put out to another full statutory public consultation – at which point it will face fierce public opposition for all the reasons described above. This will just lead to further delays. If, despite this public opposition, the BSIP is still signed, it can then only be “varied or revoked subject to agreement from operators” – something the private bus companies will never agree to as all they care about is maximising their profits in the deregulated system. It is therefore essential the BSIP is avoided at all costs. There is no financial incentive for entering into a BSIP, as Transport Scotland have confirmed that funding from the ‘Bus Partnership Fund’ for bus priority measures can still be accessed if SPT is working towards franchising or municipal ownership (if and when this Fund is ‘unpaused’). This means SPT would still be able to make improvements to the bus network in the medium term without the need for a statutory BSIP with bus operators. And, in fact, this would be by far the most sensible thing for SPT to do, as previous Centre for Cities research has shown that any investment in bus priority measures linked to a partnership model, primarily benefits the private operators (through increased profits) instead of the transport authority.</p>
1498		
1499		
1500		
1501	<p>I support because franchising means an end to deregulation and greater public control - maybe even an integrated system. We can dream!</p>	<p>I oppose because they don't go far enough to bring the change we need</p>
1502		
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1505		<p>One of the main reasons why the public transport in Glasgow is a scandal.</p>
1506		

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1517	Step in the right direction	Much needed
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1519	<p>This is the only way to gain proper strategic control of the shape and design of the transport network, the level and quality of service provision, and the ability to provide true connectivity and integration improvements. It is the norm in the developed world and at present the UK is very much an outlier in terms of not having franchising in most local authorities. It is the only way to get proper accountability for the nature of bus services as a public service. At the moment there is no real mechanism for addressing poor operator performance, or compelling operators to provide the kind of data that is needed to design a true transport network/system. Franchising would place control and strategic oversight firmly in the hands of public authorities where it belongs, as public transport is a public service.</p>	<p>Investing time in BSIPs is time wasting. It will lock in too many of the negative aspects of the current system without any real promise or delivery plan for the supposed benefits. It would be ineffective in areas where the majority of services are provided by very small independent (cowboy!) operators, and would do nothing to address the lack of willingness of the commercial operators to run "loss making" services</p>
1520		
1521	Possibly	
1522		
1523		

	AB	AC
1524	The only way to provide decent public transport is to take it back into public control and put providing a service before making a profit.	These would likely be convoluted hybrid schemes that would drag the present situation out for years until they are abandoned in favour of a municipal scheme. Why bother?
1525		
1526	This seems to offer more certainty on provision of services where they are needed without those being subject to market fluctuation	
1527		
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1532	Public services need a public led and needs based framework which this option will provide	This will not change anything and is a waste of valuable resources which could be better used to bring forward franchising more swiftly
1533	Franchising is what I believe Manchester has done. I support that strongly. Private sector remains working on buses with incentives to improve, public bodies can look out for passenger need.	Action not strong enough.
1534		
1535		
1536	I strongly support taking forward franchising. Franchising allows SPT to fix much of the issues with the current system of bus transport in Strathclyde. The bus system does not integrate well with other modes of transport, and passenger views are not often listened to with changes, like route changes, for example. Franchising, a model that many other parts of the UK are planning for, would allow for a better, cheaper, integrated transport system, that cross-subsidises services meaning smaller communities can have the benefit of a good bus connection. Fare capping, and integrated ticketing would also be a possibility, which is paramount for people to find viable alternatives to driving. SPT can use franchising in tandem with its own municipal company, which would be able to offer better service and value for money than what we see now.	I strongly disagree with pursuing BSIPs. These would be a costly, ineffective stopgap on the way to franchising, which would slow down the move towards it by adding in many more roadblocks. BSIPs would actually still enforce the inequality linked to the bus service that we see today. The implementation of BSIPs, which themselves would require consultation, are a costly alternative. The money would be better spent on focussing fully on implementing a franchising/municipal bus tandem model. There is a reason why no English authorities pursuing franchising have opted for their equivalent of BSIPs. In addition, they still require private company approval for changes or removal, which a private bus company would not do, as their priorities are not to better service, but to higher profits. There is no financial incentive for entering into a BSIP, as Transport Scotland have confirmed that funding from the 'Bus Partnership Fund' for bus priority measures can still be accessed if SPT is working towards franchising or municipal ownership. This means SPT would still be able to make improvements to the bus network in the medium term without the need for a statutory BSIP with bus operators. And, in fact, this would be by far the most sensible thing for SPT to do, as previous Centre for Cities research has shown that any investment in bus priority measures linked to BSIPs primarily benefits the private operators instead of the transport authority.
1537	This is the best way to set up a Truly Public Transport service for the people of Strathclyde similar to those now operating in the regions in and around Manchester and Liverpool, cities with much in common with Glasgow.	This would be very costly and only delay setting up franchise schemes. If established they would be very difficult to dismantle as the private bus operators would fight to keep them.
1538	could be a path to improving services	
1539		

	AB	AC
1540	<p>Transport Act 2019 offer SPT a once-in-a-generation opportunity to end the chaos caused by bus deregulation and bring our bus network back into public control. It is only by taking this approach that we can deliver a fully-integrated and coherent network across bus, Subway, rail and ferries; we can reconnect isolated communities, cut and cap fares and deliver one simple affordable ticket across all transport modes. This is why many regional transport authorities in the north of England are now moving ahead with bus franchising, including in: Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire. They know it is the only way to deliver the transformational change to our public transport system needed to address poverty and inequality and meet pressing climate targets. If SPT does not follow their lead – and focus all resources on fast-tracking franchising – we will fall even further behind. I strongly support SPT’s decision to rule out continuing with voluntary partnerships. We have had these ‘partnerships’ in Scotland since the Transport Act 2001, and they have completely failed to deliver positive change. Over this time, we have lost millions of miles of routes, fares have risen well above inflation, meaning fewer and fewer people are able to use the bus. Take forward local services franchising – Strongly Support SPT should focus all its resources on fast-tracking franchising. The franchising powers in the Transport Act 2019 offer SPT a once-in-a-generation opportunity to end the chaos caused by bus deregulation and bring our bus network back into public control. It is only by taking this approach that we can deliver a fully-integrated and coherent network across bus, Subway, rail and ferries; we can reconnect isolated communities, cut and cap fares and deliver one simple affordable ticket across all transport modes. 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1549	<p>Having a structure in place to dictate timetables, routes and service provision works and works well in London and many European cities. It can work in Glasgow as well.</p>	<p>SPT need a legal framework to make sure bus operators provide the service they are being paid for - they won't do it voluntarily.</p>

	AB	AC
1550		
1551		
1552	To link and improve the network	
1553	I agree that a company (or companies) can operate an exclusive route, primarily for testing reasons over a set time period. However, this can help with branding certain routes on websites, social media, and on their buses - such as the Glasgow Airport 500, McGill's Midland Bluebird & SWIFT X36 and X37,, and former Stagecoach West Scotland FastLink X19 which now operate a generic Beachball or Local livery. This can also help with identifying certain major and popular bus routes for passengers to be able to flag their required bus. Please keep in mind, all these answers are from a much more simple and basic understanding, and experience using many of the bus services operating in Glasgow, and across some areas of Scotland for over a decade.	I believe in some mandatory connections are absolutely required, at the very minimum to connect to the local city or town centre. Examples can include the First Bus Glasgow service 500, West Coast Motors service 15, McGill's service 906 and Midland Bluebird X10. However, some of these can be more often time consuming for some at longer distances and require multiple buses or other forms of public transport. An example can include the First Bus 2, 3, and 60/A services, which travel very long distances whilst covering a large area that may or may not be already served by another local service or operator close by or on the route - First Bus 41 vs First Bus 60/A vs First Bus 19 vs Stagecoach X19 to or from Easterhouse from or to the City Centre. Please keep in mind, all these answers are from a much more simple and basic understanding, and experience using many of the bus services operating in Glasgow, and across some areas of Scotland for over a decade.
1554	This does not cover the how disjointed the service is. We need a service where you can change buses / bus companies and it be on the same fare. Still leaves lots of different charges for different companies. Presently how different companies doing the same route, making different charges.	At least failure in standards , can lead to action and enforcement but still disjointed regarding being able to change buses
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1558	As above	As above
1559		
1560		Current operation is not working - needs a complete overhaul.
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	AB	AC
1569	This is similar to business as usual where SPT fund certain routes and like voluntary partnerships, still cut my bus	This might work providing small areas like mine are not ignored or SPT give in to bus operators before these legal routes are set
1570		
1571	Yes, if it keeps controls with local people rather than faceless bureaucrats.	
1572	Local knowledge and experience will surely lead to the most effective services	
1573		
1574		
1575	the way it works elsewhere, use the private buses and their business to run a public bus service and if they dont like it then tough, go elsewhere there's always complaints about too many cars, well sort out the public transport system then and this is the first step towards that	no, just no same old story and improvement of the buses can only be done when taken out of private ownership
1576		
1577		
1578	This is an option that could legitimately facilitate a change, which is desperately needed. It is worth taking the time required to do this properly and to be able to offer a suitable bus service throughout the region.	This is another option that, if done properly, will make a big difference to bus users. Clearer, more structured fares and easier systems to buy tickets is welcomed.
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1582	We need something like this to make things happen.	We need something like this to make things happen.
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1590	This has to be one of the best ways to improve services	This is another way that could help to improve servocrs
1591		

	AB	AC
1592	There's a reason why Lothian buses works so well. The cost will likely be huge but in the long term I imagine it would provide benefits especially if it links with the other forms of public transport. What are the current subsidies for the bus companies as they are all subsidised to an extent from what I understand.	Possibly the easiest option due to the amount of different bus companies in Glasgow. Not sure it would be the dream final outcome but I can see that it has a place especially given the cost of the alternative.
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1600	there needs to be an incentive to deliver local services	
1601		
1602	Strongly in favour. Eliminate wasteful competition. More accountability	
1603		
1604		
1605	We need to take forward BSIP's advice . I lived in Greenock and buses were SMT. No complaints and regular service. Staff available to cover for absenteeism.	We need to change from the operator at present as they have the monopoly over Inverclyde and Strathclyde.
1606		
1607	Franchising needs to be a top priority. This has worked in London and English city regions as a model to drive improvement. We need to build an integrated and effective public transport network to achieve our legal climate obligations and our moral obligations to each other to live in a safer, greener and more beautiful city. Not aggressively pursuing and implementing service franchising would be a tremendous waste of potential.	BSIPs are a waste of money. The options analysis makes clear that this option does not open new funding streams, costs a lot, and will entrench failing private operators into our public transport system. The public cannot afford to continue subsidising the incomes of wealthy shareholders at the expense of poor service. There must be no further expense on consultation or exploration of the idea of BSIPs. This is money and time which could be spent delivering what the region really needs: local franchising as a bridge to a municipal bus operator monopoly.

	AB	AC
1608	Would consider this if BSIP's or VP's fail. Franchising does not always work. It is a very fine process and financially could e just as dangerous for the SPT or the public purse.	Like with VP's.Probably the best way to go to start with. Baby steps.
1609	Yes	Unsure
1610		Must take control of the transport systemaaa
1611		
1612		
1613		
1614		
1615		
1616	Works in Edinburgh	
1617	This model is most likely to provide the improvements needed.	More profit to private companies leading to reduced patronage and shrinking services
1618		
1619	High quality, reliable public transport essential to health and equality of opportunity across age groups. We need to get more cars of the road and that's never going to happen until we get a reliable joined up alternative.	
1620		
1621		
1622		
1623	This is the only plan that would actually give real power and control to deliver the aims.	As a backup to local service franchising, I see it, but it's such a cop out
1624	I'm not sure I really understand how this would work in practice, but I can see the potential.	I like that this has legal implications (supposing they are enforced) as is not simply voluntary.
1625		
1626		This would be counter-intuitive. I want us to have a dedicated service and not be locked into the vendors who already underserve us.
1627		
1628		

	AB	AC
1629	Support	Oppose
1630		
1631	I would prefer if we had a unified bus and travel service - franchising seems to offer a better way of achieving this	The current system is not working, I dont want us to be locked into years more of a failing system
1632		
1633		
1634		
1635	Na	Na
1636		
1637	Yes!	No!
1638	This can help with integrated ticketing. Something that is sorely lacking in Glasgow compared to other municipalities globally.	
1639	This makes huge sense to me.	This feels like a distraction, and a get-out clause for the incumbent operators.

	AB	AC
1640	<p>SPT should focus all its resources on fast-tracking franchising. The franchising powers in the Transport Act 2019 offer SPT a once-in-a-generation opportunity to end the chaos caused by bus deregulation and bring our bus network back into public control. It is only by taking this approach that we can deliver a fully-integrated and coherent network across bus, Subway, rail and ferries; we can reconnect isolated communities, cut and cap fares and deliver one simple affordable ticket across all transport modes. This is why many regional transport authorities in the north of England are now moving ahead with bus franchising, including in: Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire. They know it is the only way to deliver the transformational change to our public transport system needed to address poverty and inequality and meet pressing climate targets. If SPT does not follow their lead – and focus all resources on fast-tracking franchising – we will fall even further behind. But SPT also has an advantage over the English city regions, in that it has the additional power to set up a new publicly-owned operator for Strathclyde (this power is not available in England). It is therefore vital that SPT uses these two powers in tandem so that franchising can be delivered in a much more cost effective way in the longer-term (see further comments under ‘municipal bus operations’ below).</p>	<p>SPT must scrap the plan to sign a BSIP with the private bus companies. A BSIP would severely delay – and potentially sabotage altogether – plans for franchising and municipal ownership, locking us into the failing deregulated system for years to come. There is a huge amount of evidence (including in Centre for Cities’ most recent ‘Miles better’ report) that no partnership model, no matter how it is framed (i.e. neither voluntary partnerships nor statutory BSIPs), can deliver the transformational change to our public transport system that we need. A BSIP would simply maintain the failing status quo that has been highlighted so well in SPT’s Case for Change. This fact was put most succinctly by the former UN Special Rapporteur on Extreme Poverty & Human Rights, Professor Philip Alston, when he wrote in his 2021 report into the UK bus sector, “It is time partnerships are recognised as a tried-and-failed approach that should be retired in favour of actual regulation of public transport.” (p.33) This is why none of the English city regions currently pursuing bus franchising (Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire), first entered into a statutory ‘Enhanced Partnership’ (the English equivalent to a BSIP) with bus companies before or whilst developing their franchising frameworks. If SPT was to take this misguided approach it would be a costly waste of time which would only delay even further – and potentially sabotage altogether – the complex, but essential process of taking the bus network back into public control through franchising. Systra’s research shows that it could take 1-2 years and cost £1.5 million to establish a BSIP, and cost £40-60 million annually to run. This is money which would be much better invested in accelerating the franchising process. Any proposal to enter into a BSIP also has to be put out to another full statutory public consultation – at which point it will face fierce public opposition for all the reasons described above. This will just lead to further delays. If, despite this public opposition, the BSIP is still signed, it can then only be “varied or revoked subject to agreement from operators” – something the private bus companies will never agree to as all they care about is maximising their profits in the deregulated system. It is therefore essential the BSIP is avoided at all costs. There is no financial incentive for entering into a BSIP, as Transport Scotland have confirmed that funding from the ‘Bus Partnership Fund’ for bus priority measures can still be accessed if SPT is working towards franchising or municipal ownership (if and when this Fund is ‘unpaused’). This means SPT would still be able to make improvements to the bus network in the medium term without the need for a statutory BSIP with bus operators. And, in fact, this would be by far the most sensible thing for SPT to do, as previous Centre for Cities research has shown that any investment in bus priority measures linked to a partnership model, primarily benefits the private operators (through increased profits) instead of the transport authority.</p>
1641	This is standard in most European cities and city regions - it should exist in Glasgow/Strathclyde too.	
1642		
1643	Successfully done elsewhere	Just the same cherrypicking companies
1644	Local interests will matter	No. Still part of big business that is more about profit than service
1645	Provided there is a fair competition with the outcomes for users and environmental protection as the main priority	No regulation. Can’t see this being any better than the current state and problems encountered
1646	The franchising powers in Transport Act 2019 offer SPT a huge opportunity to take back control of a failed deregulation experiment and put public transport in public hands again. It is only by taking the transport system into public control again that we can have a functioning coordinated and affordable system that is for the benefit of users not for the benefit of private shareholders. We can follow the lead shown by Manchester city and other English cities that have transformed their transport networks - all without these new powers afforded by the Act.	BSIPs carries a huge risk of allowing too much power to Business as Usual profiteering.
1647	Strongly support	Strongly oppose
1648		

	AB	AC
1649	I strongly support taking forward local services franchising.	I strongly oppose taking forward BSIPs. Waste of money, what would the difference be? Not expected to bring any fair cost the service user, nor does it created a cohesive service if there are multiple partnerships for Glasgow.
1650	I don't think private companies should be involved. it all needs to be nationalised	I don't think private companies should be involved. it all needs to be nationalised
1651		
1652		
1653		
1654		From the explanation this seems a stopgap to franchising and will take time and resource away from a longer term solution
1655		
1656	Bus operators MUST be allowed to operate as normal as they have the full backing of larger companies and the knowledge of bus operations unlike SPT who are at the moment unfit in it's current state.	Bus operators MUST be allowed to operate as normal as they have the full backing of larger companies and the knowledge of bus operations unlike SPT who are at the moment unfit in it's current state.
1657	You should do this as fast as possible. This is a model successfully used in many cities. This should be done in Glasgow as fast as possible as our public transport is abysmal compared to other places. My hometown in France uses the franchise system for its public transport network. For 1€80 (£1.54), you get one hour of public transport. Within this hour you can take as many bus or tram trips as you need to get to your intended destination. Here, for now a new high of £2, you can have one short bus trip, if you have a transfer you need to pay more. Anyway I digress, just do it.	This is incompatible with the excellent and sorely needed measures of franchising and municipal ownership. Going along with BSIPs will severely hinder, if not actively sabotage other measures which have been proven to work to improve public transport in other cities. Please please please don't do that.
1658		
1659		
1660		
1661		
1662		
1663		
1664	Progmatic way forward	Best option to endure change
1665		
1666	I support this wholeheartedly! We desperately need to bring public transport back umder public control by any means available to us. As somebody who doesn't drive, I am reliant on bus travel, and even simply getting across town is so expensive and unreliable that I will often avoid making plans more than 30 minutes away, just to avoid the time and energy cost of trying to get there. I'm a young, single, able bodied person with an income, living in a major city – I can only imagine the stress and isolation dealt with by people with mobility issues or small children, or who are cut off by inconsistent or vanished bus routes. Public transport is a necessity for a huge portion of the population, and it can only be operated effectively if it is brought into public control. This might be the only chance we get to make this fundamental change for another generation, we have to seize it.	Strongly oppose. This would be a massive waste of time and money, and would only limit opportunity while delaying the work that urgently needs to be done to fix our bus networks. There is no good reason to give such standing to the private companies who created the untenable current system. Their profit incentives are incompatible with the aims of an accessible, functional, climate conscious bus network, and they have proven themselves incompetent and unwilling to participate constructively in the kind of planning and agreements BSIPs would rely on.
1667		

	AB	AC
1668	Nope unless social enterprise or community-led	Yes, right across the board and strictly monitored by independent organisations
1669		NO
1670		
1671		
1672	Operating services in the interests of local people should lead to a better service	Opposed to this as it would ensure the continuation of business as usual, which is a poor deal for the people of Glasgow
1673		
1674		
1675	Sounds similar to what is being taken forward in areas in which bus travel is improving	Centre for Cities' report Miles Better recommended against this
1676		
1677	<p>SPT should focus all its resources on fast-tracking franchising. The franchising powers in the Transport Act 2019 offer SPT a once-in-a-generation opportunity to end the chaos caused by bus deregulation and bring our bus network back into public control. It is only by taking this approach that we can deliver a fully-integrated and coherent network across bus, Subway, rail and ferries; we can reconnect isolated communities, cut and cap fares and deliver one simple affordable ticket across all transport modes. This is why many regional transport authorities in the north of England are now moving ahead with bus franchising, including in: Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire. They know it is the only way to deliver the transformational change to our public transport system needed to address poverty and inequality and meet pressing climate targets. If SPT does not follow their lead – and focus all resources on fast-tracking franchising – we will fall even further behind. But SPT also has an advantage over the English city regions, in that it has the additional power to set up a new publicly-owned operator for Strathclyde (this power is not available in England). It is therefore vital that SPT uses these two powers in tandem so that franchising can be delivered in a much more cost effective way in the longer-term</p>	<p>come. SPT must scrap the plan to sign a BSIP with the private bus companies. A BSIP would severely delay – and potentially sabotage altogether – plans for franchising and municipal ownership, locking us into the failing deregulated system for years to come. There is a huge amount of evidence (including in Centre for Cities' most recent 'Miles better' report) that no partnership model, no matter how it is framed (i.e. neither voluntary partnerships nor statutory BSIPs), can deliver the transformational change to our public transport system that we need. A BSIP would simply maintain the failing status quo that has been highlighted so well in SPT's Case for Change. This fact was put most succinctly by the former UN Special Rapporteur on Extreme Poverty & Human Rights, Professor Philip Alston, when he wrote in his 2021 report into the UK bus sector, "It is time partnerships are recognised as a tried-and-failed approach that should be retired in favour of actual regulation of public transport." (p.33) This is why none of the English city regions currently pursuing bus franchising (Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire), first entered into a statutory 'Enhanced Partnership' (the English equivalent to a BSIP) with bus companies before or whilst developing their franchising frameworks. If SPT was to take this misguided approach it would be a costly waste of time which would only delay even further – and potentially sabotage altogether – the complex, but essential process of taking the bus network back into public control through franchising. Systra's research shows that it could take 1-2 years and cost £1.5 million to establish a BSIP, and cost £40-60 million annually to run. This is money which would be much better invested in accelerating the franchising process. Any proposal to enter into a BSIP also has to be put out to another full statutory public consultation – at which point it will face fierce public opposition for all the reasons described above. This will just lead to further delays. If, despite this public opposition, the BSIP is still signed, it can then only be "varied or revoked subject to agreement from operators" – something the private bus companies will never agree to as all they care about is maximising their profits in the deregulated system. It is therefore essential the BSIP is avoided at all costs. There is no financial incentive for entering into a BSIP, as Transport Scotland have confirmed that funding from the 'Bus Partnership Fund' for bus priority measures can still be accessed if SPT is working towards franchising or municipal ownership (if and when this Fund is 'unpaused'). This means SPT would still be able to make improvements to the bus network in the medium term without the need for a statutory BSIP with bus operators. And, in fact, this would be by far the most sensible thing for SPT to do, as previous Centre for Cities research has shown that any investment in bus priority measures linked to a partnership model, primarily benefits the private operators (through increased profits) instead of the transport authority.</p>

	AB	AC
1678	I strongly support SPT focussing it's resources on fast-tracking franchising because it's provides a way forward to cut and cap fares and deliver one simple affordable ticket across all transport modes. Many regional transport authorities in the north of England are now moving ahead with it, and I can see that this would be appropriate to Glasgow, especially since it has the additional power to set up a new publicly-owned operator for Strathclyde. Franchising would help push through much needed change and improvement and prevent services from declining any more and falling even further backwards, it's a way to address some of terrible impact on the decline in services to isolated people, and economically disadvantaged people.	No, this does not serve to actually support or regulate bus services. It would scupper plans for franchising, and potential public ownership of bus services would be blocked for many years to come.
1679	Only by specifying services will things get better. For example, WHY are there duplicated numbers of buses in Glasgow? Where does the 38 bus go? Depends if it's First or McGills. SPT currently just does not have the power to create a holistic, coherent system, with such things as integrated ticketing (bus companies should not be allowed to sell tickets that only work on their buses).	These have not delivered in the past.
1680		
1681		
1682	This works in other cities	Companies will NEVER have the residents of Strathclyde interest first
1683		
1684		
1685		
1686	Strongly support, this is the only way we can develop a fully integrated public transport system in Glasgow.	Strongly against this - it would prevent the development of a publicly owned integrated public transport network; it would be essentially business as usual, which is failing!
1687		
1688		
1689		This would be a waste of time and money. BSIPs would greatly delay proper improvements to the service
1690		
1691		
1692	Local franchises won't work had them before and didn't last long.	Improve the service times, especially for east kilbride times are unreliable
1693		
1694		
1695		
1696	See above. More info needed	What works now and what needs to be added, or removed . All depends on what we find when taking a closer inspection.
1697		

	AB	AC
1698	SPT should focus all its resources on fast-tracking franchising.	SPT must scrap the plan to sign a BSIP with the private bus companies.
1699		
1700		
1701		
1702		
1703	Supply services to suit public needs not company profits	
1704	To allow integration of the transport network and making it the first travel option for most people	The private bus companies have proved themselves incompetent to provide the service needed
1705		
1706		No, will just delay the inevitable
1707		
1708		
1709	Busses should be publicly owned and serve the people, not the shareholders	Voluntary partnerships don't work under capitalism
1710		
1711	SPT should focus all its resources on fast-tracking franchising. Our de-regulated buses are a travesty compared to those services in equivalent European countries. We need a publicly-owned operator to protect bus travel and public transport for all.	SPT must scrap the plan to sign a BSIP with the private bus companies. This will not deliver change as a BSIP is still run as a fundamentally private and capitalist project. The money spent establishing a BSIP would be better invested in a publicly-controlled operator.

	AB	AC
1712	SPT should focus all its resources on fast-tracking franchising. The franchising powers in the Transport Act 2019 offer SPT the opportunity to end the chaos caused by bus deregulation and bring our bus network back into public control. It is only by taking this approach that we can deliver a fully-integrated and coherent network across bus, Subway, rail and ferries; we can reconnect isolated communities, cut and cap fares and deliver one simple affordable ticket across all transport modes.	I believe BSIPs are a waste of time and will only cause a continuation of the troubles the bus network currently faces. Bus companies cannot be effectively sanctioned or managed to prevent them from breaking commitments made as part of a BSIP. Systra's research shows that it could take 1-2 years and cost £1.5 million to establish a BSIP, and cost £40-60 million annually to run. This is money which would be much better invested in accelerating the franchising process. If the BSIP is still signed, it can then only be "varied or revoked subject to agreement from operators" – something the private bus companies will never agree to as all they care about is maximising their profits in the deregulated system. It is therefore essential the BSIP is avoided at all costs. There is no financial incentive for entering into a BSIP, as Transport Scotland have confirmed that funding from the 'Bus Partnership Fund' for bus priority measures can still be accessed if SPT is working towards franchising or municipal ownership (if and when this Fund is 'unpaused').
1713		
1714		
1715		
1716		
1717	AGAIN, STILL PAYING OUT PROFITS TO PRIVATE COMPANIES, WHY WOULD WE WANT TO DO THAT?	PROFITS STILL PRIORITY.
1718		
1719		
1720		This would be a waste of time and money for all involved, and would not see the level of improvements required to provide a good quality of service
1721	This means that services can be developed to meet needs.	Too much like the current system
1722	I strongly support taking forward local services franchising. This is already starting to happen in other areas and is the only way forward	I strongly oppose taking forward BSIPs. This would just cause delay and waste money.
1723		
1724	Work well in Edinburgh Manchester and London	
1725		
1726	Disagree. A disaggregated approach should be taken to bus development across the SPT area and the initial focus should be on partnership and BSIP. In any area, if these do not deliver the required outcomes, franchise can be developed - but the added cost, risk and timescale of this option means it is better value to pursue the other options first.	Agree. A BSIP can be implemented much more quickly than franchising and the risk is much lower to the authority. Considering the assessment of the options presented by SPT, there is an inherent assumption that BSIP can achieve less and will therefore cost less and deliver less than franchise. We believe that if the same investment was made in BSIP, as it does not incur the administrative and regulatory costs of franchising, it would deliver far more per £ spend that franchising, and in a shorter time.
1727		

	AB	AC
1728		As stated there is a statutory element to this concept. Allowing enforcement. For too long Councils have had to simply accept Private companies creaming the best routes .
1729	I strongly support this and think it should be taken forward as a priority.	A BSIP would delay plans for franchising and municipal ownership which are the better solutions.
1730	Many regional transport authorities in England are already doing this - the way forward is obvious and Glasgow needs to focus on this too.	To quote from the UN's Special Rapporteur: "It is time partnerships are recognized as a tried-and-failed approach" - BSIPs would merely delay and waste money.
1731		
1732	This is the best option to set out a network of services that do not duplicate but make connections to other public transport. Fares can be sensible	Very bad idea.
1733		
1734		
1735		
1736		
1737		
1738		
1739	works in London!	Not convinced
1740		No this will delay and waste money
1741	De-regulation has been a disaster for passengers. Co-ordinated franchising is far more practical and sensible.	No - it will never work in the public interest. Service to passengers will always be secondary to the needs of the operators.
1742		
1743	We urgently need a new system which will put control of the bus transport network back into a single regulating authority, so that we can see an end to the jumble of provision we currently have, and ensure a more streamlined, city-wide and joined up network.	The deregulated approach has had its chance and had its day. It is time to call a halt to it and take back ownership into the public sector. Market forces do not serve the best interests of a city and cripple its infrastructure. We need a properly joined up transport network that is visible as such, consistent in its livery and integrated across the city, ideally with a more joined up approach to other transport hubs. Why, for instance, do you have to walk a quarter of a mile in either direction on emerging from Kelvinbridge Subway station, to get to a bus stop, when one could easily be located right outside the station...?! Ludicrous!
1744		
1745		This is a waste if time, money and effort.
1746		
1747	Essential if we are to achieve an integrated transport system	Difficult to see that these will guarantee a better service.
1748		
1749		

	AB	AC
1750		Same as the voluntary partnership reasoning -- while it sounds reasonable to rely on expertise from the private sector, they have mismanaged public transport so badly that they can no longer be part of any solution. SPT has a mandate and the population of Glasgow on its side. It should invest as many resources as needed into our future
1751	SPT should focus all its resources on fast-tracking franchising. It is only by taking this approach that we can deliver a fully-integrated and coherent network across bus, Subway, rail and ferries; we can reconnect isolated communities, cut and cap fares and deliver one simple affordable ticket across all transport modes.	SPT must scrap the plan to sign a BSIP with the private bus companies. A BSIP would severely delay – and potentially sabotage altogether – plans for franchising and municipal ownership, locking us into the failing deregulated system for years to come.
1752		These providers are utterly useless, they will only continue to cancel routes and increase fares for a rotten service
1753	I think this would be the best option as we need more long term solutions and planning. This would bring stability.	
1754	No good	Stupid idea
1755	Strongly support!	Strongly oppose!
1756	Public transport should be a truly public service rather than a means for private business to line pockets at our expense. Local service franchising would ensure service levels on routes private companies deem unprofitable.	Even with statutory underpinning bus companies will be free to forces all costs on to the customer to preserve profits for share holders and investors.
1757		
1758		
1759		
1760	This is essential. The buses in Glasgow are a disgrace. The pricing is shocking. I would sooner drive to a train/subway station and use these services rather than get a bus, however if the buses were regulated and with integrated pricing across other methods of public transport (like Edinburgh/London) then I would use the bus more. There is a bus stop outside my flat but, as already mentioned, I would not even consider as a method of transport due to the unreliability, high prices, inability to change due to the number of different operators making an all day ticket redundant.	
1761	It's a system that works so we should pursue it	We don't need to waste more time and money on this when there's already clear methods to improve the system for everyone that we've seen with in other parts of Scotland and the UK. BSIPs aren't needed if
1762		
1763	The best future for Glasgow bus services strategically managed under public control but with effective means for local needs to be met	
1764	More community control and say	How motivate private companies without spending a lot of money
1765	The present system lacks local focus	This will delay the change to improve.
1766		
1767		
1768		
1769		
1770	This might be possible, but a unified service with one accountable provider would be preferable	Such systems, unless rigourously managed, would give little improvement to what we have at present
1771		
1772		

	AB	AC
1773	Again, handy for gaps in the bus routes that don't go direct even though certain areas are fairly near	
1774	Yes	Yes
1775		
1776		Waste of money, delays franchising/nationalised service, bus company owners have delivered a poor, expensive service and have already become very rich at taxpayers expense
1777	this seems to be the best option to end up with an integrated working system, that is both user friendly and competitive	a delay to sorting the problem, it is unlikely to deliver the change we need, worst case ending in another version of the status quo that we all see is broken. BSIPs would be a waste of time and money, with little hope of actually solving anything.
1778	Community needs can be recognised and effective providers identified	Enforceable agreements are required
1779		
1780		
1781	Don't believe in this when local council should have own public funded service	Don't think this will work too well either
1782		
1783		
1784		
1785		This is an opportunity to improve services and widen local network.
1786		This is an opportunity to improve services and widen the local network to areas with little or no services
1787		
1788		
1789	Gives users elected reps control and working elsewhere.	Only works when suits bus companies.

	AB	AC
1790		
1791		
1792	<p>Local services franchises work very well in cities such as Manchester - with well connected services supporting communities around the cities and their outskirts - with affordable prices to allow people from lower incomes to access the transport network. Also a more efficient transport network reduces the reliance on cars, and lower pollution levels and greenhouse gases emissions.</p>	<p>SPT must scrap the plan to sign a BSIP with the private bus companies. A BSIP would severely delay – and potentially sabotage altogether – plans for franchising and municipal ownership, locking us into the failing deregulated system for years to come. There is a huge amount of evidence (including in Centre for Cities’ most recent ‘Miles better’ report) that no partnership model, no matter how it is framed (i.e. neither voluntary partnerships nor statutory BSIPs), can deliver the transformational change to our public transport system that we need. A BSIP would simply maintain the failing status quo that has been highlighted so well in SPT’s Case for Change. This fact was put most succinctly by the former UN Special Rapporteur on Extreme Poverty & Human Rights, Professor Philip Alston, when he wrote in his 2021 report into the UK bus sector, “It is time partnerships are recognised as a tried-and-failed approach that should be retired in favour of actual regulation of public transport.” (p.33) This is why none of the English city regions currently pursuing bus franchising (Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire), first entered into a statutory ‘Enhanced Partnership’ (the English equivalent to a BSIP) with bus companies before or whilst developing their franchising frameworks. If SPT was to take this misguided approach it would be a costly waste of time which would only delay even further – and potentially sabotage altogether – the complex, but essential process of taking the bus network back into public control through franchising. Systra’s research shows that it could take 1-2 years and cost £1.5 million to establish a BSIP, and cost £40-60 million annually to run. This is money which would be much better invested in accelerating the franchising process. Any proposal to enter into a BSIP also has to be put out to another full statutory public consultation – at which point it will face fierce public opposition for all the reasons described above. This will just lead to further delays. If, despite this public opposition, the BSIP is still signed, it can then only be “varied or revoked subject to agreement from operators” – something the private bus companies will never agree to as all they care about is maximising their profits in the deregulated system. It is therefore essential the BSIP is avoided at all costs. There is no financial incentive for entering into a BSIP, as Transport Scotland have confirmed that funding from the ‘Bus Partnership Fund’ for bus priority measures can still be accessed if SPT is working towards franchising or municipal ownership (if and when this Fund is ‘unpaused’). This means SPT would still be able to make improvements to the bus network in the medium term without the need for a statutory BSIP with bus operators. And, in fact, this would be by far the most sensible thing for SPT to do, as previous Centre for Cities research has shown that any investment in bus priority measures linked to a partnership model, primarily benefits the private operators (through increased profits) instead of the transport authority.</p>
1793		
1794		Private companies have profit above passengers and so this doesn't work
1795		This will only cost more in the long run havent we learned by the railways denacle?
1796		

	AB	AC
1797		
1798		
1799		
1800	This where we get control of who is going to serve the travelling public.	Yet again, having to trust bus companies also having to engage in long drawn out discussions.
1801	Yes, and pronto please. There are many cities where these are under consideration or already working well.	Terrible idea, this would just perpetuate things as they are and even worse, likely have a negative impact on other initiatives.
1802		
1803	this is the way towards a fairer, simpler, less profit-driven implementation of public transport.	Again, this is just 'business as usual'. unjustifiable and short-sighted. It would appear the only motivation for BSIPs is cowardice.
1804	It is only by taking this approach that we can deliver a fully-integrated and coherent network across bus, Subway, rail and ferries; we can reconnect isolated communities, cut and cap fares and deliver one simple affordable ticket across all transport modes.	A BSIP would just delay the necessary changes required to created an integrated safe reliable low cost transport system.
1805	A reasonable option without massive capital cost.	Not sure these will work. The history of private/public sector collaboration isn't good and the demonstrated inability of Public Sector management to manage risk and commercial aspects doesn't inspire me with confidence that this is likely to deliver anything close to the supposed benefits. I've worked at National Government level and am deeply sceptical about the management skills available and applied. Experience within Strathclyde is much worse. SPT cannot even run a decent subway system nor has there been any evidence that they could expand that to take passenger vehicles of all types off the roads. So why would I believe they could run a BSIP?
1806		
1807		
1808	SPT should focus all resources on fast- tracking franchising as are other regional transport authorities	Don't think this is the answer as will take a long time to negotiate!!!
1809		I believe BSIPs is just another business as usual proposal which maintain the status quo. They have a track record of failure and would be a waste of public resources.

	AB	AC
1810	The Transport Act brought in in 2019 should have seen the development of local franchising system for buses. Instead, the SPT has sat on it for five years, while prices of buses have skyrocketed and most services have gotten worse. It is absolutely imperative that the SPT put all of their resources into creating a better, integrated public service for buses, trains, and subways, and ideally, trams. We are already behind cities like Manchester, Liverpool, West Yorkshire, and South Yorkshire, who have already made moved towards bus franchising. The money that it'll cost will be made back tenfold once the private companies that run our buses are no longer haemorrhaging public money to run a subpar bus system. I am also strongly in favour of SPT setting up their own publicly-owned bus company, something which only Scotland has the powers to do.	All money must go into setting up a franchising system. BSIPS would just delay the creation of a better bus system and would most likely be the lid on the coffin for reregulating our buses. No private company (First Bus, McGills...) is going to willingly give up profits, therefore, the SPT would be unable to go ahead with its own plans. Private bus companies have had decades to provide good transport to the Strathclyde region and have failed from day one. Privatisation is a failed experiment that has cost this country (both the council and its residents) millions of pounds over the years, and has in turn provided a bus service that is not fit for the 21st century. None of the English city regions are planning to partner up with the private companies that have profiting off of the misery of people for decades, and neither should the Strathclyde region. The SPT must put all of its time and money into a franchising system that works for everyone, and must not be duped once again into a "partnership" of privatisation.
1811	Private companies are run for profit and don't care about actual quality of service	Private companies are run for profit and don't care about actual quality of service
1812		
1813	I think an SPT run franchising will allow for fairer practice and better services	
1814		
1815		
1816		
1817	Strongly support this. This is the means to have a fully integrated transport network.	Oppose. This would continue the current system and not allow for the radical changes that are needed.
1818	SPT should seek to implement local services franchising from now on. Such system would not only bring improvements to the bus network but also other modes of transport. Back in the 1980s Glasgow's bus, subway and rail networks *had* intergrated ticketing and timetabling under Strathclyde PTE as "Trans-Clyde". The system was more efficient.	SPT should not take forward BSIPs because it leaves the root of the problem - partnerships as a operating model at its core. The five years of BSIPs may as well be skipped so SPT can work to re-regulate existing private bus companies through franchising now.
1819	Address local needs	
1820		See below.
1821		
1822		
1823		
1824		
1825		
1826		
1827	Big fat yes	Big fat no.
1828		
1829		

	AB	AC
1830	<p>SPT should focus all its resources on fast-tracking franchising. The franchising powers in the Transport Act 2019 offer SPT a once-in-a-generation opportunity to end the chaos caused by bus deregulation and bring our bus network back into public control. It is only by taking this approach that we can deliver a fully-integrated and coherent network across bus, Subway, rail and ferries; we can reconnect isolated communities, cut and cap fares and deliver one simple affordable ticket across all transport modes. This is why many regional transport authorities in the north of England are now moving ahead with bus franchising, including in: Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire. They know it is the only way to deliver the transformational change to our public transport system needed to address poverty and inequality and meet pressing climate targets. If SPT does not follow their lead – and focus all resources on fast-tracking franchising – we will fall even further behind. But SPT also has an advantage over the English city regions, in that it has the additional power to set up a new publicly-owned operator for Strathclyde (this power is not available in England). It is therefore vital that SPT uses these two powers in tandem so that franchising can be delivered in a much more cost effective way in the longer-term (see further comments under ‘municipal bus operations’ below).</p>	<p>SPT must scrap the plan to sign a BSIP with the private bus companies. A BSIP would severely delay – and potentially sabotage altogether – plans for franchising and municipal ownership, locking us into the failing deregulated system for years to come. There is a huge amount of evidence (including in Centre for Cities’ most recent ‘Miles better’ report) that no partnership model, no matter how it is framed (i.e. neither voluntary partnerships nor statutory BSIPs), can deliver the transformational change to our public transport system that we need. A BSIP would simply maintain the failing status quo that has been highlighted so well in SPT’s Case for Change. This fact was put most succinctly by the former UN Special Rapporteur on Extreme Poverty & Human Rights, Professor Philip Alston, when he wrote in his 2021 report into the UK bus sector, “It is time partnerships are recognised as a tried-and-failed approach that should be retired in favour of actual regulation of public transport.” (p.33) This is why none of the English city regions currently pursuing bus franchising (Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire), first entered into a statutory ‘Enhanced Partnership’ (the English equivalent to a BSIP) with bus companies before or whilst developing their franchising frameworks. If SPT was to take this misguided approach it would be a costly waste of time which would only delay even further – and potentially sabotage altogether – the complex, but essential process of taking the bus network back into public control through franchising. Systra’s research shows that it could take 1-2 years and cost £1.5 million to establish a BSIP, and cost £40-60 million annually to run. This is money which would be much better invested in accelerating the franchising process. Any proposal to enter into a BSIP also has to be put out to another full statutory public consultation – at which point it will face fierce public opposition for all the reasons described above. This will just lead to further delays. If, despite this public opposition, the BSIP is still signed, it can then only be “varied or revoked subject to agreement from operators” – something the private bus companies will never agree to as all they care about is maximising their profits in the deregulated system. It is therefore essential the BSIP is avoided at all costs. There is no financial incentive for entering into a BSIP, as Transport Scotland have confirmed that funding from the ‘Bus Partnership Fund’ for bus priority measures can still be accessed if SPT is working towards franchising or municipal ownership (if and when this Fund is ‘unpaused’). This means SPT would still be able to make improvements to the bus network in the medium term without the need for a statutory BSIP with bus operators. And, in fact, this would be by far the most sensible thing for SPT to do, as previous Centre for Cities research has shown that any investment in bus priority measures linked to a partnership model, primarily benefits the private operators (through increased profits) instead of the transport authority.</p>
1831		
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1835	Only way to achieve proper reform	Reform needed - BSIPs in no way change incentives and will lead to business as usual
1836		
1837		

	AB	AC
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1842	There is evidence a plenty that tbh is can and does work. It makes life easier for the user. Which is what SPTs priority should be.	A logical step,
1843		
1844		
1845		
1846		
1847	Would help with above	No
1848		
1849		
1850		Not working in the Public interest
1851		
1852		
1853		Waste of time and money
1854	Franchising is essential to end the chaos caused by bus deregulation. Public control will make buses part of a fully integrated public transport network - across bus, Subway, rail and ferries. Our public transport system needs to address poorly-served communities (no commercial incentive to addressing poverty so private companies won't do it) and inequality and meet pressing climate targets. SPT should set up a new publicly-owned operator for Strathclyde.	SPT must scrap the plan to sign a BSIP with the private bus companies - this would lock us into the failing deregulated system for years to come. Partnerships are recognised as a tried-and-failed approach - a costly waste of time which would potentially sabotage public control. A BSIP can only be "varied or revoked subject to agreement from operators" and private bus operators won't, as they just want to maximise their profits. SPT would still be able to make improvements to the bus network without the need for a BSIP with bus operators.
1855	This will end up back where we are, and make integration of the network more difficult.	As above.
1856	This is the simplest option and the one with the most "regulatory teeth" to enforce a high quality, value for money service.	This will be an expensive waste of time and could easily jeopardise plans to progress with local services franchising.
1857		

	AB	AC
1858	This must be central to the new approach	Bsips must not be signed with the bus companies. This is our opportunity to do what so many other cities are doing and deliver real innovative change to the public transport network. BSIPs will prevent this and must not be taken forward
1859		Current ops are well done where spt puts tender out to cover socially necessary services
1860	Support	Oppose
1861		
1862		
1863		
1864		
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1866		
1867		
1868	Would have to be done carefully to avoid current shambles	The worst of both worlds we need innovation not stagnation
1869		
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1875		
1876	This has worked in other cities, such as Manchester and London, as well as Hong Kong. The LTAs should work together with bus companies to create the most efficient bus network financially and practically, taking into account all stakeholders involved.	Again, only a temporary solution which will turn into the new permanent solution
1877	This can still leave a disjointed network and adds a fee sapping layer for no benefit	This still leaves a disjointed network and odd services
1878		
1879	This seems the best option available to fast track full public running of transportation in line with modern standards (why is it that here in Glasgow we always are behind cities like Edinburgh and London? Are we not capable enough? Don't we care enough?)	I don't trust anything that takes away momentum for fully public management and accountability
1880	Many English cities are going ahead with this option as a way to unify the travel options in their cities. It will make their cities greener and allow for greater connection towards a public looking for better options beyond individual car ownership. I think this would be a great idea and strongly support this way forward as a fully connected and integrated bus, rail, ferry and subway system would benefit the country and its economy across the board. Scotland is falling behind.	Strongly oppose. This idea seems to align with 'voluntary partnerships' but companies - whose goal is profit - would be in the driving seat. This seems silly and misguided towards what public transport is about. Public transport is routed in the idea that the public deserve a suited and functional transport system in their favour. BSIP is not about the public. Bring in public control. It will make the system worth and destroy the travel system as a whole pushing back in progress that public transport tried since its conception. No English council is going for this because it is a failure of a model.
1881		
1882		
1883		

	AB	AC
1884	As above no money to pay	Nice idea but just a cash take
1885	Scotland needs an integrated and coherent transport network across bus, Subway, rail and ferries. So many times I have got off a train and watch my bus drive away as the train pulls up. it is nonsensical. It makes sense for it to be easier and affordable for local people and tourists to navigate the country! We could have one simple affordable ticket across all transport modes. It would be so much better for the economy and for the environment.	We need a new system in public control designed for the people of Scotland
1886		
1887		
1888	This is the ideal outcome for all involved. There is still private sector competition, but it is framed in such a way that it will deliver a better passenger experience. It puts SPT back in control of its region, all the while allowing it to avoid taking on the debt and financial strain of establishing municipal ownership. The model has been shown to work elsewhere, even by SPT itself in supporting low revenue regional services. The crucial ingredient is continuing this competent management by the transport authority, which should center passenger experience as well as emissions targets. No more half-hearted attempts at bus rapid transit. Improving and solidifying those priority corridors which already exist. Centering and promoting bus travel as the most convenient way to get around. That is what needs to happen.	The BSIP option has the same air around it as the voluntary partnership. The option is not tried and tested like franchising or municipal ownership. The idea of an 'Improvement Partnership' is more ambiguous, compared with the more single-minded approach suggested by franchising or municipal ownership. Most people don't really know what it means. It would therefore be less effective at delivering a high level of needed reform to the system as suggested by the other options. As highlighted in the document, it takes ambition and funding for this option to really make sense. And as stated above, we are currently heavily lacking in these two things. A move that supports the LTA to be self-sufficient from revenue makes more sense. Once again, however, if this is a step in the process towards these more concrete models, then it could be useful in that way, to deliver results for passengers sooner than the full 7 years away and make it a smoother transition. Glasgow has had too many sweeping, blunt force reforms in its past. It is time for reform that is realised as an evolution over a period of time, progressively delivering the change that we need to see.
1889		
1890		
1891		
1892		
1893	Private sector does not work for public transport. We have one of the worst public transport systems in Europe and pay one of the highest fares for an abysmal service. Time the services were taken back into public hands and public bodies managing the service that are accountable to the public.	Private sector does not work for public transport. We have one of the worst public transport systems in Europe and pay one of the highest fares for an abysmal service. Time the services were taken back into public hands and public bodies managing the service that are accountable to the public.
1894		This is a very poor alternative option which I oppose.

	AB	AC
1895	<p>I strongly support SPT in this matter and believe that SPT should focus all its resources on fast-tracking franchising. The franchising powers in the Transport Act 2019 offer SPT a once-in-a-generation opportunity to end the chaos caused by bus deregulation and bring our bus network back into public control. It is only by taking this approach that we can deliver a fully-integrated and coherent network across bus, Subway, rail and ferries; we can reconnect isolated communities, cut and cap fares and deliver one simple affordable ticket across all transport modes. This is why many regional transport authorities in the north of England are now moving ahead with bus franchising, including in: Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire. These authorities know it is the only way to deliver the transformational change to our public transport system needed to address poverty and inequality and meet pressing climate targets. I believe that if SPT does not follow their lead – and focus all resources on fast-tracking franchising – we will fall even further behind. AS you are aware, SPT also has an advantage over the English city regions, in that it has the additional power to set up a new publicly-owned operator for Strathclyde, a power which as you know, is not available in England. I believe that it is therefore vital that SPT uses these two powers in tandem so that franchising can be delivered in a much more cost effective way in the longer-term.</p>	<p>and potentially sabotage altogether – plans for franchising and municipal ownership, locking us into the failing deregulated system for years to come. There is a huge amount of evidence (including in Centre for Cities’ most recent ‘Miles better’ report) that no partnership model, no matter how it is framed (i.e. neither voluntary partnerships nor statutory BSIPs), can deliver the transformational change to our public transport system that we need. A BSIP would simply maintain the failing status quo that has been highlighted so well in SPT’s Case for Change. This fact was put most succinctly by the former UN Special Rapporteur on Extreme Poverty & Human Rights, Professor Philip Alston, when he wrote in his 2021 report into the UK bus sector, “It is time partnerships are recognised as a tried-and-failed approach that should be retired in favour of actual regulation of public transport.” (p.33) This is why none of the English city regions currently pursuing bus franchising (Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire), first entered into a statutory ‘Enhanced Partnership’ (the English equivalent to a BSIP) with bus companies before or whilst developing their franchising frameworks. If SPT was to take this misguided approach it would be a costly waste of time which would only delay even further – and potentially sabotage altogether – the complex, but essential process of taking the bus network back into public control through franchising. Systra’s research shows that it could take 1-2 years and cost £1.5 million to establish a BSIP, and cost £40-60 million annually to run. This is money which would be much better invested in accelerating the franchising process. Any proposal to enter into a BSIP also has to be put out to another full statutory public consultation – at which point it will face fierce public opposition for all the reasons described above. This will just lead to further delays. If, despite this public opposition, the BSIP is still signed, it can then only be “varied or revoked subject to agreement from operators” – something the private bus companies will never agree to as all they care about is maximising their profits in the deregulated system. It is therefore essential the BSIP is avoided at all costs. There is no financial incentive for entering into a BSIP, as Transport Scotland have confirmed that funding from the ‘Bus Partnership Fund’ for bus priority measures can still be accessed if SPT is working towards franchising or municipal ownership (if and when this Fund is ‘unpaused’). This means SPT would still be able to make improvements to the bus network in the medium term without the need for a statutory BSIP with bus operators. And, in fact, this would be by far the most sensible thing for SPT to do, as previous Centre for Cities research has shown that any investment in bus priority measures linked to a partnership model, primarily benefits the private operators (through increased profits) instead of the transport authority. Further investigate municipal bus operations – Strongly Support I strongly support SPT’s proposal to develop a business case for a new municipal bus company.</p>
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1900		
1901	Might work if run properly	Cost to much to implement

	AB	AC
1902	<p>SPT should focus on franchising and bring the bus system under control in an economical and efficient way. it can set routes and cap fares. This is the main model of successful regional bus operations in South and West Yorkshire, Liverpool City and Manchester. SPT can guarantee that Glasgow catches up with other regions and operates a successful service that is affordable for the thousands of people in poverty and in unserved locations. It can also set up a new publicly-owned operator for Strathclyde and should do this immediately.</p>	<p>I do not support this, the bus system needs immediate, lasting change and this gives power to current commercial bus companies and will be an ultimate waste of time and resources and delay the system becoming the success it could be.</p>
1903		
1904	<p>Local areas know where the services are needed. It doesn't just depend on bus operators deciding where they can make a profit and ignoring areas where they can't</p>	<p>This is a system which has not served us well for many years now. Why not try something different which seems to be working in other large urban areas in the UK</p>
1905	<p>SPT should prioritize deploying all resources towards accelerating the implementation of franchising. The franchising authority granted by the Transport Act 2019 represents a pivotal chance for SPT to rectify the disarray caused by bus deregulation and to regain control of our bus networks. This approach will enable us to establish a seamless and efficient transport network that encompasses buses, Subway, rail, and ferries, reconnect isolated communities, reduce and standardize fares, and provide a single affordable ticket for all modes of transport. This method is currently being adopted by several northern English regional transport authorities, including Greater Manchester, Liverpool City Region, West Yorkshire, and South Yorkshire, as they recognize it as the only viable solution for transformative improvements needed to address social inequities and meet stringent environmental objectives. If SPT does not emulate this model and concentrate resources on quickly implementing franchising, our region risks falling even further behind. However, SPT has a unique advantage over these English city regions as it possesses the additional authority to establish a new publicly-owned operator for Strathclyde (a power not available in England). It is imperative for SPT to use these powers together to ensure that franchising is executed more cost-effectively in the long run (further comments under 'municipal bus operations' below).</p>	<p>SPT must abandon plans to initiate a BSIP with private bus companies. Implementing a BSIP would greatly delay – and potentially derail – the transition to franchising and municipal ownership, trapping us in the ineffective deregulated system for an extended period. Extensive evidence (including Centre for Cities' latest 'Miles better' report) shows that no partnership model (neither voluntary partnerships nor statutory BSIPs) can bring about the necessary transformative change to our public transport system. A BSIP would merely perpetuate the current inadequate system, as powerfully articulated by former UN Special Rapporteur on Extreme Poverty & Human Rights, Professor Philip Alston, in his 2021 report on the UK bus sector, who stated, "It is time partnerships are recognized as a tried-and-failed method that should be replaced by proper regulation of public transport." (p.33) The English city regions currently pursuing bus franchising (Greater Manchester, Liverpool City Region, West Yorkshire, and South Yorkshire) did not enter into an 'Enhanced Partnership' (the English equivalent of a BSIP) with bus companies before or during their franchising framework development. Choosing this path would be a costly mistake for SPT, leading to significant delays and potentially sabotaging the complex but crucial process of returning the bus network to public control through franchising. Establishing a BSIP could take 1-2 years and cost £1.5 million, with annual operational costs between £40-60 million. These funds would be far better spent on accelerating the franchising process. Moreover, any proposal to pursue a BSIP requires another full statutory public consultation, which would encounter strong public resistance for all the aforementioned reasons, leading to further delays. Even if, against this public resistance, a BSIP were approved, it could only be altered or revoked with the consent of the operators – a condition private bus companies, primarily concerned with maximizing their profits in a deregulated system, are unlikely to agree to. Thus, it is essential to avoid a BSIP at all costs.</p>
1906	<p>Infrastructure delivery should sit with government</p>	<p>Free market doesn't work for infrastructure delivery</p>
1907		
1908		

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1912	SPT should fast-track franchising, using the franchising powers in the Transport Act 2019 to end the confusion caused by bus deregulation and to reinvigorate Glasgow's network. Glasgow needs an integrated and coherent network across bus, Subway, rail and ferries which will reconnect isolated communities, cap (or even better cut) fares and deliver one simple affordable ticket across all transport modes.	These sound like a disastrous recipe for more of the current failure to provide adequate services.
1913		
1914		
1915		
1916		I oppose this - it's a waste of time and money when we could be getting on with the other suggested plans immediately.
1917	Bus services must be brought back under public control, most commutes are carried out by bus and passengers are being badly served. The deregulation has been a disaster.	Waste of time and money
1918		
1919		
1920		This can be a "carrot and stick" approach would work with these private companies. Gone then find to help the service but penalise them were they fail helping
1921		
1922	The bus system in its current form is useless to me. The buses are (currently) more expensive than train travel and I would need to walk the same distance to a bus stop that has a useful service as the train station. The conditions on buses are also shockingly bad, but nothing is done to improve this as there is no incentive for private operators. I have been on instances where a bus has terminated (in winter!) 5 miles from home - at least the train services have replacement services. Privately run bus companies do not care. Bring back Bus Franchising!	Somewhat like this model, but would prefer to have a franchising system as it would drive improvements in standards better than BSIPs
1923	This should be the priority. TA2019 offers a unique opportunity to end the misery of deregulation and bring public transport back into public control. This would make it possible to build a coherent, integrated and effective network.	Scrap this idea! These would undermine and delay franchising and obstruct municipal ownership. It would allow the current unacceptable system to continue to damage lives and local economies. AND they'd only be revocable if the operators agreed! Nonsense!
1924		Need to ensure buses run on time and can coordinate with all other public transport including over the boundaries of SPT such as Falkirk. SPT service sites not stop at Banton (eg SPT supported Sunday service) as though we were a cliff!!! Also evening buses finish a little early.
1925	Would support franchising on the basis of accountable public ownership.	No, utter waste of time and resources to ascertain the known fact that private bus companies will not provide routes and adequate services unless they turn a profit.
1926		
1927		
1928	Best strategy to deliver and maintain positive change in the bus industry over the long term. Required to incentivise competition, drive down costs, increase innovation, implement schemes that are important to the public sector targets e.g. zero emission.	Believe that franchising can be implemented far faster than 5-7yrs by utilising innovative funding models that alleviate capital requirement and risk related challenges. BSIPs might increase the leverage of operators which will increase the challenge of transitioning to a franchising scheme.

	AB	AC
1929	<p>SPT should focus all its resources on fast-tracking franchising. The franchising powers in the Transport Act 2019 offer SPT a once-in-a-generation opportunity to end the chaos caused by bus deregulation and bring our bus network back into public control. It is only by taking this approach that we can deliver a fully-integrated and coherent network across bus, Subway, rail and ferries; we can reconnect isolated communities, cut and cap fares and deliver one simple affordable ticket across all transport modes. This was achieved for COP26 so can be achieved for our everyday lives. Many regional transport authorities in the north of England are now moving ahead with bus franchising, including in: Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire. They know it is the only way to deliver the transformational change to our public transport system needed to address poverty and inequality and meet pressing climate targets. If SPT does not follow their lead – and focus all resources on fast-tracking franchising – we will fall even further behind. But SPT also has an advantage over the English city regions, in that it has the additional power to set up a new publicly-owned operator for Strathclyde (this power is not available in England). It is therefore vital that SPT uses these two powers in tandem so that franchising can be delivered in a much more cost effective way in the longer-term</p>	<p>SPT must scrap the plan to sign a BSIP with the private bus companies. A BSIP would severely delay – and potentially sabotage altogether – plans for franchising and municipal ownership, locking us into the failing deregulated system for years to come. There is a huge amount of evidence (including in Centre for Cities’ most recent ‘Miles better’ report) that no partnership model, no matter how it is framed (i.e. neither voluntary partnerships nor statutory BSIPs), can deliver the transformational change to our public transport system that we need. A BSIP would simply maintain the failing status quo that has been highlighted so well in SPT’s Case for Change. This fact was put most succinctly by the former UN Special Rapporteur on Extreme Poverty & Human Rights, Professor Philip Alston, when he wrote in his 2021 report into the UK bus sector, “It is time partnerships are recognised as a tried-and-failed approach that should be retired in favour of actual regulation of public transport.” (p.33) This is why none of the English city regions currently pursuing bus franchising (Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire), first entered into a statutory ‘Enhanced Partnership’ (the English equivalent to a BSIP) with bus companies before or whilst developing their franchising frameworks.</p>
1930	<p>There should be centralised control of routes, timetables and fares .Franchising would provide a way to start the process of regulating bus services. Do not re-invent the wheel, but study models where this is already working well</p>	<p>Absolutely not.</p>
1931	<p>In the absence of any leadership from SPT Climate Action Strathaven is running their own hourly express coach service. This needs some fine tuning but is a key way forward & I want to see LEAP & other village based groups aslso delivering but in a way that integrates with the whole local offer</p>	<p>Needs some very careful handling not impressed with what I see so far</p>
1932		
1933		
1934	<p>SPT should concentrate on fast tracking local franchising, only by doing so can we return to a bus service worthy of the name. Any interim option will be inadequate to meeting the level of change required.</p>	<p>This idea should be scrapped, it will at best delay and worst sabotage the changes that are required.</p>
1935	<p>This is an important step towards a properly integrated bus service run in the public interest, whilst still retaining the few benefits private companies have introduced, such as the introduction of electric buses. I support this.</p>	<p>I do not support BSIPs for similar reasons to voluntary partnerships. It is clear from voices in the private bus operator industry that they are wary of plans for local services franchising and therefore I am concerned that BSIPs are used to elongate the business as usual situation, or otherwise delay progress. Ultimately bus services should be run in the public interest and decisions about the bus network should be made by purely publicly accountable institutions such as SPT, local authorities, or the Scottish Government, and private bus companies, if they are to have any involvement at all, should simply operate buses under a franchise system.</p>

	AB	AC
1936		
	I am not convinced that there would be any real difference in outcome between voluntary partnerships and franchises. They are two sides of the same coin. Franchises involve contractual agreements, and there has rarely or never been a public contract or tender which operated without challenge and manipulation of the contract terminology by the contracting business. As a result, public contracts and tenders inevitably end up costing much more than originally anticipated. In addition, the costs and difficulties in operating the 'client' side of these arrangements are usually more demanding and expensive than expected. These are facts, not opinions, and it would be exceptionally irresponsible to believe that the non added value factors of contractor profits, variations caused by loose contract definition, and client operating costs could ever be absorbed by savings through additional efficiencies which the external contractor would claim to deliver. The only real way of controlling services and minimising costs is to provide the services in house.	Again, and for the same reasons given above, I see no positive outcome by using external contractors. Voluntary partnerships, franchising, and BSIP all depend upon the external providers being trusted to meet the needs of society and not to exploit them for financial gain. However, these three models all involve the same operators who acted against the public interests in the past. They all assume that public authorities can control the operators. Following deregulation in 1986, when it was all too apparent that this was a costly and ruinous arrangement, there was further Scottish legislation in 2001 with, among other things, the option of statutory the Quality Contract model. Public authorities did not make any progress with this option, and external providers continued to run public services to their own advantage. Then the 2019 Act provides an opportunity to get things right but, four years on, our public authorities still want to involve the very organisations that caused the problems in the first place. I also note that this consultation document is showing a distinct preference for BSIPs in that it seems to suggest that this is the only model with "a legal basis for the Plan and Scheme(s) and, therefore, elements of the Plan and Scheme(s) can be enforced". Both voluntary partnerships and local services franchising would require legal definition to operate in a way which differs from business as usual. In addition it is unclear why the terms "improvement" is only used in reference to BSIPs - does this mean that the other two models are not an improvement? I am dismayed that the authors of this consultation document are not adhering to best principles in this respect.
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1944	As long as the obligations on bus operators include providing reasonably frequent services at less busy times this could work well. Perhaps it might encourage operators to run smaller vehicles at quiet times if this would be more economical.	Not convinced.
1945		
1946	yes but move quickly with national or scottish legislation to municipal	still not fully under the control of our democratic representatives
1947		
1948		
1949		
1950	of the options offered this would seem to be the most workable.	leaves room for uncertainty in the provision of services
1951	Franchising had failed	Yes make improvements
1952		
1953		This will just cause more capitalism, profits over people
1954		
1955	Things need to change. I believe re-nationalisation is the key but there may be a successful way of doing it differently, in this changing world, this time.	Things need to change. I believe re-nationalisation is the key but there may be a successful way of doing it differently, in this changing world, this time.
1956	We are in this mess because of privatisation, which is a Tory policy. Bin privatisation. Franchising is extension of privatisation 'by the back door'. Not good enough.	Perpetuating privatisation 'by the side door'. Still not good enough.
1957		
1958	Good idea	Good idea
1959		
1960	Public ownership is always the key. Thatcherite ideas have never and will never benefit the people	Not keen
1961		

	AB	AC
1962		
1963	Definitely yes.	No. This does not work.
1964	100% support this, I want to see Strathclyde lead the way in Scotland. The bus (in fact transport in general) network is unreliable, private ownership has failed. In addition, at a time of environmental crisis franchising offers the opportunity to create a publicly owned network, connecting all transport to work for all of us (not private companies competing with each other)	Strongly oppose BSIPs, this is simply business as usual, propping up and delaying the current private ownership system that doesn't work. Manchester is a shining example of what the future could look like with publicly owned, inter-connected transport
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1972		

	AB	AC
	<p>The words below are fully representative of my personal opinion regarding the franchising of local services SPT should focus all its resources on fast-tracking franchising. The franchising powers in the Transport Act 2019 offer SPT a once-in-a-generation opportunity to end the chaos caused by bus deregulation and bring our bus network back into public control. It is only by taking this approach that we can deliver a fully-integrated and coherent network across bus, Subway, rail and ferries; we can reconnect isolated communities, cut and cap fares and deliver one simple affordable ticket across all transport modes. This is why many regional transport authorities in the north of England are now moving ahead with bus franchising, including in: Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire. They know it is the only way to deliver the transformational change to our public transport system needed to address poverty and inequality and meet pressing climate targets. If SPT does not follow their lead – and focus all resources on fast-tracking franchising – we will fall even further behind. But SPT also has an advantage over the English city regions, in that it has the additional power to set up a new publicly-owned operator for Strathclyde (this power is not available in England). It is therefore vital that SPT uses these two powers in tandem so that franchising can be delivered in a much more cost effective way in the longer-term (see further comments under ‘municipal bus operations’ below). Save our goddamned economy from failure please</p>	<p>forward. SPT must scrap the plan to sign a BSIP with the private bus companies. A BSIP would severely delay – and potentially sabotage altogether – plans for franchising and municipal ownership, locking us into the failing deregulated system for years to come. There is a huge amount of evidence (including in Centre for Cities’ most recent ‘Miles better’ report) that no partnership model, no matter how it is framed (i.e. neither voluntary partnerships nor statutory BSIPs), can deliver the transformational change to our public transport system that we need. A BSIP would simply maintain the failing status quo that has been highlighted so well in SPT’s Case for Change. This fact was put most succinctly by the former UN Special Rapporteur on Extreme Poverty & Human Rights, Professor Philip Alston, when he wrote in his 2021 report into the UK bus sector, “It is time partnerships are recognised as a tried-and-failed approach that should be retired in favour of actual regulation of public transport.” (p.33) This is why none of the English city regions currently pursuing bus franchising (Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire), first entered into a statutory ‘Enhanced Partnership’ (the English equivalent to a BSIP) with bus companies before or whilst developing their franchising frameworks. If SPT was to take this misguided approach it would be a costly waste of time which would only delay even further – and potentially sabotage altogether – the complex, but essential process of taking the bus network back into public control through franchising. Systra’s research shows that it could take 1-2 years and cost £1.5 million to establish a BSIP, and cost £40-60 million annually to run. This is money which would be much better invested in accelerating the franchising process. Any proposal to enter into a BSIP also has to be put out to another full statutory public consultation – at which point it will face fierce public opposition for all the reasons described above. This will just lead to further delays. If, despite this public opposition, the BSIP is still signed, it can then only be “varied or revoked subject to agreement from operators” – something the private bus companies will never agree to as all they care about is maximising their profits in the deregulated system. It is therefore essential the BSIP is avoided at all costs. There is no financial incentive for entering into a BSIP, as Transport Scotland have confirmed that funding from the ‘Bus Partnership Fund’ for bus priority measures can still be accessed if SPT is working towards franchising or municipal ownership (if and when this Fund is ‘unpaused’). This means SPT would still be able to make improvements to the bus network in the medium term without the need for a statutory BSIP with bus operators. And, in fact, this would be by far the most sensible thing for SPT to do, as previous Centre for Cities research has shown that any investment in bus priority measures linked to a partnership model, primarily benefits the private operators (through increased profits) instead of the transport authority.</p>
1973		
1974		
1975		
1976		
1977	<p>it cannot be any worse than it currently is? there are great case studies from other cities showing how great it can be. we deserve that as a minimum!</p>	<p>nope - see above.</p>
1978		
1979		
1980		
1981	<p>its the only way forward. better for all communities and users of public transport. It's the 21st century and we have new challenges and new problems- this will enable us to tackle them in a fair and economical way.</p>	<p>that would be a waste of time and allow any real changes to be sabotaged by companies looking at profit over community.</p>
1982		

	AB	AC
1983	Basically this is theft of public funds	Basically this is theft of public funds
1984		There is no evidence that this would work. Rather it would delay any changes
1985		
1986	This will bring services back into public control, delivering services required rather than lining private shareholders' pockets	This would not benefit the travelling public
1987		
1988		
1989		
1990	it is the only way to deliver the transformational change to our public transport system needed to address poverty and inequality and meet pressing climate targets.	SPT must scrap the plan to sign a BSIP with the private bus companies. A BSIP would severely delay – and potentially sabotage altogether – plans for franchising and municipal ownership, locking us into the failing deregulated system for years to come.
1991		
1992	It has worked very well in areas in northern England and it can be a success here also.	This would delay and have a negative impact on franchising/municipal ownership.
1993		
1994		
1995	We need better control	As above
1996		
1997		Absoutey not! Operators have had decades to prove that they are incapable of providing a quality service, and do NOT deserve further opportunities. In contrast, residents DO deserve a decent service
1998	We are at the mercy of BSIPs	
1999		
2000	Fully integrated transport needs to be at the heart of any new transport system and Greater Manchester shows how you can change for the better	This is the status quo by stealth, absolutely do not want
2001		would waste a lot of time, we've seen how the private companies don't do what public needs
2002		Strongly oppose taking forward BSIPs
2003		
2004		
2005		
2006		

	AB	AC
2007	n/a	n/a
2008	Franchises are unreliable, and did not work here in West Lothian. My guess is there was not enough profit in the exercise.	
2009	Why do we want to create profits: - we need to keep the costs lean.	Best of a bad bunch, but still looking to leak profits.
2010		
2011		Waste of money and time leading to cuts
2012		
2013		
2014		
2015		
2016		
2017		
2018		
2019		
2020	This is the only chance we have had to end the chaos of bus deregulation.	This takes us back into the deregulation system which does not work.
2021	Franchises are a better model. SPT sets the fares, SPT sets the routes and timetable. SPT should then be able to focus on providing a service for the people of Strathclyde.	This is a continuation of the wrong model. Routes, fares, timetables need to be set by SPT, not by the bus companies. Bus company managers are legally obliged to maximise the profit their companies make. Hence the focus on the profitable routes. We want SPT to focus on routes for people.
2022	Facilitates integration and cohesion across the transport network.	Not convinced it would work. Can't be varied without the agreement of the operators, which might not be forthcoming
2023	bus deregulation has been a chaotic failure. By fast-tracking franchising we can speed up bringing bus services back under public control. this will result in an integrated, coherent bus service beneficial to travellers. See Greater Manchester, Liverpool, W and S Yorkshire.	signing a BSIP with private bus companies would not lead to the best service - fully-integrated and coherent across bus, ferry, rail... It must be ruled out if we want to provide simpler, efficient, cost-effective transport for the public.
2024		
2025		Best option
2026		
2027		

	AB	AC
2028		
2029		
2030		
2031	Yes. Some of the change needed (see above) is happening in the North of England with local services franchising.	No. The evidence for BSIPs shows they hinder change (see above) and local services franchising.
2032	I support fast tracking local service franchising bring back buses under public control	Strongly oppose SPT must scrap the plan to sign a BSIP with private bus companies
2033		
2034		
2035		
2036		It's not enough
2037		
2038	We have spent so much money over the years subsidising a failed system which could have been put into long term investment in creating great bus services that actually serve needs, not just the most profitable routes. Absolutely go ahead with local service franchising.	Absolutely not. Privatising in all and any forms in Britain has been a failure.
2039		
2040	Keep it in public hands	Keep it in public hands
2041	Franchising is expensive for public services.	
2042	SPT must take advantage of the combination of: the power to set up a new publicly owned bus company for the region and the powers for franchising in the Transport Act. This combination is unique to Scotland and we would be let down if this opportunity was missed.	I strongly oppose this as it is a huge waste of money and locks us into the current system. The partnership can only be terminated subject to the agreement of the operators, which is an impossibility as private bus companies would not agree to revoke something which brings them money and primarily benefits them. It would cost tens of millions to run annually and this money should be spent fast-tracking franchising. It is imperative that BSIPs are NOT taken forward, as it is counter to any progress being made with out failing, broken bus system.
2043	Local Service franchising is a much better way of delivering a coherent transport network that works for communities.	I have grave concerns that BSIPs would just put off moves towards franchising and the moves to a more responsive transport system
2044		
2045		
2046		
2047		
2048		
2049	This doesn't bring buses properly under the control of the local authority	
2050	I think we need to pursue local franchising as soon as possible. We should have made moves towards this years ago. We cannot afford to delay if we are to decarbonise our regional transport network and improve air quality and affordability.	I don't see any evidence that BSIPs would provide the necessary improvements to the regional transport network. In fact I fear they would be used by the bus companies to further delay moves towards franchising. BSIPs will not deliver the necessary changes like integrated ticketing, route planning, regional liveries, etc

	AB	AC
2051	This should be strongly pusued.The Corporation's bus services when they existed in the past were infinitely superior to the shit show we have nowadays.	I strongly oppose BSIPS and the rip off culture imposed by Thatcher and the Tories.
2052	Yes, this would give a real oppportunity for the radical improvement needed.	No. This would be an attempt to revamp the failed model of working iwth multiple operators. What's the point of that? Much better to be bold and go for the municipal option.
2053		
2054	AS ABOVE	AS ABOVE
2055	This should be explored and implemented to improve the bus network	It seems to be more complex and could still allow private operators to overcharge and run a mediocre service
2056	Yes to public ownership	Waste of time and money won't work
2057	dont think this would work	unsure of this
2058		I strongly oppose. It's been proven not to work
2059		
2060		
2061		
2062		
2063	only if it is properly costed , the figures add up , and the required funding of such changes are fully guaranteed, ringfenced by government , either UK or Scot Gov	as above
2064		
2065	A stop gap measure to allow rebuilding of locally controlled accountable services	No
2066		
2067	This seems to be the way forward for many areas around the UK. It offers a wholesale equitable change.	This will not be in the interests of the general public. Will not create a public transport system which incentives the public to use it. And will result in money being extorted from those who rely on public transport being transferred to shareholders of bus companies. It is in no way a user-centric approach which properties outcomes for users of the service.
2068		
2069		
2070	Scotland is crying out for a better national / regional bus network. If these proposals can be implemented then other regions will have a precedent to back up their own similar proposals.	No. Private companies have been dictating where they will go for too long. We need bs companies who will serve the people who need public transport.
2071	Not real change	Won't work
2072		

	AB	AC
2073		
2074		
2075		
2076		
2077		
2078	This would make more sense of the transport system	This would make changes enforceable
2079	Create a municipal bus operator.	No
2080		
2081	Better connection to communities	
2082		
2083		
2084		
2085		
2086		
2087	Recent transport legislation offers a opportunity for systemic change to tackle the lack of a joined up/integrated transport service across all of Scotland's forms of transportation which would be particularly beneficial in our many rural/island communities and economies and help tackle poverty. We should be looking at forward thinking areas in the rest of the UK and keeping abreast with their ground-breaking work in integrated transport e.g. Manchester. And also Sweden, Norway and Denmark. Isn't that what Scotland wants to be known for? Social justice?	This would be catastrophic: it's already a failing system and this would deliver a life sentence of deregulation to Scotland for many years to come. There's plenty of evidence in the news right now of the major benefits of public/municipal owned transport being the winner economically and systemically.
2088		
2089		
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2091		
2092	Franchises are run for profit and not for the people.	This sounds like the council has more control and can regulate things and keep prices reasonable.
2093	At least this way people have a real say in what's being planned and operated.	No way! This can't work fairly.
2094		
2095		
2096	Works in almost any other major city. Could easily integrate it with local Scotrail and Subway (both nationalised). Cancelled/Delayed buses + dirty services etc could be penalized and the companies could be paid on a time/distance basis (like in other cities/just like uber). Contracts could be made, so if bus operators abide by it they have a guaranteed minimum income. Obviously their profits might decline if the service they provide is bad. But it is called PUBLIC TRANSPORT.	A lot of money was given to bus companies and it achieved nothing. Why keep throwing money at them and make them richer. The more funds you give to them the more powerful they will become. It is PUBLIC TRANSPORT and the primary purpose is reducing traffic/emissions etc and not to generate profit. Any money you give to them, parts of it will go to dividends one way or another even if service is abysmal.
2097		This suggestion as a temporary arrangement seems unnecessary and expensive. We should not deflect from the central concern of bringing buses under public control.
2098		
2099		
2100		
2101		

	AB	AC
2102		NO. This would be a disaster and not move things forward.
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2110		
2111		
2112		
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2114		
2115	As above	As above
2116	Only concerns are where the funding is coming from and the risk of this being contested by commercial bus companies leading to delays and costs due to court action	Good to take forward infrastructure and partnership working breaking down barriers
2117		
2118		
2119	This will encourage a full review of local needs.	No.
2120		
2121		
2122	not all areas require the same	Plan and help fit local needs
2123		
2124		
2125		
2126		
2127		

	AB	AC
2128	We need transformational change	Partnerships don't work. It's all cronyism, taking bribes and decision makers awarding their mates.
2129		
2130	I support this as it will bring back a properly regulated bus service which will be better for bus users and encourage more people to travel by bus. It also gives the opportunity to properly integrate the public transport network, bringing trains and the glasgow subway together with the buses.	I do not support this as it doesn't actually address the underlying issues with Glasgow's bus services and will perpetuate the current unacceptable system. This approach will be a costly waste of money and prevent implementation of the changes required, such as setting up a municipal bus operator and putting local franchising in place.
2131		
2132		
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2136		
2137		
2138	<p>SPT should prioritise directing all its resources towards expediting the implementation of franchising. The franchising powers granted in the Transport Act 2019 present SPT with a rare opportunity to rectify the disruption caused by bus deregulation and regain public control over our bus network. Only by adopting this approach can we establish a fully-integrated and cohesive network spanning bus, Subway, rail, and ferries. Through franchising, we can reconnect isolated communities, reduce and cap fares, and introduce a single, affordable ticket valid across all modes of transport. Numerous regional transport authorities in the north of England, such as Greater Manchester, Liverpool City Region, West Yorkshire, and South Yorkshire, are already advancing with bus franchising. They recognize it as the sole means to achieve the transformative improvements necessary to address poverty, inequality, and urgent climate targets within our public transport system. Should SPT fail to follow suit and concentrate its efforts on expediting franchising, we risk falling even further behind.</p> <p>However, SPT possesses a unique advantage over English city regions: the ability to establish a new publicly-owned operator for Strathclyde—an authority not available in England. Hence, it is crucial for SPT to leverage these two powers in conjunction to facilitate the delivery of franchising in a more cost-effective manner over the long term.</p>	<p>SPT should abandon any plans to enter into a Bus Service Improvement Partnership (BSIP) with private bus companies. Implementing a BSIP would not only significantly delay, but could potentially undermine, efforts towards franchising and municipal ownership, perpetuating our dependence on the failing deregulated system for years to come. Extensive evidence, including findings from the Centre for Cities' recent 'Miles Better' report, indicates that no partnership model, whether voluntary or statutory like BSIPs, can bring about the transformative changes urgently needed in our public transport system. This sentiment was succinctly echoed by Professor Philip Alston, former UN Special Rapporteur on Extreme Poverty & Human Rights, who in his 2021 report on the UK bus sector stated, "It is time partnerships are recognised as a tried-and-failed approach that should be retired in favour of actual regulation of public transport". None of the English city regions currently pursuing bus franchising—such as Greater Manchester, Liverpool City Region, West Yorkshire, and South Yorkshire—initially engaged in a statutory 'Enhanced Partnership' (equivalent to a BSIP) with bus companies before or during the development of their franchising frameworks. Should SPT proceed with this misguided strategy, it would be a costly waste of time, further delaying or potentially derailing the crucial process of reclaiming public control over the bus network through franchising. Systra's research indicates that establishing a BSIP could take 1-2 years and cost £1.5 million initially, with annual operational costs ranging from £40-60 million—an investment that would be better employed expediting the franchising process. Moreover, any proposal to enter into a BSIP would necessitate another full statutory public consultation, likely encountering vehement public opposition due to the reasons outlined above, leading to further delays. Even if a BSIP were to be reluctantly signed amidst public opposition, it could only be amended or rescinded with the operators' agreement—a scenario highly unlikely given their profit-maximising interests within the deregulated system. Hence, it is imperative to avoid the BSIP at all costs. Financially, there is no incentive for engaging in a BSIP, as confirmed by Transport Scotland, as funding from the 'Bus Partnership Fund' for bus priority measures remains accessible if SPT is progressing towards franchising or municipal ownership. This means SPT can still enhance the bus network in the medium term without the need for a statutory BSIP with bus operators—a pragmatic approach, supported by previous Centre for Cities research indicating that investments in bus priority measures under a partnership model primarily benefit private operators rather than the transport authority.</p>
2139		
2140		

	AB	AC
2141		
2142	No to private ownership	No to private companies eating profits and degrading services
2143	Yes! This is what we want! We want what Edinburgh already has!	Same comment as voluntary partnerships. We need publicly owned buses YESTERDAY basically. Absolutely nothing that will kick the can down the road. Manchester took over its buses in 3 years. It shouldn't take us any longer than that.
2144		
2145		
2146	A similar model in London has resulted in the best bus services in the UK.	
2147	I believe this is a great opportunity to really change the way things are being run right now. It would also be a chance to finally integrate all the different transport modes and make fares less confusing and cheaper.	I don't think the BSIP approach would be able to deliver the changes we need. It would simply continue the status quo under a different name. It is also likely to be very expensive while offering little change for the people who are using the busses.
2148		
2149	Might take more interest of local people	Not served us well
2150	A franchised service model has been effective in delivering reliable and good quality service across the UK, in the public interest. Strathclyde's public transport services fall well behind other parts of the UK with which we should be competing or exceeding.	BSIPs are a small stopgap measure compared to the vast change and improvement that is needed within the sector. The failure of other Partnership schemes to deliver improvements does not fill one with a sense of confidence in the effectiveness of a BSIP approach.
2151		
2152		
2153		
2154		
2155	Seems to work in London. Not sure about the overall thing. Train system using franchise is broke	
2156		
2157		
2158		

	AB	AC
2159	Presently, an unreliable service. Improving transport for people helps a community get to work, appointments and improved the lives of the elderly. The current service time constraints are so tight that the bus takes off before passengers are seated which is very risky for everyone.	
2160		
2161		
2162	There is abundant evidence both international and domestic that giving back control over the bus network to the regional transport authority is essential to achieving the system change that is needed. This was the conclusion of the Systra report commissioned by Council and SPT, and is also the conclusion of the Options Appraisal report, based on a thorough review of the evidence. By re-establishing a 'guiding mind', this option will enable the bus network to be planned based on needs. The absence of planning for 30 years has been one of the major failings. The design of the franchising framework will be critical to make sure that economic, social and environmental aims are met. Communities in parts of Greater Manchester are already benefiting from the roll out of a franchised system - people in the West of Scotland deserve to experience the same benefits of improved integration (modal and ticketing) and routes that better meet their needs. It is the outcomes for people and communities that matters, and the evidence points to the advantages offered by a franchised system.	I am against a statutory bus partnership being established as an interim measure. My main concern is that over the next 1-2 years this will divert SPT's already overstretched sources away from taking forward local services franchising. SPT has pointed out itself that it needs additional capacity to implement these recommendations. The time and resources required to implement franchising is often raised. Taking forward a BSIP will likely only delay work on franchising by diverting resources. The Systra report and the Options Appraisal both point out the limited gains to be made through a BSIP. Now that the Scottish Govt has 'paused'/frozen the Bus Partnership Fund there is also now no financial incentive for progressing a statutory partnership.
2163		
2164	Strongly support	Strongly oppose
2165		
2166	I think we must look at all good options	
2167		

	AB	AC
2168	<p>SPT should focus all its resources on fast-tracking franchising. The franchising powers in the Transport Act 2019 offer SPT a once-in-a-generation opportunity to end the chaos caused by bus deregulation and bring our bus network back into public control. It is only by taking this approach that we can deliver a fully-integrated and coherent network across bus, Subway, rail and ferries; we can reconnect isolated communities, cut and cap fares and deliver one simple affordable ticket across all transport modes. This is why many regional transport authorities in the north of England are now moving ahead with bus franchising, including in: Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire. They know it is the only way to deliver the transformational change to our public transport system needed to address poverty and inequality and meet pressing climate targets. If SPT does not follow their lead – and focus all resources on fast-tracking franchising – we will fall even further behind. But SPT also has an advantage over the English city regions, in that it has the additional power to set up a new publicly-owned operator for Strathclyde (this power is not available in England). It is therefore vital that SPT uses these two powers in tandem so that franchising can be delivered in a much more cost effective way in the longer-term (see further comments under ‘municipal bus operations’ below).</p>	<p>SPT must scrap the plan to sign a BSIP with the private bus companies. A BSIP would severely delay – and potentially sabotage altogether – plans for franchising and municipal ownership, locking us into the failing deregulated system for years to come. There is a huge amount of evidence (including in Centre for Cities’ most recent ‘Miles better’ report) that no partnership model, no matter how it is framed (i.e. neither voluntary partnerships nor statutory BSIPs), can deliver the transformational change to our public transport system that we need. A BSIP would simply maintain the failing status quo that has been highlighted so well in SPT’s Case for Change. This fact was put most succinctly by the former UN Special Rapporteur on Extreme Poverty & Human Rights, Professor Philip Alston, when he wrote in his 2021 report into the UK bus sector, “It is time partnerships are recognised as a tried-and-failed approach that should be retired in favour of actual regulation of public transport.” (p.33) This is why none of the English city regions currently pursuing bus franchising (Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire), first entered into a statutory ‘Enhanced Partnership’ (the English equivalent to a BSIP) with bus companies before or whilst developing their franchising frameworks. If SPT was to take this misguided approach it would be a costly waste of time which would only delay even further – and potentially sabotage altogether – the complex, but essential process of taking the bus network back into public control through franchising. Systra’s research shows that it could take 1-2 years and cost £1.5 million to establish a BSIP, and cost £40-60 million annually to run. This is money which would be much better invested in accelerating the franchising process. Any proposal to enter into a BSIP also has to be put out to another full statutory public consultation – at which point it will face fierce public opposition for all the reasons described above. This will just lead to further delays. If, despite this public opposition, the BSIP is still signed, it can then only be “varied or revoked subject to agreement from operators” – something the private bus companies will never agree to as all they care about is maximising their profits in the deregulated system. It is therefore essential the BSIP is avoided at all costs. There is no financial incentive for entering into a BSIP, as Transport Scotland have confirmed that funding from the ‘Bus Partnership Fund’ for bus priority measures can still be accessed if SPT is working towards franchising or municipal ownership (if and when this Fund is ‘unpaused’). This means SPT would still be able to make improvements to the bus network in the medium term without the need for a statutory BSIP with bus operators. And, in fact, this would be by far the most sensible thing for SPT to do, as previous Centre for Cities research has shown that any investment in bus priority measures linked to a partnership model, primarily benefits the private operators (through increased profits) instead of the transport authority.</p>
2169	<p>A study of railway franchising is required to avoid the same type and scale of disastrous contracting issues.</p>	<p>This is my preferred option, as the financial risk seems significantly less than the other options. It would also put more onus on the operators to improve the service offering.</p>
2170		
2171	<p>I strongly support taking forward local services franchising as having a system where users don't have to buy multiple tickets for different operators (sometimes doubling their transport costs) would make a huge improvement, help people out of their cars, and take us a step closer to full integration of our public transport system (buses, rail, subway, ferries). Research including the recent Centre for Cities report has shown that this is the option that will help us to achieve the transformational change our public transport system drastically needs to address poverty and inequality, and meet pressing climate targets, as well as increasing passenger numbers (as shown in Greater Manchester with the recent launch of the Bee Network).</p>	<p>I strongly oppose the creation of BSIPs. These further entrench the powerful position of the private bus companies who have shown time and time again that their concern not what is right for passengers, but making as much profit as possible. According to the Transport Act 2019 legislation, BSIPs can only be 'varied or revoked subject to agreement from the operators', who have made it very clear that they are not in favour of franchising. It is therefore in their interests not to revoke any BSIP so as to cause further delays to the franchising process or stop it from happening altogether. None of the English city regions currently enacting franchising chose to enact their equivalent of a BSIP while developing franchising. It would be a costly waste of time, effort and money, when these resources would be much better focussed on franchising. I understand that the timeline of franchising seems long, but this is not a reason not to do it, it is a reason to get on with it without delay, which is exactly what a BSIP would be - a lengthy and costly delay that wouldn't leave us any better off.</p>

	AB	AC
2172	More choices gives travellers better options.	
2173		
2174		
2175		
2176	We strongly disagree with this recommendation. We believe that partnership working and BSIP's, have to be given a real and truly supported opportunity first and foremost. With commitment and buy in from all interested and necessary parties. These could have a profound and positive impact on bus services, their attractiveness, viability and customer base. Adaptable to suit the specific needs of any particular area. We do not believe that SPT have considered the much wider impact of taking forward franchising other than 'control' of local bus networks and what the consequences of a significant reduction of available operators (likely to be those in the SME category), especially those that have mixed passenger transport operations, including providing vital school contracts, rail replacement and other passenger transport services, and the impact this would have on availability of other services and surviving operators to compete in future franchising rounds.	We agree that BSIPs could play an important role in delivering key improvements for the bus network and therefore users, where appropriate. Provides a legal framework for all parties involved and therefore enforceable on any partner that fails to deliver.
2177	Strongly support - like Manchester, and the brilliant London system. Come on Glasgow, catch up!	Strongly oppose - none of the other places that have switched to franchising have done this. It would delay the new system - and cost us all money. Get on with the change to franchising please!
2178		
2179	This should be the preferred initial option given the franchising powers made available to Glasgow through the Transport (Scotland) Act 2019 enable the Council to bring buses back into public control. However, the Act also gives local transport authorities the ability to set up a new publicly-owned operator for the Strathclyde region, not just the Council area, and as the buses currently cross all surrounding local authority boundaries, it makes more sense to do this at the City Region level than just the City Council level. Also as a sufficient proportion of our members work in Glasgow but live in one of the surrounding local authorities, we would want the equality of opportunity open to all who work as well as those who live in the city. Furthermore, the combination of city/local authority funding levels/streams for city level economies of scale make sense to spread the cost as well as the benefits of a Greater Glasgow/ Region bus network which already crosses those boundaries. We need to fast-track franchising in tandem with work on municipal bus operations as these are complimentary strategies, otherwise Glasgow is likely to fall behind city regions in England such as Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire. It helps address climate and decarbonisation targets which we are not currently on track to meet. It will significantly improve access for those who currently experience poverty, exclusion and inequality	We believe continuing with BSIPs is a mistake and would urge SPT to reconsider and scrap the plan to sign BSIPs with private bus companies. This would in all likelihood significantly delay franchising and municipalisation plans, and given the clear opposition to such plans by current bus providers like McGills, may lock us into the very same failing, deregulated system that this consultation and these proposals are attempting to move us out of. There is substantial evidence that no partnership model can deliver the transformational change our public transport system requires, including the Centre for Cities 'Miles Better' report from Oct 2023. A BSIP would simply maintain the failed status quo that has been well articulated in the SPT Case for Change. None of the English city regions pursuing franchising decided to use the Enhanced Partnerships (English version of BSIPs) before or while developing their franchising frameworks. Furthermore, BSIPs will still see private bus companies take profits and therefore potential funding for capital expenditure, out of the public sector and into the pockets and accounts of their shareholders as their primary responsibility. Further enriching a private capitalist class at the expense of developing real and meaningful social protections for the working class is contrary to the intentions and motivation for a better bus network. BSIPs will require a further full statutory public consultation causing needless further delays to this process, and we know that they can only be varied or revoked with the agreement of the operators. If companies like McGills are already stating publicly that they will litigate to defend their profits, why would SPT think that any private bus company operating in Glasgow/Greater Glasgow would willingly agree to stop their future profit-making activity? BSIPs must be avoided at all costs. Funding from the Scottish Government's Bus Partnership Fund can still be accessed if SPT is working towards franchising or municipalisation and could make changes to the bus network without the need for a statutory BSIP with operators.

	AB	AC
2180	<p>This should be the preferred initial option given the franchising powers made available to Glasgow through the Transport (Scotland) Act 2019 enable the Council to bring buses back into public control. However, the Act also gives local transport authorities the ability to set up a new publicly-owned operator for the Strathclyde region, not just the Council area, and as the buses currently cross all surrounding local authority boundaries, it makes more sense to do this at the City Region level than just the City Council level. Also as a sufficient proportion of our members work in Glasgow but live in one of the surrounding local authorities, we would want the equality of opportunity open to all who work as well as those who live in the city. Furthermore, the combination of city/local authority funding levels/streams for city level economies of scale make sense to spread the cost as well as the benefits of a Greater Glasgow/ Region bus network which already crosses those boundaries. We need to fast-track franchising in tandem with work on municipal bus operations as these are complimentary strategies, otherwise Glasgow is likely to fall behind city regions in England such as Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire. It helps address climate and decarbonisation targets which we are not currently on track to meet. It will significantly improve access for those who currently experience poverty, exclusion and inequality</p>	<p>We believe continuing with BSIPs is a mistake and would urge SPT to reconsider and scrap the plan to sign BSIPs with private bus companies. This would in all likelihood significantly delay franchising and municipalisation plans, and given the clear opposition to such plans by current bus providers like McGills, may lock us into the very same failing, deregulated system that this consultation and these proposals are attempting to move us out of. There is substantial evidence that no partnership model can deliver the transformational change our public transport system requires, including the Centre for Cities 'Miles Better' report from Oct 2023. A BSIP would simply maintain the failed status quo that has been well articulated in the SPT Case for Change. None of the English city regions pursuing franchising decided to use the Enhanced Partnerships (English version of BSIPs) before or while developing their franchising frameworks. Furthermore, BSIPs will still see private bus companies take profits and therefore potential funding for capital expenditure, out of the public sector and into the pockets and accounts of their shareholders as their primary responsibility. Further enriching a private capitalist class at the expense of developing real and meaningful social protections for the working class is contrary to the intentions and motivation for a better bus network. BSIPs will require a further full statutory public consultation causing needless further delays to this process, and we know that they can only be varied or revoked with the agreement of the operators. If companies like McGills are already stating publicly that they will litigate to defend their profits, why would SPT think that any private bus company operating in Glasgow/Greater Glasgow would willingly agree to stop their future profit-making activity? BSIPs must be avoided at all costs. Funding from the Scottish Government's Bus Partnership Fund can still be accessed if SPT is working towards franchising or municipalisation and could make changes to the bus network without the need for a statutory BSIP with operators.</p>
2181		They provide terrible service
2182	Transport provision should be determined by local government authorities and then responded to by companies, not determined by companies.	This will ensure companies cooperate to the benefit of society, and not just when they see it as being worth it for them.
2183	No much better onles Not much better without being enforceable	
2184		
2185	This would be brilliant as this will hold bus companies accountable if they fail to provide a mandatory service for customers on the routes. This could also allow a unified spt smart card to be used to tap in and out of rail, subway and bus services across the SPT region. Plus in my hometown of Lanark, the bus service provided is shocking and there should be more forced services to provide important routes especially to Wishaw general which has no current subsidised service, meaning no access to the hospital by bus on sundays	Absolutely not as any control that the private bus companies have could restrict and prevent development on failing services, and probably will exasperate the current issues
2186		
2187		
2188		
2189		
2190	This would destroy our current express coach service to Glasgow	This model might preserve the integrity of our current community informed express coach service to Glasgow
2191		
2192		

	AB	AC
2193		Climate Action Strathaven commenced bus services from Strathaven direct to Glasgow in October 2022. Due to its popularity they are now running 12 journeys a day. The people of Strathaven have been denied services and been forgotten about by the large bus operators for decades. More arrangements like the one operated by Climate Action Strathaven should be allowed to operate.
2194		
2195		
2196	The way forward for competition	Nope
2197	Very happy with Strathavon's 3C bus service	Very happy with Strathavon's 3C bus service
2198		
2199		
2200		
2201		
2202	This will cause companies to fail.	Only with struggling operators
2203		
2204		
2205		
2206		If this would retain the existing 3C service from Strathaven
2207		
2208		
2209	Service will deteriorate if this happens	Unknown service when the service is excellent just niw
2210		
2211	Again as long as the 3c continues business as usual.	As long as 3c remains business as usual.

	AB	AC
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2213		
2214		This might allow our extremely popular and superb local 3C express bus service from Strathaven to Glasgow run by Climate Action Strathaven to continue to operate as it has done for several years unhindered by local authority.
2215		
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2220		
2221	Franchising only leads to buying up of services by people to make more money. Rarely does it lead to improvements for the user.	Naturally if improvements can be made then this can only be a good thing provided it's with existing operators.
2222	As above; existing services were instituted to fulfil a local need that SPT couldn't or wouldn't meet due to your lack of response to these needs. I strongly feel that this will still be your attitude after franchising, risking routes being dropped.	See the above. Nothing in your behaviour or actions leads me to feel you're a safe pair of hands
2223		
2224	This should not be about money-but about public services	If that allows CAS to continue and expand I would support this
2225		
2226		
2227		
2228		
2229		
2230	The more the better.	
2231	This sounds similar to how the railways are/were run and it worked very well until the covid pandemic.	I'm opposed to BSIPs because the statutory obligations may be set by civil servants who have no idea how to run a transport company and may be setting the plan or scheme obligations for political reasons rather than for genuinely improving the bus service. This is partly why the Scotrail Abellio franchise was terminated; when it was granted in 2014 it was never likely to succeed.
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	AB	AC
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2246	No. History has proven that this model does not work	
2247		
2248		
2249	I agree with this but what is the cost?	
2250		
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2253		This may be an a option if it meant Cas in Strathaven could continue to overate and develop their service. However they have down this in a very wffiwnrcr way so far and so it may be better that they continue operating with full control in our town.
2254		
2255		
2256		
2257		
2258	Only if helps the passengers	not sure
2259		
2260		
2261	Decisions on how services are run should be taken by local authorities, not the bus companies	Bus companies should be forced to provide the service levels seemed necessary by local authorities
2262	Better option than the one we have now	Unsure
2263		
2264		

	AB	AC
2265	To make bus services fit the local demographic.	To simply rule out operators not honouring their commitments and cutting corners. The bus service needs to be run by the law and regulations.
2266	Customers always suffer, with only profitable routes being bid for	Best option when looking to provide services to the least served areas
2267		
2268		
2269		
2270		Just another franchise not focused on local needs in other words same old same old
2271		
2272		
2273	This would hopefully improve services however I'm slightly concerned it might result in even worse services than there is currently so there would need to be an assurance that franchising wouldn't lead to there being less provision than there is already. I'm not opposed to private operators running services as long as they invest in them however most of the private companies running services in Glasgow haven't. I would want to see any franchise requiring companies to have their drivers undertake disability awareness training and for their services to operate onboard announcements.	I don't care who runs the service as long as they are held accountable so SPT would need to explain how an operator will be held to account to provide quality services that met the BSIP standards. These standards ought to require disability awareness training for bus drivers, onboard announcements and accessible vehicles that run at a frequency which encourage people to use the services.
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2284		I use the CAS 3C bus regularly. This service is excellent. Good for environment reducing car use to Glasgow for the area I live in
2285	I don't want SPT involved in a now successful bus service in Strathaven	I don't want SPT involved in a now successful bus service in Strathaven
2286		
2287		

	AB	AC
2288	We have a relatively new service that work great for our community which was sadly lacking Please support the smaller local communities thag are losing or have no or losing amenities	
2289		this i believe is the best for the local communities
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2300	Why would you disrupt what is already a fantastic service	Why would you disrupt what is already a fantastic service
2301		
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2306		
2307	It makes sense for smaller routes	
2308	In the short term this is the best option for a joined up, responsive, service	I consider this would be a bureaucratic waste of time
2309		
2310		
2311	Likely to prove a quicker path to a satisfactory bus service	To much oppportunity for delay to change
2312		
2313		
2314		
2315	This is the only option that will provided a fair integrated network and is being rolled out by many forward thinking English local authorities.	This is a waste of time and money and will only cause an expensive delay to the ultimate viable solution - franchising.
2316		Huge waste of time and tax money that prolongs a franchising system that has already proven to work in other advanced cities
2317		
2318		I do not see any benefit from doing this.
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	AB	AC
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2329	Driving down prices without monitoring service provision	Nobody to monitor these services and no regulatory teeth to speak of makes a partnership an expensive tool.
2330		
2331	Good for non drivers	
2332		
2333		
2334		
2335		A waste of time and public money
2336		
2337		
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2340		

	AB	AC
2341	People's needs first	A step
2342		
2343		
2344	Yes	Yes
2345		
2346		It's the next best option for the 3C service.
2347		
2348	As above	As above
2349		
2350	Who is going to pay for this?	
2351		
2352	This isn't a practical option.	No no no no no.
2353		
2354		
2355		Seems like it might be the next best option fro BAU for the 3c . If you can't fo better leave the service as is.
2356		
2357		
2358		
2359	Bus services should be ruled by the public	
2360		
2361		
2362	The current 3C service is excellent	The current 3C service is excellent
2363		
2364		

	AB	AC
2365	An integrated bus service makes sense	No! This will delay franchising, and is a waste of time, money and efforts
2366		
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2372		The 3C bus service has bucked the trend of declining bus travel. The people of Strathaven and Stonehouse have supported the service since inception and the success is evident as the number of trips was increased because of demand.
2373		
2374		
2375		
2376	Only sensible option.	No, private companies have too much power this approach would not change that. The service needs to be run to serve the public not to make private companies money. This approach would slow down and distract from making proper change. It's a waste of money, invest fully and properly in franchising.
2377	This service would be more accountable	
2378		
2379		
2380		The evidence suggests that partnership agreements don't work and won't lead to the improvement required for Glasgow and the wider region.
2381		
2382		
2383		
2384	Local services serve the local area and better meet demand	
2385	This would be good for the above reason.	This needs to be done as everyone relying on public transport needs a reliable service.
2386		
2387		
2388	This would allow municipal authorities to exercise some control without spending valuable public money on buying out or bribing private operators to run a socially responsible service.	As above.

	AB	AC
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2392	Important that local services reflect local transport needs	Local Transport Authorities need statutory powers to ensure adequate bus services.
2393	This is a valid way of filling the gaps in provision.	
2394	Good idea as long as contracts are strictly adhered to	There are areas that are underserved.
2395	Enables an integrated approach to public transport services to address needs of passengers. Simplified journey planning information, ticketing arrangements, and transfer between modes.	Potential solution in transition period whilst franchising arrangements are being developed.
2396		
2397		
2398	When local services are franchised, if often means different bus companies which means different tickets, how does that work for people travelling around the city.	
2399		
2400	Yes	No
2401	This sounds a bit better	Not too sure about this
2402	Allows for co-ordination.	Allows for innovation.
2403		
2404	Strongly support this model as the best balance of public control over the bus system.	Will unduly delay the development of bus franchising.
2405		
2406	Franchising would impact 3c	So long as the 3c service continued to be run as is
2407		This is is best out of all options for Strathaven and Stonehouse
2408		
2409		
2410	Yes please, and get it done soon! Some of our areas are languishing without bus access to hospitals, other transport connections, or even just being able to get the shopping without an hours journey which is ridiculous in a built up area. Franchising is the fastest way to address the situation.	Please don't. It just locks in deregulated systems that have already failed us, and slows down any progress. Other cities in England that did this regretted it.

	AB	AC
2411		
2412	Not satisfactory	Not satisfactory
2413	seems like ti creates the possibility of local control on priorities and needs of the community	provided there is a formal agreement in place with clear penalties for non compliance this could be effective
2414	We will support and participate in whatever frameworks are put in place, but we believe that the benefits set out in the strategy for franchising can be delivered through partnership working, without the costs, delay and rigidity arising from franchising. Should franchising be decided, a clear framework to give operators the greatest certainty and avoid franchising blight will be essential.	We believe that proceeding with BSIPs would be the best option, putting commitments by operators and authorities on a statutory basis whilst retaining the flexibility to adjust to changing market conditions as the market continues to recover and develop post-pandemic.
2415		
2416		
2417	This is a perfect opportunity to simplify and connect the public transport system into one coherent whole	
2418		
2419		
2420	The current system cannot continue. However, I am not confident that SPT will have have the required finances to offer the drastic improvement I would like to see. The current subsidised "network" provided through SPT does not fill me with hope.	
2421		
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2424	This is all about SPT taking back control of busss which in effect will result in many bus operators having their businesses swept away from under their feet after many years of investing in them to build them up. It's unjust.	SPT put much of the blame for bus passenger decline on bus operators when in reality, the local authorities and SPT combined have not been proactive enough in providing the road infrastructure to help buses maintain good speeds and reliability. There has been a lack of focus and investment from SPT and local governmemt with little or no responsibility being taken for the current situation. It's just a blame game to convince the travelling public that it's all the bus companies fault.
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2427		Oppose. Collaboration with the private sector is costly and takes control away from the public, which is what matters rather than lining the pockets of private operators

	AB	AC
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2435	When I lived in crossford this never worked! Buses went from every hour to 2 hours and never turned up. Operators wanted only to run at times it was profitable	It would take away from what we have
2436		There may be reasons elsewhere why SPT needs to drop business as usual & voluntary partnerships and if this must happen everywhere (personally don't see why exceptions cannot happen is supported by local public) then this seems a possible alternative.
2437	No	No
2438		
2439		
2440		
2441	3C service Strathaven to Glasgow - I have zero confidence that any alternative other than business as usual will deliver a service as good as the one currently run by CAS. SPT and existing operators had decades to provide a direct bus service for Strathaven. Now we have one the organisation that delivered it should be allowed to continue with it.	I can see the value in CAS having targets that SPT oversee
2442	No no no. These never work and lead to cherry picking profitable routes. This reducing services.	No
2443		
2444	3c brilliant service	3c brilliant service

	AB	AC
2445	No partnership required	No partnership required
2446		
2447		Supporting this option which has proven to be successful with option to improve further services to outlying villages
2448		
2449		
2450		
2451	Support the local bus	
2452	As above	As above
2453		
2454		Second choice reluctantly
2455		
2456	As above	As above
2457		

	AB	AC
2458	<p>should have access to local transport which meets their needs no matter who they are or where they live. Public transport should put people first, not profit. Services should be designed and delivered in the public interest, rather than according to private interests, to meet the needs of people and communities. These values are at the heart of the ethos and mission of Community Transport, which is always for a social purpose and never for a profit. The current deregulated, fragmented and privatised model of delivering bus services is not working for the people and communities of the West of Scotland, which is a diverse area with a significant economy and large population. In many ways, the need for the region’s extensive Community Transport sector, including 5 community-owned bus services, which plugs gaps and addresses unmet transport needs across the bus network, is evidence of this failure. Moreover, local bus routes, frequencies and use are all in decline in the West of Scotland and have been falling for years. Across Scotland as a whole, 25 million miles of bus routes have been lost since 2019 and, as a result, bus passenger numbers have fallen by a third. Across the region, this means 70 million fewer bus journeys. These trends need to be urgently reversed through greater control, investment and regulation to tackle climate change, transport poverty and unequal access to amenities, education, employment, healthcare, public services and recreation. Only by improving the accessibility, affordability and reliability of local bus services can we reduce private car use, increase public transport use and decarbonise our transport system. Franchising will not by itself end all of the challenges facing the bus sector, such as a lack of reliable and timely services caused by congestion or a lack of bus priority measures, such as bus gates and lanes. It is necessary for the Scottish Government to urgently reverse its decision to reduce funding for SPT’s capital spending to zero and to release the remaining part of the Bus Partnership Fund for accelerated investment in this kind of essential infrastructure to improve journey times and the passenger experience. Less than £30m of the total £500m has been spent to date before a damaging ‘pause’ in the Fund was announced. Nevertheless, franchising will give SPT more of the tools it needs to address other significant challenges. Franchising will enable routes to be set according to need, rather than profitability, and should be accompanied by network changes and</p>	<p>We do not believe that SPT should take forward Bus Service Improvement Partnerships (BSIPs). The Strathclyde Regional Bus Strategy itself notes that BSIPs are ‘unlikely to deliver major improvements to service levels across the network or major beneficial impacts on fares’. This should also be seen in the context of limited staff capacity and the need for prioritisation. A genuinely impactful BSIP also relies on significant public funding to achieve outcomes, which does not appear to be forthcoming, and could otherwise be better directed to accelerating and improving progress on franchising. CTA members have raised concerns about the projected timeline for the transition to franchising. The recent Miles Better report by the Centre for Cities comes to a similar conclusion that there is no available public-private partnership model capable of delivering the transformational change which is required. None of the city regions in England which are pursuing franchising (Greater Manchester, Liverpool, South Yorkshire and West Yorkshire), entered into the English equivalent of a BSIP before or during the franchise framework design process.</p>
2459		
2460		
2461	Franchising got us into this mess in the first place	
2462	I’m not sure if the 3C bus service in Strathaven falls under this category but it is the single biggest improvement to the bus service in my 42 years as a resident.	
2463	Too diverse - again business decisions before local needs in rural area	
2464	It has worked in Strathaven with a very reliable service to Glasgow. Leave it alone.	
2465		
2466	Would not give us the service we need long term. Why take away a service that is successful and replace it with something else.	
2467		

	AB	AC
2468		
2469	See above plus would lose community control communication and instantaneous reactionary response to local situations	
2470		
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2472		
2473		
2474		Best best option.
2475	Transport UK strongly agrees with this recommendation. As noted in our comments about 'business as usual' it is Transport UK's view that local bus network's are best planned holistically, taking account of the travel needs of local areas. Local authorities are best placed to undertake this. The one note of caution Transport UK would sound is to ensure that the design of any franchising takes place in a manner which encourages strong competition for franchises.	Transport UK agrees somewhat that BSIPs should be taken forward. The reason Transport UK does not strongly support this recommendation is that we believe progress towards local service franchising should be given greater priority. While BSIPs can deliver through introduction of additional funding for assets or infrastructure, they are time-consuming. Indeed, it might be argued that the time and expense in delivering a BSIP would give greater benefits if the same resources were directed towards bus priority measures, speeding up bus journey times (even if at the expense of single occupancy car journeys).
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2483		This may work in relation to Strathaven's bus service
2484		

	AB	AC
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2490	Concerns over disruption to service as franchises change, this has happened on the rail network and been a disaster in many areas.	
2491		
2492		Since business as usual is not on the table this seems the best alternative which would allow Climate Action Strathaven (CAS) to continue to develop their fantastic 3C bus service.
2493	Will give councils control over service provision, routes, timetables and fares and will enable better integration with rail and subway services.	Just another version of the failed partnership model. SPT should not be wasting time and resources on these when all their efforts should be spent on introducing franchising as soon as possible. BSIPs will just leave power and public subsidies with the private operators for longer than necessary. They've ripped off the public for long enough.
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2499		
2500	I want climate action strathaven to continue to operate 3C bus service	I want climate action strathaven to continue to operate 3C bus service
2501		
2502	This must happen asap to end the mess that deregulation has made of our transport services	This would at best slow down but most probably prevent any hope of getting transport back to being publicly franchised. It is essential that we do not allow companies to stitch up our public transport services any longer
2503		
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	AB	AC
2508		
2509		
2510		
2511		No profit before people
2512		
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2517		
2518	Very good idea	Dodgy idea
2519	Strongly agree with this as its been shown in the past with London, and cities across Europe being the prime examples that public services work better when they are run and financed by the public.	I don't think this will fix the issue at hand
2520		
2521		
2522	A group such as the CAC group in Strathaven have demonstrated that they can organise and operate a good safe service that is appreciated and used by the population	A BSIP would just be an expanded quango, unfit for purpose and creating jobs for the boys. Nothing more than a Marxist type scheme to control the people and how to run their life.
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	AB	AC
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2536		BSIPs would be the only way to keep the smaller operators going, and communicating with their local communities, targeting their services to the specific needs of rural towns and villages. An attempt to franchise, and tender services would strip these services, and massively disadvantage our communities.
2537		
2538	As above	As above
2539		
2540		
2541	<p>SPT should focus all its resources on fast-tracking franchising. The franchising powers in the Transport Act 2019 offer SPT a once-in-a-generation opportunity to end the chaos caused by bus deregulation and bring our bus network back into public control. It is only by taking this approach that we can deliver a fully-integrated and coherent network across bus, Subway, rail and ferries; we can reconnect isolated communities, cut and cap fares and deliver one simple affordable ticket across all transport modes. This is why many regional transport authorities in the north of England are now moving ahead with bus franchising, including in: Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire. They know it is the only way to deliver the transformational change to our public transport system needed to address poverty and inequality and meet pressing climate targets. If SPT does not follow their lead – and focus all resources on fast-tracking franchising – we will fall even further behind. But SPT also has an advantage over the English city regions, in that it has the additional power to set up a new publicly-owned operator for Strathclyde (this power is not available in England). It is therefore vital that SPT uses these two powers in tandem so that franchising can be delivered in a much more cost effective way in the longer-term</p>	<p>SPT must scrap the plan to sign a BSIP with the private bus companies. A BSIP would severely delay – and potentially sabotage altogether – plans for franchising and municipal ownership, locking us into the failing deregulated system for years to come. There is a huge amount of evidence (including in Centre for Cities’ most recent ‘Miles better’ report) that no partnership model, no matter how it is framed (i.e. neither voluntary partnerships nor statutory BSIPs), can deliver the transformational change to our public transport system that we need. A BSIP would simply maintain the failing status quo that has been highlighted so well in SPT’s Case for Change. This fact was put most succinctly by the former UN Special Rapporteur on Extreme Poverty & Human Rights, Professor Philip Alston, when he wrote in his 2021 report into the UK bus sector, “It is time partnerships are recognised as a tried-and-failed approach that should be retired in favour of actual regulation of public transport.” (p.33) This is why none of the English city regions currently pursuing bus franchising (Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire), first entered into a statutory ‘Enhanced Partnership’ (the English equivalent to a BSIP) with bus companies before or whilst developing their franchising frameworks. If SPT was to take this misguided approach it would be a costly waste of time which would only delay even further – and potentially sabotage altogether – the complex, but essential process of taking the bus network back into public control through franchising. Systra’s research shows that it could take 1-2 years and cost £1.5 million to establish a BSIP, and cost £40-60 million annually to run. This is money which would be much better invested in accelerating the franchising process. Any proposal to enter into a BSIP also has to be put out to another full statutory public consultation – at which point it will face fierce public opposition for all the reasons described above. This will just lead to further delays. If, despite this public opposition, the BSIP is still signed, it can then only be “varied or revoked subject to agreement from operators” – something the private bus companies will never agree to as all they care about is maximising their profits in the deregulated system. It is therefore essential the BSIP is avoided at all costs. There is no financial incentive for entering into a BSIP, as Transport Scotland have confirmed that funding from the ‘Bus Partnership Fund’ for bus priority measures can still be accessed if SPT is working towards franchising or municipal ownership (if and when this Fund is ‘unpaused’). This means SPT would still be able to make improvements to the bus network in the medium term without the need for a statutory BSIP with bus operators. And, in fact, this would be by far the most sensible thing for SPT to do, as previous Centre for Cities research has shown that any investment in bus priority measures linked to a partnership model, primarily benefits the private operators (through increased profits) instead of the transport authority.</p>
2542		
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2546		

	AB	AC
2547		
2548	Local service run by local People	SPT not wanted to run local service
2549		spt is the best one to do the job
2550		
2551		
2552	I live in Stewartfield in East Kilbride and since First Bus pulled the 31, there is bus that goes directly to Glasgow.	
2553	Yes. Good to support new initiatives.	Yes. This sounds good as it has a legal basis.
2554		
2555		I oppose this as I think it will perpetuate the current system of running buses for profit rather than to serve the people of Glasgow. It will prevent us meeting climate targets.
2556		
2557		
2558		
2559	100% agree. However, we need to distinguish between the 'town' and the 'country' approaches. I fear SPT's coverage is simply too much of a land area. If you can't even get the trains to coordinate with the Dunoon ferry (now passenger only) what hope can there be for a "one size fits all" approach.	Would need to be convinced.
2560		
2561	The system needs to be a continuous service across all forms of transport to unite the whole city.	This hasn't worked and shouldn't be carried on.
2562		Public should be involved, this sounds like more of same.
2563		
2564		
2565	If local services support the locals who use services then great. Stop fares going up and services down. Use more smaller buses regularly instead of big buses almost empty but fewer of them, because they do not run for public use! Travellers resort to cars instead.	Not sure
2566		BSIP appears to me as more of the same, with extra red tape in the middle. I don't see how trusting the private industry to comply will be any different that the current process. There is an opportunity for change at the moment; following other successful models is a good idea. BSIP appears to me like the lazy option of "we did something" hiding the fact that not much will change. Having multiple private companies still in operation will create that much more layers of complexity and friction to further advocate future changes that would benefit the public. These companies will always fight for their own benefit and against the public benefit.

	AB	AC
2567		We tried it with trains and see how that worked out...
2568		
2569		
2570	Dislike it	Hate it
2571		
2572		
2573		
2574	The big boys get the monopoly wee operators get the dross	
2575		
2576	Yes	Yes
2577		
2578		
2579		
2580		
2581		
2582		
2583		
2584		
2585	Second best to municipal ownership.	Still to much say by the current operators. McGill's being the prime example.
2586		
2587		
2588		
2589	That's a good way to take back control of the services.	That's just like "Business as usual"!
2590	Offers a positive way forward	Doesn't offer a positive way forward
2591		
2592		
2593	This gives tighter public accountability	Again, leaving it to people whose only interest is profit has failed
2594		
2595		
2596	Still pays external operators	Still pays external operators
2597		

	AB	AC
2598		I strongly oppose this. We need public transport in the public hand.
2599		
2600		
2601	I believe local services franchising as we have already seen in Manchester, Yorkshire, and Liverpool is the way to go. Additionally every time I visit London I enjoy using the fully integrated TfL's network. I know I won't spend more than daily/weekly cap and I don't have to worry about various operators requiring different payment methods and having their own ticketing systems. I believe such an integrated network can't be put in place without bringing bus services into public control.	The private operators have had years to show good will, yet they have not been providing a service that the community needs. BSIPs will take a long time to implement while still keeping the private bus operators actually in charge.
2602		A total waste of time and money
2603		
2604		
2605		
2606	YES !!! We need to end deregulation - I don't get the bus in Glasgow anymore as it's too unreliable, different buses run by different companies come at different times and the service is not smooth at all.	franchising over BSIPs !
2607		
2608	We need a single, joined up system of public transport in Glasgow. Let's make it happen finally!	This is a halfway house, rather than the simple, bold solution we need. I also strongly doubt whether a partnership based on change by enforcement will result in genuine meaningful improvement.
2609		
2610		
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2617		
2618	Sooner rather than later, action needs to be taken now.	Waste of time, get franchising sorted now.
2619		
2620		
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	AB	AC
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2631		
2632		
2633	Localised approach would improve structure as the centralised approach is not workable.	Public transport is not a luxury.
2634		
2635		
2636		
2637		
2638	To improve service for customers	
2639		
2640		
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2651		
2652	Franchising in the transport sphere has a very poor track record	Only to be pursued if clear benefits from BSIP's are clearly demonstrable and not available from alternative strategies.
2653		
2654		
2655	Yes	No
2656		
2657		
2658		
2659		
2660		
2661		
2662		
2663		
2664		this option seems to allow flexibility to explore what is needed in neighbourhoods but provide a framework to support innovation

	AB	AC
2665	This is the only way of reducing the risk of global warming and enfranchising the poor	Privately owned companies have never worked anywhere in the world to make public transport sufficiently attractive to get people out of their cars and provide an affordable and efficient public transport system
2666	As above	
2667		
2668		
2669	SPT should focus all its resources on fast-tracking franchising. The franchising powers in the Transport Act 2019 offer SPT a once-in-a-generation opportunity to end the chaos caused by bus deregulation and bring our bus network back into public control. It is only by taking this approach that we can deliver a fully-integrated and coherent network across bus, Subway, rail and ferries; we can reconnect isolated communities, cut and cap fares and deliver one simple affordable ticket across all transport modes. This is why many regional transport authorities in the north of England are now moving ahead with bus franchising, including in: Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire. They know it is the only way to deliver the transformational change to our public transport system needed to address poverty and inequality and meet pressing climate targets. If SPT does not follow their lead – and focus all resources on fast-tracking franchising – we will fall even further behind. But SPT also has an advantage over the English city regions, in that it has the additional power to set up a new publicly-owned operator for Strathclyde (this power is not available in England). It is therefore vital that SPT uses these two powers in tandem so that franchising can be delivered in a much more cost effective way in the longer-term (see further comments under ‘municipal bus operations’ below).	essential process of taking the bus network back into public control through franchising. Systra’s research shows that it could take 1-2 years and cost £1.5 million to establish a BSIP, and cost £40-60 million annually to run. This is money which would be much better invested in accelerating the franchising process. Any proposal to enter into a BSIP also has to be put out to another full statutory public consultation – at which point it will face fierce public opposition for all the reasons described above. This will just lead to further delays. If, despite this public opposition, the BSIP is still signed, it can then only be “varied or revoked subject to agreement from operators” – something the private bus companies will never agree to as all they care about is maximising their profits in the deregulated system. It is therefore essential the BSIP is avoided at all costs. There is no financial incentive for entering into a BSIP, as Transport Scotland have confirmed that funding from the ‘Bus Partnership Fund’ for bus priority measures can still be accessed if SPT is working towards franchising or municipal ownership (if and when this Fund is ‘unpaused’). This means SPT would still be able to make improvements to the bus network in the medium term without the need for a statutory BSIP with bus operators. And, in fact, this would be by far the most sensible thing for SPT to do, as previous Centre for Cities research has shown that any investment in bus priority measures linked to a partnership model, primarily benefits the private operators (through increased profits) instead of the transport authority.
2670		
2671	Unsure	This would be my second preference
2672		
2673		
2674		
2675		
2676		
2677		
2678		Good way to make sure that routes, systems and pricing are fairer
2679		
2680	I support any move towards integrating the bus, Subway, rail and ferries, cutting fares and following positive examples in other cities like Manchester and Liverpool	This is a waste of time that would cost a lot of money and set Glasgow transport back even further
2681		
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2683		

	AB	AC
2684		
2685		
2686		I believe the priority should be public ownership of the bus network
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2688		
2689		
2690		
2691		They would still disadvantage the residents.
2692		
2693	No	No
2694		
2695	This is needed to deliver a coherent and integrated transport system.	
2696		
2697		
2698		
2699		
2700	I would hope that services can be provided where current companies have abandoned the routes recently, even if only on a less frequent basis.	As above
2701		
2702		
2703	A step in the right direction	Yes
2704		
2705		
2706		

	AB	AC
2707		I would like all public transport to be in public ownership and therefore public control
2708		
2709	This sounds like a sensible way to integrate the services. Have heard good things from friends in Liverpool and Manchester where similar has been implemented.	The status quo has failed, locking in the status quo isn't going to fix anything and will delay the franchising approach. With the cost of living rising, people using the subway more coz the bus system is failed, only pushes the problem there. I've already seen a huge increase in numbers this year on the subway, not sure if this is linked but those trains are limited in size, as are the platforms, so from a safety perspective they simply can't replace the failing bus system
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2721		
2722	Keep local services under public control	Too costly. Pointless. Little better than the status quo
2723		
2724		
2725		
2726		
2727	Allow better integrated planning and lower cost services.	Doesn't address fundamental problems with current bus service provision.

	AB	AC
2728	<p>SPT should focus all its resources on fast-tracking franchising. The franchising powers in the Transport Act 2019 offer SPT a once-in-a-generation opportunity to end the chaos caused by bus deregulation and bring our bus network back into public control. It is only by taking this approach that we can deliver a fully-integrated and coherent network across bus, Subway, rail and ferries; we can reconnect isolated communities, cut and cap fares and deliver one simple affordable ticket across all transport modes. This is why many regional transport authorities in the north of England are now moving ahead with bus franchising, including in: Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire. They know it is the only way to deliver the transformational change to our public transport system needed to address poverty and inequality and meet pressing climate targets. If SPT does not follow their lead – and focus all resources on fast-tracking franchising – we will fall even further behind. But SPT also has an advantage over the English city regions, in that it has the additional power to set up a new publicly-owned operator for Strathclyde (this power is not available in England). It is therefore vital that SPT uses these two powers in tandem so that franchising can be delivered in a much more cost effective way in the longer-term (see further comments under ‘municipal bus operations’ below).</p>	<p>SPT must scrap the plan to sign a BSIP with the private bus companies. A BSIP would severely delay – and potentially sabotage altogether – plans for franchising and municipal ownership, locking us into the failing deregulated system for years to come. There is a huge amount of evidence (including in Centre for Cities’ most recent ‘Miles better’ report) that no partnership model, no matter how it is framed (i.e. neither voluntary partnerships nor statutory BSIPs), can deliver the transformational change to our public transport system that we need. A BSIP would simply maintain the failing status quo that has been highlighted so well in SPT’s Case for Change. This fact was put most succinctly by the former UN Special Rapporteur on Extreme Poverty & Human Rights, Professor Philip Alston, when he wrote in his 2021 report into the UK bus sector, “It is time partnerships are recognised as a tried-and-failed approach that should be retired in favour of actual regulation of public transport.” (p.33) This is why none of the English city regions currently pursuing bus franchising (Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire), first entered into a statutory ‘Enhanced Partnership’ (the English equivalent to a BSIP) with bus companies before or whilst developing their franchising frameworks. If SPT was to take this misguided approach it would be a costly waste of time which would only delay even further – and potentially sabotage altogether – the complex, but essential process of taking the bus network back into public control through franchising. Systra’s research shows that it could take 1-2 years and cost £1.5 million to establish a BSIP, and cost £40-60 million annually to run. This is money which would be much better invested in accelerating the franchising process. Any proposal to enter into a BSIP also has to be put out to another full statutory public consultation – at which point it will face fierce public opposition for all the reasons described above. This will just lead to further delays. If, despite this public opposition, the BSIP is still signed, it can then only be “varied or revoked subject to agreement from operators” – something the private bus companies will never agree to as all they care about is maximising their profits in the deregulated system. It is therefore essential the BSIP is avoided at all costs. There is no financial incentive for entering into a BSIP, as Transport Scotland have confirmed that funding from the ‘Bus Partnership Fund’ for bus priority measures can still be accessed if SPT is working towards franchising or municipal ownership (if and when this Fund is ‘unpaused’). This means SPT would still be able to make improvements to the bus network in the medium term without the need for a statutory BSIP with bus operators. And, in fact, this would be by far the most sensible thing for SPT to do, as previous Centre for Cities research has shown that any investment in bus priority measures linked to a partnership model, primarily benefits the private operators (through increased profits) instead of the transport authority.</p>
2729	This is the best method of achieving the above.	
2730		
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2735		
2736	Absolutely - this is essential for improved services across the SPT area.	I'd like to see improvements but am somewhat doubtful private operators will "play ball" with impending wider changes. They might work, but probably sorting out local services franchising is the key output.
2737		
2738		

	AB	AC
2739	SPT should focus all its resources on fast-tracking franchising. The franchising powers in the Transport Act 2019 offer SPT a once-in-a-generation opportunity to end the chaos caused by bus deregulation and bring our bus network back into public control. It is only by taking this approach that we can deliver a fully-integrated and coherent network across bus, Subway, rail and ferries; we can reconnect isolated communities, cut and cap fares and deliver one simple affordable ticket across all transport modes.	SPT must scrap the plan to sign a BSIP with the private bus companies. A BSIP would severely delay – and potentially sabotage altogether – plans for franchising and municipal ownership, locking us into the failing deregulated system for years to come. Has local government not learned anything from the failed model of Private Finance Initiatives?
2740		
2741	This is just the same as business as usual in terms of impact on end users	Again this is just business as usual with smoke and mirrors. No benefit for end users.
2742		
2743		
2744		
2745	This has not worked so far so oppose this	
2746		
2747		Waste of money
2748		
2749		
2750	This should be SPT's focus in order to deliver a fully integrated system in which buses, subway, and trains operate under the one, simplified ticketing and pricing structure. This is what is being pursued in Manchester, London and Leeds - Glasgow should follow their lead.	All available evidence suggests BSIPs cannot deliver the scale of change that is needed and would end up costing the city more and lead to further delays.
2751	Could support	Don't know
2752		
2753	I strongly support taking forward franchising, the public transport network must be in public control and run for the benefit of the public, not for bus company bosses and shareholders. Franchising is the best way to achieve this and is a step towards full public ownership and operation - the most long term cost effective mode. Franchising will allow integrated ticketing and better organised connections between different transport modes. Franchising must be fast tracked as soon as possible, other interim measures will only slow this down.	I strongly oppose this. This is just a way for bus companies to continue to control the network for their own profit, and delay franchising, possibly forever. BSIPs once entered into can only be "varied or revoked subject to agreement from operators" - i.e this gives operators an indefinite self-interested veto on franchising. They will not willingly revoke their power. BSIPs should not be pursued, partnerships are a tried and FAILED approach. No partnership model (voluntary or BSIP) can deliver the change needed for a sustainable and efficient public serving bus network (see e.g. Centre for Cities' 'Miles better' report). Other city authorities have not needed these partnerships to introduce franchising. We do not need to waste time or money on them either. Public investment in buses under a partnership model overwhelmingly benefits the subsidised operators and their profits, NOT the public. We do not need to funnel public money into private pockets in this way.
2754	While franchising can provide more public control over the tendering process, there is still a need address fundamental issues of public ownership within our public transport system through municipal buses. In addition, and in line with the Scottish Government's Fair Work agenda and the collective bargaining indicator in the National Performance Framework, franchising mechanisms should be used to support collective bargaining and drive-up terms and conditions across our public transport network.	We strongly oppose the option to take forward 'BSIPs' and would encourage SPT to scrap the plan to sign a BSIP with the private bus companies. A BSIP would severely delay, and potentially sabotage, plans for franchising and municipal ownership, locking us into the failing deregulated system for years to come. If SPT was to take this misguided approach it would be a costly waste of time which would only delay the process of taking the bus network back into public control. Systra's research shows that it could take 1-2 years and cost £1.5 million to establish a BSIP, and cost £40-60 million annually to run. This is money which would be much better invested in accelerating alternative proposals. If, despite this public opposition, the BSIP is still signed, it can then only be "varied or revoked subject to agreement from operators" - something the private bus companies will not agree to willingly as their priority is maximising their profits. It is therefore essential the BSIP is avoided.

	AB	AC
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2758		
2759	it works very well in other parts of the UK	They don't work (see Centre for Cities' "Miles Better" report)
2760	It will give a greater accountability and it is a model that has worked in London and is beginning to work in Manchester.	For the same reasons given above.
2761		
2762		
2763	This is the response that the overwhelming majority of trade unionist responses preferred. We fed this feedback further to Glasgow TUC. We have subways and buses serving our main campus, and very limited services to Garscube, with our East Kilbride members further limited. A fully integrated approach, ideally by a publicly-owned and publicly-accountable operator, is the priority for improving services for our campus members.	There are very few advantages to a BSIP compared to a fully franchised service. This would only lead to more costly delays to improvements, and is likely exactly what private bus companies would like to see.

	AB	AC
2764	<p>Absolutely, SPT need to look at the success of transport in London and why Manchester and other big conurbations/regions are fast tracking franchising. Seize this opportunity to fix public transport in Scotland which is fragmented, dysfunctional, and poor value for money; leaving communities isolated.</p>	<p>Absolutley not! SPT must scrap the plan to sign a BSIP with the private bus companies. A BSIP would severely delay – and potentially sabotage altogether – plans for franchising and municipal ownership, locking us into the failing deregulated system for years to come. There is a huge amount of evidence (including in Centre for Cities’ most recent ‘Miles better’ report) that no partnership model, no matter how it is framed (i.e. neither voluntary partnerships nor statutory BSIPs), can deliver the transformational change to our public transport system that we need.</p>
2765		
2766		
2767	<p>It is only by taking the approach of bringing our bus network back into public control that we can deliver a fully-integrated and coherent network across bus, Subway, rail and ferries; we can reconnect isolated communities, cut and cap fares and deliver one simple affordable ticket across all transport modes.</p>	<p>This is just 'carry on regardless' and is the exact reason that Glasgow's bus services are in such an atrocious state. We should not be shackled to the failing deregulated system forever which is all that BSIPs will do. It is of significant note that this model was rejected in Greater Manchester, South and West Yorkshire and the Liverpool City region.</p>
2768		
2769		

	AB	AC
2770	<p>SPT should focus all its resources on fast-tracking franchising. The franchising powers in the Transport Act 2019 offer SPT a once-in-a-generation opportunity to end the chaos caused by bus deregulation and bring our bus network back into public control. It is only by taking this approach that we can deliver a fully-integrated and coherent network across bus, Subway, rail and ferries; we can reconnect isolated communities, cut and cap fares and deliver one simple affordable ticket across all transport modes. This is why many regional transport authorities in the north of England are now moving ahead with bus franchising, including in: Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire. They know it is the only way to deliver the transformational change to our public transport system needed to address poverty and inequality and meet pressing climate targets. If SPT does not follow their lead – and focus all resources on fast-tracking franchising – we will fall even further behind. But SPT also has an advantage over the English city regions, in that it has the additional power to set up a new publicly-owned operator for Strathclyde (this power is not available in England). It is therefore vital that SPT uses these two powers in tandem so that franchising can be delivered in a much more cost effective way in the longer-term (see further comments under ‘municipal bus operations’ below).</p>	<p>SPT must scrap the plan to sign a BSIP with the private bus companies. A BSIP would severely delay – and potentially sabotage altogether – plans for franchising and municipal ownership, locking us into the failing deregulated system for years to come. There is a huge amount of evidence (including in Centre for Cities’ most recent ‘Miles better’ report) that no partnership model, no matter how it is framed (i.e. neither voluntary partnerships nor statutory BSIPs), can deliver the transformational change to our public transport system that we need. A BSIP would simply maintain the failing status quo that has been highlighted so well in SPT’s Case for Change. This fact was put most succinctly by the former UN Special Rapporteur on Extreme Poverty & Human Rights, Professor Philip Alston, when he wrote in his 2021 report into the UK bus sector, “It is time partnerships are recognised as a tried-and-failed approach that should be retired in favour of actual regulation of public transport.” (p.33) This is why none of the English city regions currently pursuing bus franchising (Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire), first entered into a statutory ‘Enhanced Partnership’ (the English equivalent to a BSIP) with bus companies before or whilst developing their franchising frameworks. If SPT was to take this misguided approach it would be a costly waste of time which would only delay even further – and potentially sabotage altogether – the complex, but essential process of taking the bus network back into public control through franchising. Systra’s research shows that it could take 1-2 years and cost £1.5 million to establish a BSIP, and cost £40-60 million annually to run. This is money which would be much better invested in accelerating the franchising process. Any proposal to enter into a BSIP also has to be put out to another full statutory public consultation – at which point it will face fierce public opposition for all the reasons described above. This will just lead to further delays. If, despite this public opposition, the BSIP is still signed, it can then only be “varied or revoked subject to agreement from operators” – something the private bus companies will never agree to as all they care about is maximising their profits in the deregulated system. It is therefore essential the BSIP is avoided at all costs. There is no financial incentive for entering into a BSIP, as Transport Scotland have confirmed that funding from the ‘Bus Partnership Fund’ for bus priority measures can still be accessed if SPT is working towards franchising or municipal ownership (if and when this Fund is ‘unpaused’). This means SPT would still be able to make improvements to the bus network in the medium term without the need for a statutory BSIP with bus operators. And, in fact, this would be by far the most sensible thing for SPT to do, as previous Centre for Cities research has shown that any investment in bus priority measures linked to a partnership model, primarily benefits the private operators (through increased profits) instead of the transport authority.</p>
2771		
2772		
2773	Could be used to bring transport back into public control and coordinate it better.	A binding partnership would lock in failure.
2774		
2775		
2776		
2777		
2778		
2779		
2780	Only if feasible and controlled locally	Only if relevant and gives control locally
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2782		
2783		

	AB	AC
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2785		
2786		
2787		
2788	sounds reasonable	supported
2789	<p>This is what SPT should do, following the lead of other UK cities, including Edinburgh. SPT should fast track franchising so as to deliver an integrated and joined-up public transport network, with single ticketing and links to active travel infrastructure. Bus deregulation has been a chaotic and expensive mistake, with many potential passengers priced out of using buses. Buses can be game changers in addressing poverty, inequality and climate change, and SPT has the power to set up a publicly owned operator for Strathclyde that would be hugely popular.</p>	<p>I strongly oppose this. We don't need a BSIP with private bus companies, we need mutual ownership and the end to the deregulated system. SPT's own report, Case for Change, calls out the folly of how things operate at present. We need regulated, publicly owned public transport. Any BSIP would waste time and money, and Transport Scotland have made clear that funding from the 'Bus Partnership Fund' for bus priority measures can still be accessed if SPT is working towards franchising or municipal ownership.</p>
2790		
2791		

	AB	AC
2792		<p>SPT must scrap the plan to sign a BSIP with the private bus companies. A BSIP would severely delay – and potentially sabotage altogether – plans for franchising and municipal ownership, locking us into the failing deregulated system for years to come. There is a huge amount of evidence (including in Centre for Cities’ most recent ‘Miles better’ report) that no partnership model, no matter how it is framed (i.e. neither voluntary partnerships nor statutory BSIPs), can deliver the transformational change to our public transport system that we need. A BSIP would simply maintain the failing status quo that has been highlighted so well in SPT’s Case for Change. This fact was put most succinctly by the former UN Special Rapporteur on Extreme Poverty & Human Rights, Professor Philip Alston, when he wrote in his 2021 report into the UK bus sector, “It is time partnerships are recognised as a tried-and-failed approach that should be retired in favour of actual regulation of public transport.” (p.33) This is why none of the English city regions currently pursuing bus franchising (Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire), first entered into a statutory ‘Enhanced Partnership’ (the English equivalent to a BSIP) with bus companies before or whilst developing their franchising frameworks. If SPT was to take this misguided approach it would be a costly waste of time which would only delay even further – and potentially sabotage altogether – the complex, but essential process of taking the bus network back into public control through franchising. Systra’s research shows that it could take 1-2 years and cost £1.5 million to establish a BSIP, and cost £40-60 million annually to run. This is money which would be much better invested in accelerating the franchising process. Any proposal to enter into a BSIP also has to be put out to another full statutory public consultation – at which point it will face fierce public opposition for all the reasons described above. This will just lead to further delays. If, despite this public opposition, the BSIP is still signed, it can then only be “varied or revoked subject to agreement from operators” – something the private bus companies will never agree to as all they care about is maximising their profits in the deregulated system. It is therefore essential the BSIP is avoided at all costs. There is no financial incentive for entering into a BSIP, as Transport Scotland have confirmed that funding from the ‘Bus Partnership Fund’ for bus priority measures can still be accessed if SPT is working towards franchising or municipal ownership (if and when this Fund is ‘unpaused’). This means SPT would still be able to make improvements to the bus network in the medium term without the need for a statutory BSIP with bus operators. And, in fact, this would be by far the most sensible thing for SPT to do, as previous Centre for Cities research has shown that any investment in bus priority measures linked to a partnership model, primarily benefits the private operators (through increased profits) instead of the transport authority.</p>
2793	Support. This makes most sense - planning can be made by the community/region and services are provided to that plan.	Oppose. Do not waste precious resources on interim solutions - concentrate planning and resources on the main goal. This also means the main goals cannot be watered down by problems in/created by any interim solution.

	AB	AC
2794		This is another potential sink of energy, time and resources which we don't have to spare, when we could be focused on a real solution. I am completely opposed to working in partnership with private for-profit businesses when it comes to a public need. I think research has shown that this type of partnership working ends up benefiting private operators, not the public. This is backwards and the people of Glasgow really can't afford to be funding private profits.
2795		
2796		
2797	Won't be able to enforce good service.	
2798	We must find an alternative to this. current.shambles.	I'm not sure how this will work. and I would. like to know more.
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2800		
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2802	I grew up in Manchester and visit frequently. The approach taken in recent years has improved the state of buses in the city a lot. Strathclyde absolutely needs an integrated transit network.	BSIPs are a bad strategy. It would be a huge waste of time and money, and would rely too much on private companies who have proven their lack of worth already.
2803	SPT should focus all its resources on fast-tracking franchising. Many other regional transport authorities in the U.K. have already moved forward with bus franchising, prioritizing their people over private profit. SPT has the power to set up a new publicly-owned operator for Strathclyde and give the people of Glasgow their buses back.	SPT must scrap the plan to sign a BSIP with the private bus companies. A BSIP would severely delay – and potentially sabotage altogether – plans for franchising and municipal ownership, locking us into the failing deregulated system for years to come.
2804	I think this could be successful	Could provide drive for improvement

	AB	AC
2805		
2806	We must bring back bus services back to local democratic control serving our population on basis of needs and not profit alone	These and similar models do not move us forward to a local controlled responsive service for Glasgow
2807		
2808		It would seem far preferable to go for the best option straight away, not to spend money on a less suitable option first.
2809		
2810		Will only delay getting a new working system up and running
2811		Some legally enforceable measures will be required to ensure that standards are maintained.
2812	Local councils know the needs of their local areas the best, and can come up with the best ways to make this happen.	
2813		
2814	Through the 'Public Conversation' and the transport and city plan it is clear that the government knows what needs to happen. Given them the power to dictated how things are done should improve the current situation.	
2815		
2816		
2817	Local partnership from the communities in the running of essential routes and times is important.	okay
2818		
2819	This sounds like a good option as long as it doesn't increase bus fares	Again another good option to involve everyone
2820		
2821	BSIPs should come first. Operators have the knowledge, skills and staff to carry on with BAU, and to work with SPT to improve services.	Operators working with SPT to improve services, sounds like progress in the right direction. But again, there is not enough information in the consultation document
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	AB	AC
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2832		
2833	Good short term idea.	Definitely not after experience since deregulation.
2834	Manchester is showing the way	
2835		
2836		
2837		If business as usual has been ruled out, then this might be the best option for the 3C route.
2838		
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2840		
2841	Strong, deliberate and concerted action on franchising is needed NOW. A step change has been achieved in areas in England, proof that it can be done. The alternative is a limp-willed approach that shows no vision or courage.	Regulation of public transport is what is needed. The BSIP proposal is limp-willed, vision-free and cowardly. There is no way SPT could demonstrate any form of leadership while at the behest of private bus companies who have absolute control over varying or revoking the BSIP.
2842		
2843		
2844	Where local solutions exist these should be built on (3C for example) and retained where they meet an identified community need.	There is no one size fits all solution. We need to see innovative local services run by private operators that meet the needs of a community retained and where possible strengthened. We need greater emphasis on an integrated transport network
2845		

	AB	AC
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2855	As above.	As above
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2863		
2864		Not if they are to replace the CAS 3C
2865		
2866		
2867	Franchising, provided this is done thoroughly, with consultation of all stakeholders, allows flexibility as to budget AND taking into account area-specific requirements [area = built environment; moving habits of the relevant residents; means available to those residents; as well as to the local authorities]	This feels like 'Let us make some more old of the old and pretend it is new'.
2868		
2869		I support improvement strategies on the whole.
2870		
2871		
2872		
2873	same as above	same as above
2874		

	AB	AC
2875	All public transport should be in public ownership and free or at least very cheap to encourage the public to use public transport instead of using fuel which is detrimental to the environment.	This would also mean NO CHANGE!
2876	Same as above	Same as above
2877		
2878		
2879		
2880		
2881	It's imperative buses are brought back under local control. Only this route can deliver an integrated network. It's progressing elsewhere in UK. Glasgow must do so too.	This is would delay or ruin opportunity to franchise. It'd maintain the failed status quo
2882	I would like to see a bus network such as Edinburgh or London, with timed joined up routes, integrated rail, bus and underground, working together with ONE card / ticket. A concept that used to be in Glasgow and has been in London for decades. This can not happen with profit driven private operators.	The BSIP proposal is not going to yield the network Glasgow needs to bring more journeys back on to busses, please focus on bringing back public control, one operator one network.
2883	No	No
2884		
2885		
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2889	Need joined up thinking and implementing	
2890	I don't think this is the final answer, we need a publicly owned operator for all of Strathclyde.	This would effectively be no better than voluntary partnerships, and would not realistically represent a better service for people who live here.
2891		
2892		This is not a goer.

	AB	AC
2893	Unsure about the outcomes from this system in terms of public benefit.	Like the description of this approach that hopefully would give robust results for public benefit.
2894		
2895	Start with BSIP. Operators are better placed than Councils to run buses. Set more conditions for delivery. Reasonable but meaningful	Bus companies and SPT work together to improve things
2896	Support	Support
2897		
2898	I strongly support taking forward local services franchising, as this is the only way to deliver a fully integrated and coherent public transport network with simple, affordable ticketing across all public transport	I strongly oppose BSIPs. This would simply lock us into a system with very little difference from the current failing system, and would not allow the public transport improvements we need.
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2904	SPT should focus all its resources on fast-tracking franchising.	SPT must scrap the plan to sign a BSIP with the private bus companies.
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2907		
2908	Strongly support. Local franchising is more effective	Strongly opposed. This will make no change and will encourage current behaviour by companies
2909		
2910		
2911	Strongly oppose as they will destroy a thriving 3c service	Strongly oppose as they will destroy a thriving 3c service
2912	Hopefully will work	Can't see any likely improvement from current declining situation
2913		
2914	No point. Bus priority is the answer, not bus ownership	
2915		
2916		I think this is the next best option for the 3C service in Strathaven and Stonehouse.
2917	Continue with 3C bus as is. I don't believe local franchising will be good for the people of Strathaven and Stonehouse.	Allow Climate Action Group to continue operating the 3C bus.
2918	Definitely worth a try, more say for the public, investment and customer focused rather than profit	This will not change anything, just waste time and money with no common goal as the private companies only prioritise profit, that's their job.
2919		

	AB	AC
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2923	Strong public control of bus services in the public interest is essential, and the model has been demonstrably successful in other major UK cities. Tight specification of acceptable service levels and standards by SPT could lead to vast and immediate improvements.	The same operators that got us into this mess cannot be trusted to get us out of it even with increased scrutiny by SPT, to the extent they will continue to play the chief decision-making role in any partnership.
2924		
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2929	I strongly support bringing in local service franchising as in Manchester, Liverpool and Yorkshire as soon as possible	Absolutely not - we would end up being stuck with a sub-standard service for years to come.
2930	This seems attractive, however the timeline is unacceptably slow, the finances may be unsustainable and the implementation risks may be unacceptably high. THE DEVIL IS IN THE DETAIL. I fear that franchising is, has been (and will continue to be), a conventional right answer which would make most sense if implemented 10 years ago and funded by central govt funding. Only an extremely creative franchising process in a messy evolving market, or a lot of luck, will make this option deliver for Strathclyde without substantial pain. Basing strategy on luck is not much of a strategy. Franchising may also, depending on the model, result in wholesale elimination of local operators, possibly at the hands of an operator who as yet has no local fleet. Whether the disruption economically is adequately reflected by the franchise bid from such a party will take a long time to see.	Meh. Whilst the prospect of placing some obligations on the Roads Authorities (typically the councils) to undertake some measures to assist with operator needs to avoid congestion, this option has very limited opportunity to coordinate and direct a network, including supporting readily justified fare subsidy. The operators, as depicted by some trenchant commentary and attitudes, have given cause for the public to not regard them as sympathetic or collaborative counterparties - something which would make the likely limited nature of any change even less forgivable. For SPT's multi-track approach to include this is an understandable position for it to take, given the risks of other options and the sensible relationship it cultivates with stakeholders - however this option is not likely to yield enough positive change. Whether even less is achieved with the spectre (from some operators' perspective) of franchising remains to be seen.

	AB	AC
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2932		I dont believe this will result in the best value for money for the public.
2933	Too similar to existing	As above
2934	Better coordination	
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2939	I strongly support this. SPT should focus on this and bring the bus network back into public control to deliver a fully-integrated, joined up network, with simple ticketing at affordable prices to get people to use this (rather than cars etc).	I strongly oppose the plan to sign BSIPs with private bus companies. This would be a costly waste of time and money, that would only lead to profits for the operators at our cost - I am not willing to pay for this.
2940		
2941	The sooner we get this, the better. Cars are being excluded from the city centre, yet commuters like myself, who believe strongly in public transport, are being given few alternatives. The cart is being put before the horse. Retail, hospitality and and entertainment is on its knees. We need to make it cheap and convenient to get in and out of the city centre.	Private bus companies have ripped off the taxpayer, cherrypicking routes and providing a poor service to the public. They have ruined a good public transport system and line the pockets of their shareholders. This needs to stop.
2942		
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2946	This model works in Edinburgh and London	Still needs private bus companies approval for measures - they're unlikely to agree to anything progressive so BSIPs will likely waste time and public money. Doesn't seem popular elsewhere - lack of evidence for Fairer Scotland Duty indicators so SPT haven't made a very convincing case
2947		
2948	Works well in Manchester. I have used it.	Can't be trusted to provide a reliable service.
2949	It has worked in other UK cities like Manchester	Tax payers money shouldn't be spent on this
2950	Has worked well in other UK regions I have been to	It's a waste of tax payers money
2951		
2952	Better service for everyone	
2953	This models appears to work in other UK cities.	Focus on franchising instead.
2954		

	AB	AC
2955	<p>We therefore want SPT to focus all its resources on fast-tracking franchising. The franchising powers in the Transport Act 2019 offer SPT a once-in-a-generation opportunity to end the chaos caused by bus deregulation and bring our bus network back into public control. It is only by taking this approach that we can deliver a fully-integrated and coherent network across bus, Subway, rail and ferries; we can reconnect isolated communities, cut and cap fares and deliver one simple affordable ticket across all transport modes. This is why many regional transport authorities in the north of England are now moving ahead with bus franchising, including in: Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire. They know it is the only way to deliver the transformational change to our public transport system needed to address poverty and inequality and meet pressing climate targets. If SPT does not follow their lead – and focus all resources on fast-tracking franchising – we will fall even further behind. But SPT also has an advantage over the English city regions, in that it has the additional power to set up a new publicly-owned operator for Strathclyde (this power is not available in England). It is therefore vital that SPT uses these two powers in tandem so that franchising can be delivered in a much more cost effective way in the longer-term (see further comments under ‘municipal bus operations’ below).</p>	<p>SPT must scrap the plan to sign a BSIP with the private bus companies. A BSIP would severely delay – and potentially sabotage altogether – plans for franchising and municipal ownership, locking us into the failing deregulated system for years to come. There is a huge amount of evidence (including in Centre for Cities’ most recent ‘Miles better’ report) that no partnership model, no matter how it is framed (i.e. neither voluntary partnerships nor statutory BSIPs), can deliver the transformational change to our public transport system that we need. A BSIP would simply maintain the failing status quo that has been highlighted so well in SPT’s Case for Change. This fact was put most succinctly by the former UN Special Rapporteur on Extreme Poverty & Human Rights, Professor Philip Alston, when he wrote in his 2021 report into the UK bus sector, “It is time partnerships are recognised as a tried-and-failed approach that should be retired in favour of actual regulation of public transport.” (p.33) This is why none of the English city regions currently pursuing bus franchising (Greater Manchester, Liverpool City Region, West Yorkshire and South Yorkshire), first entered into a statutory ‘Enhanced Partnership’ (the English equivalent to a BSIP) with bus companies before or whilst developing their franchising frameworks. If SPT was to take this misguided approach it would be a costly waste of time which would only delay even further – and potentially sabotage altogether – the complex, but essential process of taking the bus network back into public control through franchising. Systra’s research shows that it could take 1-2 years and cost £1.5 million to establish a BSIP, and cost £40-60 million annually to run. This is money which would be much better invested in accelerating the franchising process. Any proposal to enter into a BSIP also has to be put out to another full statutory public consultation – at which point it will face fierce public opposition for all the reasons described above. This will just lead to further delays. If, despite this public opposition, the BSIP is still signed, it can then only be “varied or revoked subject to agreement from operators” – something the private bus companies will never agree to as all they care about is maximising their profits in the deregulated system. It is therefore essential the BSIP is avoided at all costs. There is no financial incentive for entering into a BSIP, as Transport Scotland have confirmed that funding from the ‘Bus Partnership Fund’ for bus priority measures can still be accessed if SPT is working towards franchising or municipal ownership (if and when this Fund is ‘unpaused’). This means SPT would still be able to make improvements to the bus network in the medium term without the need for a statutory BSIP with bus operators. And, in fact, this would be by far the most sensible thing for SPT to do, as previous Centre for Cities research has shown that any investment in bus priority measures linked to a partnership model, primarily benefits the private operators (through increased profits) instead of the transport authority.</p>
2956		
2957	Would hope would help improve the service asap	Would hope would help improve the service asap
2958		
2959		
2960	We need this as quickly as possible. We are years behind other cities.	The private profit element has to go. It is not serving the public need.
2961		
2962	While some say franchises are wrong for railways passenger use has doubled	Depending on powers may be most productive as next step
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	AB	AC
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2968	This is the best way to get the improvements to bus services that we desperately need.	These won't address the issue
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2971	Franchising is the only model that has been shown to work for hardworking bus-using families up and down the country. Everywhere from Greater Manchester to Liverpool City Region, and from West Yorkshire to South Yorkshire, this model is the only one that has actually delivered for bus service users.	Talk about moral hazard - these arrangements only deliver private profits at the expense of the public purse, and these gangsters are the first to come begging with their begging bowls. BSIPs will be less of a silver bullet and more of a death knell to bus services the length and breadth of Strathclyde.
2972		We need a system like London all operating under one making like easier and more convenient to travel by public transport
2973		
2974		
2975	Only with the franchising model will you get the real network integration that you can see in other cities today like London and Stockholm. There is no reason why Glasgow cannot have this as well.	
2976		
2977		

	AB	AC
2978	I strongly support this proposal because I think it is the only way to have control of our own network and provide a fair and balanced service for all transport users, and in all areas and communities. There's been too much focus on making a profit, when it should be a service that benefits our communities.	I strongly oppose this proposal because it means more 'business as usual'. How much time and money will be lost on these private companies? How much energy and focus will be diluted trying to satisfy two groups with conflicts of interest? The role of a bus company is to make money for itself, not to support communities or key infrastructure needs - they only do that if they are subsidised, if we pay. We've tried bus privatisation and, I can only speak for Glasgow, but it failed. Other cities in the UK are moving ahead in the opposite direction. We don't deserve to be left behind again. We can't afford to be left behind again. We need some ambition and a hope for something better.
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2990	Give back power to establish fair routes for under serviced areas and fair fares	Change will never happen fast enough or in a large enough way to make a difference
2991		
2992		

	AB	AC
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2998	Franchising enables the SPT to decide what routes and service levels are required based on users needs.	Too much control would still remain with bus operators.
2999	Deregulation has not been beneficial to the travelling public. Franchising will provide a more integrated transport service.	Once again this would not improve the present system and would not provide a major change to the present system.
3000		
3001		
3002		
3003		
3004	Great idea, but going by the length of time it will take, i really don't think Strathclyde can wait that long	Hopefully better services and more acconyable
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3010	It is an excellent service	
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	AB	AC
3020	<p>The Council’s Glasgow Transport Strategy work and associated Case for Change highlights improvements required to bus in Glasgow, and sets out ambitious policy aspirations for a world-class public transport system in Glasgow. The Council has also published a bus governance routemap to explore alternative forms of bus governance, including franchising.</p> <p>GCC Strongly Supports SPT’s recommendation to commence work on bus franchising. As per the SPT and GCC co-commissioned work on bus governance options in 2022, franchising may be most effectively delivered at a regional level so we request clarification of use of the word “local” in this context. GCC also supports the potential use of revenue raising powers to be used by local authorities to assist in delivering long-term Transport Strategy aspirations like franchising.</p>	<p>to bus in Glasgow, and sets out ambitious policy aspirations for a world-class public transport system in Glasgow. The Council has also published a bus governance routemap to explore alternative forms of bus governance, including BSIP in the short-term. It should be noted however that the funding context has changed significantly since the SPT SRBS work began and since GCC’s bus governance routemap was published. The Scottish Government Budget end 2023 saw the Bus Partnership Fund paused for 2024/25, as well as capital funding for SPT removed. A key expectation for any BSIP is local authority investment in measures to support enhanced bus services from operators as part of any BSIP Scheme, and GCC currently has little funding to deliver improvements in 2024/25. GCC anticipates the Strategic Bus Network Plan work funded by BPF in 2022/23 and co-commissioned by SPT and GCC, to be of value in the development of any future BSIP. GCC would also seek clarity from SPT on expectations over roles and responsibilities in taking forward BSIP in Glasgow (SPT or local authorities), as well as the appropriate spatial level. GCC acknowledges that BSIPs are not likely to be a long-term strategy towards delivering a bus network which meets the requirements of the public and Glasgow’s Transport Strategy, and believes that it should be clear that any potential BSIP should be short-term and time-limited. Indeed, GCC believes that any potential BSIP should be considered as a time-limited mechanism to secure improvements to the city’s bus network through partnership working, while work to progress franchising is taken forward concurrently. For the avoidance of doubt, it should be made clear that progressing franchising is the primary aspiration of the SRBS over the medium-term; that there should be no delay to the franchising process due to the initiation of a time-limited concurrent BSIP; and that should funding or resources require to be prioritised, then work to progress franchising should take precedence. GCC also believes that any decision to progress a BSIP should be kept under close and regular review and that any BSIP should be subject to ongoing monitoring.</p> <p>GCC notes that any decision to take forward any BSIP would also be subject to funding being reinstated for local authority bus improvement investment and would require greater clarity over roles and responsibilities on taking forward BSIP in</p>
3021	<p>We neither support nor oppose this option. Although we recognise opportunities to rationalise bus provision, as well as the potential for better integration and governance, there is insufficient evidence that such a franchising model is feasible and therefore deliverable. The costs associated with bus franchising are likely to be significant. As well as raising concerns regarding sustainability or viability of future bus provision, a proposal for minimum service level provision does not guarantee increased bus service extent or frequency in East Renfrewshire. In order to form a position on future bus franchising, we will need reassurances a franchise model does not inadvertently cause risk to existing bus services and that it is capable of also supporting development of new routes (i.e. to promote better local east-west connectivity within East Renfrewshire), increased frequency and coverage of bus services as part of future business case development.</p>	<p>We neither support nor oppose this option. Although we would welcome BSIPs as an improvement to voluntary bus partnerships, the feasibility of this approach is in doubt if future ambitions are predicated on a bus franchise model. This assumes that cooperation with operators likely to be challenging.</p>

	AB	AC
3022	<p>NLC support this and agree that a focus on an ‘end goal’ of franchising is an appropriate technical solution to the current challenges, but the intervening period needs ongoing and visible action, most likely in the form of BSIPs or similar, to make improvements to quality and services.</p>	<p>NLC support taking forward BSIP(s) in the short to medium term, but with increased focus on the needs of North Lanarkshire – recognised to have some of the most volatile bus service challenges, including lack of integration, consistency and quality. North Lanarkshire also has the highest supported mileage in the SPT area.</p>
3023	<p>patronage and quality within Strathclyde, noting the current competition from a particularly dense rail network and the benefits in similar-scale markets such as Greater Manchester. We note the benefits of franchising are dependent on a range of local market, demographic and geographical characteristics, and are not a universal panacea /cannot provide the optimum value for money solution in every UK area. In our experience, franchising can bring the most benefit in areas characterised by a combination of: - multiple public transport modes used by customers, which would further benefit from the unlocking of increased integration, enhanced standardised ticketing, consistent branding and information provision (i.e. customer-focused travel simplification). With the SPT region offering a wide range of modes (including notably one of the densest urban rail networks in Europe) such benefits are key to deliver greater value to local communities. Franchising has the potential to counter the current inter-modal competition e.g. with rail (seemingly occurring at the expense of integration) which is referred to in the Case for Change (Slide 35). BSIPs can be very effective in enhancing bus networks in certain areas (as explored below), but in Glasgow where there are particularly dense, alternative fixed track modes, their scope (only applying to bus) is likely to be too limiting. This is a key reason why franchising is likely to be most suitable and deliver the greatest benefits to the Strathclyde region. - a high number of competing operators in a single urban area, resulting in an overly complex array of routes, ticketing options and service propositions. The benefits of franchising associated with a consistent brand, overarching network design, integration, coordinated scheduling and ticketing structures and customer services in such markets is likely to be significantly greater compared to markets with fewer, but high-quality operators. We note from the Consultation Document that over 40 operators are present in the SPT region, representing a high concentration of distinct propositions customers need to navigate. - urban areas with significant scale, density and area to warrant the investment and unlock significant patronage growth, as well as to benefit from network simplification. A smaller urban area is likely to find the value derived from franchising to be significantly lower (e.g. through network simplification) with reduced growth potential to support the ongoing sustained investment</p>	<p>an interim measure to deliver improvements prior to the introduction of franchising. We do however suggest, in the case of the Strathclyde region, that BSIPs are not used as a long-term alternative or otherwise delay franchising, which we, alongside the Consultation’s supporting documentation, believe offers the greatest certainty of delivering the required bus reform and benefits to the area (please also see our comments above). Of particular note is the need to deliver increased integration with other transport modes (including ticketing, scheduling and brand consistency), noting Glasgow has one of the densest suburban heavy rail networks in Europe. In addition the Case for Change document highlights the inter-modal competition with rail in the Case for Change (Slide 35). BSIPs can be highly effective in enhancing bus networks in certain areas (as explored below), but in Glasgow where there are competing alternative fixed track modes, their scope (only applying to bus) is likely to be too limiting. This is a key reason why franchising is likely to be most suitable and deliver the greatest benefits to the Strathclyde region. We recognise that BSIPs (and Enhanced Partnerships) can be used either as a) an interim step to maintain focus and drive shorter term improvements while franchising schemes are developed and implemented or b) as a long-term system of providing enhanced bus services and delivering improvements in their own right. In this regard, we do have positive experience of BSIPs/Enhanced Partnerships delivering long-term benefits (including bus priority, enhanced schedules and investment in new fleet) in regions of England, where they are deemed more suitable than franchising. However, as outlined below, when considering the nature of the Strathclyde market and the challenges presented within the consultation, we do feel that BSIPs are best viewed as a shorter-term intermediate stage to delivering the full benefits through franchising. As with the comments regarding Voluntary Partnerships above, the success of BSIPs depends on having a highly engaged community of operators aligned and bought into the scheme’s objectives (acknowledging the increased powers to enforce agreed actions/requirements). This works best in areas with smaller numbers of (high-quality) operators who actively work with the Authorities to deliver ambitious strategic improvements to the network supported by mutual investment. The following factors highlight potential limitations of BSIPs within the Strathclyde Region and further support the proposed approach viewing BSIPs only as an intermediate stage while franchising plans are developed: · the level of competition with other transport modes and importance placed on inter-connectivity with them, where the focus of BSIPs is generally more on delivering improvements specifically in the bus sector (as outlined above). · the high number of operators in the Strathclyde area (40), each with their own views, systems, ticket structures, fleet investment plans etc make it harder to align and agree ambitious performance targets, fare simplification, data sharing, fleet and service</p>

	AB	AC
3024	<p>The North Ayrshire Inclusive Growth Diagnostic identified transport as a barrier to inclusive growth and in particular as a limiting factor to and preventing people from accessing employment and training opportunities. Several contributing factors were identified including the: frequency of transport; connections between transport modes; cost; and shift patterns exacerbating transport constraints. Halting the decline in patronage and improving service provision is therefore vital to local communities, inclusive growth and supporting modal shift to sustainable travel.</p> <p>The proposal to take forward local services franchising is welcomed. This will enable those who are closest to communities and best placed to understand their needs are provided with the tools to address them through the provision of required services. To ensure best value and value for money, it is important that services can be packaged to balance surplus and subsidy across the bus network within the area. To provide a sustainable and planned approach to the shift in provision to meet the needs of communities will require additional funding to establish services to support new and increased patronage.</p> <p>Although there may be a financial impact on the Transport Authority (which could be either SPT or the Council) we would strongly support taking forward local services franchising. We would however propose that additional funding should be made available through Scottish Government/Transport Scotland to support this.</p>	<p>Similar to a voluntary partnership, Bus Service Improvement Partnerships (BSIPs) could deliver multiple benefits to a) leading to a more efficient, reliable, and sustainable public transportation system that benefits both the community and the environment. BSIPs offer potential to deliver greater information provision, a more consistent standard of service across the region and improved ticketing. However as indicated in the report, an ambitious BSIP, though, is heavily dependent on funding availability and is likely to require substantial new investment for operating and infrastructure improvements. A key long-term challenge with BSIPs is that they do not provide any certainty that service improvements will continue after the BSIP agreements expire, even if the public sector infrastructure investment has been delivered.</p> <p>Some initial discussions have taken place between the three Ayrshire authorities and SPT to discuss options for establishing a Bus Services Improvement Partnership. We are keen for these discussions to progress and for alternative operating models to be explored as appropriate.</p> <p>Although there may be a financial impact on the Council, we would strongly support taking forward BSIPs. We would however propose that additional funding should be made available through Scottish Government/Transport Scotland to support this.</p>
3025		
3026	<p>There is incontrovertible evidence that a franchising approach can attract steady growth in public transport use (both bus and rail) in small European countries like Switzerland (see for instance SAPT's "Developing a world-class Transport System for Scotland: Experience from small European Countries", November 2022, available on request from scottishtransport@hotmail.com).</p> <p>Franchising allows a stable bus network to be designed and supported to serve the transport needs of communities by giving adequate funding to bus operators over the franchise period. Services would not be limited to profitable routes or profitable times of day. But by eliminating sometimes wasteful competition, and integrating franchised bus services and ticketing with the Glasgow Subway and the extensive ScotRail network, the net cost of public transport (bus+rail+subway) to the public purse would not necessarily be higher than for the current "business as usual" model which is steadily losing customers and is therefore doomed in the long term.</p>	<p>BSIPs can offer short term improvements but do not provide a guarantee that publicly funded infrastructure investment will achieve the predicted results over the long term</p>
3027	See separate note	See separate note

	AD	AE
1	Q11.e	Q12
2	Further investigate municipal bus operations	Have you read any of the impact assessments that accompan...
3	The set up of municipal bus operators is not a level playing field, for privately owned bus operators.	No
4	The public sector will never operate as efficiently as a private operator and this option will only lead to higher delivery costs than say the current minimum cost subsidy options that are currently used.	No
5	The reason that busses were deregulated was the financial and service shambles run by municle organisations. What safeguards will there be this time.	Don't know
6		Don't know
7		Yes
8		Yes
9		Yes
10		Yes
11	Publicly owned operations is my preferred option. If operations are profitable for private companies then I would rather any profits go back into the public purse where this can be reinvested to improve service and infrastructure	Yes
12	I think this is long overdue and has huge potential in lots of different ways.	Yes
13	The halcyon days pre 1986 are not for returning to. The world, and Strathclyde are very different now. Public Transport operators are more experienced to conduct their own business model. This is wholly cost prohibitive too.	Don't know
14		Yes
15	need to go forward with a municipal operation, best way forward to improve services & protect loss making routes	Yes
16	Public transport should not be accountable to private company or shareholders. It is a SERVICE for citizens not a cash cow for private operators	Yes
17	If my area is not met with a service despite being on the edge of a town and that town does not offer a service to the nearest city and that can't be provided by a major operator then other options should be investigated.	No
18		Yes
19	The Lothian Buses model, while undoubtedly not perfect, is well respected and seems to work well. I believe there is a strong case for progressing with a municipal bus operator in the SPT region.	No

	AD	AE
20		No
21		Yes
22	No doubt that some services/areas need to be operated by a public service if we are to improve the use of public transport and move away from reliance on cars. Non car owners need to be catered for too.	Yes
23		No
24	Anything that helps to obtain a bus service that serves our community.	Yes
25		No
26	We have one core Municipal, Lothian Buses. We can see the successes of that operation but also see the negatives. One being no public consultation or engagement when it comes to altering services.	Yes
27	This is a good solution to the problem.	Yes
28		No
29	The bus service should be a public service and not a for profit organisation. The areas where better services are required are generally in remote areas such as the village where I live. The bus service is definitely lacking	No
30	Further investigations seem to just lead to a consultant to look for £X Million. It is clear this is what's needed and the resources should be set aside for laying the groundwork for this.	Yes
31		No
32	Municipal bus operations often provide the highest quality service, better value for money for passengers and can also pay dividends to local governments, as is the case in Edinburgh. Municipal bus operations also allow for better integration with other transport modes.	Yes
33	Municipal bus operation is a positive. Even in the relatively narrow form it is being considered here. We already entirely subsidise operators to run services in some areas. Let's run them directly.	Yes
34		Yes
35		Yes
36		Yes
37		Yes
38		No
39	Definitely	Yes
40	The continued success of Lothian Buses in Edinburgh in providing probably Britain's best bus services outwith London demonstrates the effectiveness of this model	No
41	Let's make the whole bus service public. Every other country has public bus services so why don't we?	No
42		No
43		No
44	Way to go! Just look at Lothian Buses! Cut out the profit element. Give complete public sector control and invest. Still needs funding commitment from councils and Scottish Government though.	Yes

	AD	AE
45	A municipal bus company and franchise are crucial to creating an affective bus service in Glasgow.	Yes
46		Yes
47		Yes
48	Yes, get on with it ASAP! Start taking over subsidised routes immediately (as Highland Council is now doing) and building up experience and capacity so that the new publicly-owned operator (co-owned by the 12 local authorities through SPT) is in a position to bid for contracts when the franchising framework is complete. Having this additional power (not available in England) gives SPT a distinct advantage over the English city regions to deliver franchising in a much more cost-effective way in the longer-term, as it will ensure that there is a always a public sector benchmark to check that private operators are not tendering over the odds. It also gives SPT the opportunity to gradually take more of the network back into direct public ownership – eventually re-building a municipally-owned monopoly, like Edinburgh’s successful and affordable Lothian Buses.	No
49	A similar model to Edinburgh, where a single organisation owns, runs and maintains the busses and routes would be the most ideal solution. Please do this one!	No
50		Yes
51	This type of operation, although it would not have any impact on me, is worth investigating for those worst served by current services.	Yes
52		Yes
53		Yes
54		No
55	community efforts have proven to be effective in the past and utilising this may mean an end to the dearth of rural routes	No
56	I would also be keen to examine municipal bus operations at scale, equivalent to Lothian Buses.	No
57	Can't see this working with all the cuts to local authorities	No
58		Yes
59		Yes
60		Yes
61		No
62		Yes

	AD	AE
63		No
64		No
65	I am not sure that would be the best use of funds.	No
66		No
67	I would like to see something like Lothian Transport have in place for buses but connect with trains, subway and ferries.	Don't know
68		No
69	I believe that the bus services should be brought into public ownership	No
70	I think the best way forward is to implement municipal bus operations across the board. Competition clearly does not exist. This approach would ensure consistent quality and pricing standards. I think this is preferable to a mix of providers whose purpose is often to make as much profit as possible - and forget the quality issues such as frequency, comfort, reliability,safety and ticket prices	Yes
71		No
72		Yes
73	If this offers a truly cheaper alternative then fine. You need the expertise in the business . Will certainly keep potential competitors honest with their tender submissions.	Don't know
74	I don't think that would help where I am considering the route that takes me Glasgow is privately owned and can run a bad service on days	Don't know
75	Offers control and accountability	No
76	Require to go back to go forward i.e. old style SMT bus operations which integrated times etc.	Yes
77		Yes
78		No
79	this could be a potential solution especially in rural area and encourage people to choose public transport over driving	No
80	Strongly support	Yes
81	In the long run, this would be my preferred option. At least for the core region.	Yes
82		No
83		Yes
84		No
85		Yes
86	The current bus companies do not care about the people of Glasgow and BSIPs would be likely to lead them out of Glasgow, putting the busses into the control of the local authority would ensure that bus services prioritises the people of Glasgow above profit	Yes
87		Yes
88		Don't know

	AD	AE
89		Yes
90	I support this, but have a concern that the SPT will have to pick up the tab for essential loss-making services, and this will not be sustainable. If the municipal bus company is a franchisee it should be able to cross subsidise them with some profitable routes too.	Yes
91		Yes
92		Yes
93		No
94		No
95		Yes
96		No
97		No
98		Yes
99	Same as above	Yes
100		Yes
101		Don't know
102		No
103		Yes
104	This should be more than a small scale targeted provision	Yes
105	As above	No
106		Yes
107		No
108		No
109	The whole network should be Government Run. Take responsibility.	No
110	Allows the serving of smaller communities that would otherwise be left alone	Yes
111		Yes

	AD	AE
112		Yes
113	I'd support this if it meant that children in rural communities (less than an hour away from our capital city!) we're finally able to access the same educational and vocational opportunities as those in the built up central belt.	No
114	A return to publicly controlled busses is the preferred option.	Yes
115		No
116		No
117	Works in Manchester so we need this in Glasgow	Yes
118		Yes
119	Ultimately, municipal bus operators are the only way to eventually create a bus system which serves passengers, not private profit.	Yes
120		Yes
121	This could be too expensive to buy out existing businesses and if it is only small-scale then what's the point. Unless it is to be a full operation it will be a tokenistic and expensive.	No
122		Yes
123	Linking of tickets between differing types of public transport, improving the availability of busses	Yes
124		Yes
125	Lets just get on with it.	Yes
126		Yes
127		Yes
128	Would help rural communities	No
129	Yes, this would be an excellent move	No
130	The money saved by not franchising should be invested in true public service bus routes that serve as life-lines for local communities.	Yes
131		Yes
132	Strongly support for those areas poorly served by the current arrangements but clearly there would be cost implications.	Yes
133	City of Edinburgh Council operate great in this space. There is no reason this cannot be replicated in the West of Scotland.	Yes

	AD	AE
134		No
135		No
136		Yes
137	Not sure, could be good but will need to ensure high quality and reliable service, might really help get a bus links to areas that have no transport links at all eg north east Glasgow suburbs	No
138	Only pursue policies that provide an integrated transport system	No
139		No
140		No
141		No
142	An absolute must you have not given enough time or consideration to this bus route now that the retail park has opened all of its units	Yes
143		No
144		Yes
145		No
146		Yes
147	I feel this might lead to business as usual in rural hard to make profit areas but I may not be understanding this category enough	No
148		Don't know
149	Services should be run in public interest and profits should be reinvested in services	Yes
150		No
151	There will always be some critical services which are not financially viable for larger bus companies and it is important that all options to ensure such provision are considered.	Yes
152		Yes
153		No
154		No
155		Yes
156		Yes
157		No
158		No

	AD	AE
159		Yes
160	Historically, Glasgow had the world-renowned and widely internationally emulated Glasgow Corporation Transport which worked very well and provided a comprehensive tram, bus subway and trolley bus service which covered all parts of the city and areas beyond the boundary. It also employed a very large number of local people and thus supported the locally economy well.	Yes
161		No
162		Yes
163	I would like this large scale. The idea of the profits going back into improving sounds amazing. I just don't think private companies for public transport works. It should be for the benefit of the public and not profit. It feels like currently they can do whatever they want and be rubbish with no consequences, and they make money anyway.	Yes
164		Don't know
165		Yes
166	We want a bus service that is even better than Edinburgh's	Yes
167		No
168	These are always the most reliable services	Yes
169		No
170		Yes
171		No
172		Don't know
173		No
174		Yes
175		Yes
176		Don't know
177	This is a step towards public ownership	No
178		Yes
179		Don't know
180		Yes
181	This works well in East Lothian where buses are affordable and a well-used transport option	No
182	Could work since local authority may not be driven by profit. Believe that Lothian buses may have done this and they are generally considered to be quite good. However, wider reform of the system should be encouraged.	Yes
183		No
184		Yes
185	Running one would keep the private companies more honest.	Yes

	AD	AE
186	This helps one goal of bus travel in particular, especially for underserved rural communities where running reliable bus routes may not be commercially viable.	No
187		No
188		No
189		Yes
190		No
191		Yes
192		Yes
193		Don't know
194		Yes
195		No
196		No
197	This is what is needed for all busses	Yes
198	It works in Edinburgh	Yes
199		Yes
200	Give it a go	No
201	Municipal bus operations would be worth looking at. It does seem to us that family run operators such as Houston's of Lockerbie and Stuarts of Carluke are making a reasonable income from operating their services. However the larger public companies are more interested in generating the maximum returns for shareholders, rather than investment in new vehicles and a good service for the passenger. The current service provision in our rural area needs updating, and for any starting point in a service review/reletting of contract, Community Councils, Passenger Groups and individual users views should be sought on what services are needed as Local people understand the needs of their areas. We have previously mentioned the lack of services between Quothquan and Thankerton with Carnwath and Carstairs which we feel could be addressed by joining the 37/137 and 91/191 services together and running them as an inner and outer circular service. The big issue as we see it is the provision of funding to operate these services. Can SPT learn lessons from Lothian Transport of the Mayer of Manchester is developing localised bus operations?	Yes
202	No	Yes
203	There must be an entity in Glasgow whose primary goal is to provide bus service, rather than make a profit from bus service	Yes
204		No
205	This is great - it would allow profit to go back into providing the service rather than to shareholders	Yes
206	Strongly prefer municipal bus operations versus interacting with any external company.	No

	AD	AE
207		Yes
208		Yes
209		Yes
210		Don't know
211	This is the ideal model, where the local area dictates the requirements and sets the routes, and eventually reaps the rewards. Or just manages to employ lots of people, transport lots of people, who then can go about and spend money in the economy of the city. Do it!	Don't know
212	SPT would be well positioned to support areas that are underserved due to being "Unprofitable".	Don't know
213		No
214	Municipal bus operations will allow routes to be put in place where and when they are needed, not just where and when they make profits.	Yes
215	Support idea of creating connections in isolated areas to encourage public transport use over cars	Yes
216		No
217		No
218		Yes
219		Don't know
220		Yes
221		Yes
222	The existence of Lothian buses is all that is required as evidence that a municipal bus service is the only successful permanent solution. Privatisation has not worked and has been a huge cost to the public sector for little benefit, using public sector cost to rule out a municipal service ignores the costs of privatisation to the public sector. Transport must not be operated for shareholders and profits must be reinvested in the network. This is obvious as everyone knows and the initial costs will be recouped a hundred fold in the years to come. This option will not get cheaper as time goes on. The best time to do this was 30 years ago, the second best time is now.	Yes
223		Yes
224		No
225		Yes
226		No
227	Better than no municipal bus operations - but it shouldn't be small scale, it should be much larger scale.	Yes
228		Yes
229	I think trialing different solutions is required before a firmer investment is made.	Yes

	AD	AE
230	Lower fares, busier routes can support less busier but vital routes. Break up the cartel currently in place	Yes
231		No
232		Yes
233		Yes
234	While I believe a franchising approach is the best initial solution, longer term I would like to see the establishment of a municipal bus company, as I believe this will allow even greater control, and reduce fares by removing the need for a shareholder profit (although I am aware that a public company cannot repeatedly make losses). I believe that the Lothian area has been well-served by Lothian Buses, and it frustrates me that Strathclyde Buses was privatised.	Yes
235		Yes
236	There should be a singular bus operator nationally where service and pricing can be consistent. Journeys requiring multiple operators (eg. FirstBus then a McGill's) gets unnecessarily expensive. We need tickets that allow travel on all modes of transport.	Yes
237		Yes
238	This might make sense as a long term goal (when I lived in Edinburgh, I had few complaints about their busses), but it feels like getting there from where we are now would take longer than stronger coordination of the existing companies. However, it makes sense to have a backstop in case there are no good franchisee candidates.	Don't know
239		Don't know
240	Manchester has done this with some success, SPT should look to do the same.	Yes
241		Don't know
242		Yes
243		Don't know
244		Yes
245	This system would probably take the most money to implement but long term should serve the customers the best. We could work towards a model of free bus transport on some routes.	No
246		Yes
247	Again if it will improve pricing and reliability I would strongly support.	Don't know
248		No
249	Public transport should be publicly owned	No
250		No
251		No
252	I believe this could bring about improvement too	Yes

	AD	AE
253		Yes
254		Yes
255		No
256		Yes
257	As above	No
258	Glasgow bus system should be publicly owned and integrated with the wider system. Subway, trains, buses (and hopefully trams!!!) should all share the same ticket.	Yes
259	While expensive, would like to see return of public owned service that supports season tickets on SPT services.	No
260		Yes
261		Yes
262		No
263		No
264		No
265		Yes
266		Yes
267		No
268		Yes
269	Buses should be owned and run by the local council area, these questions are atrociously worded in a way to make it very difficult to understand what answer makes it clear buses should not be run privately as a for-profit system like we're currently experiencing. My opinion is that the buses should be run in the same way as Lothian Buses	No
270	Needs one master to oversea.	Yes
271		No
272	Public transport should be in public ownership	No
273		Don't know

	AD	AE
274		Don't know
275	This could cause competition with private operators but also allow for the money currently given to private operators by way of subsidy to stop. I do believe private operators have taken advantage of opportunities to have council funding or support funding to subsidise routes if they do not make their profit expectations. Make this an in house operation and perhaps wider services could stem from here	Yes
276		No
277		Yes
278	Do this, but as a first step to bringing all transport under the control of local authority instead of private companies.	Yes
279		Yes
280		No
281		Yes
282		Don't know
283		Yes
284	For the community	No
285	Support this option	Yes
286		No
287	This is my preferred proposal, as long as a complete review of services and routes are undertaken to improve public transport in the area and encourage greater use of the bus services.	No
288		Yes

	AD	AE
289		Yes
290		Yes
291	All reasonable options should be investigated	Yes
292		No
293	This is the ultimate prize that SPT should be working towards so very pleased that it is included.	No
294		Yes
295	It seems to work in Edinburgh	No
296		No
297		No
298	A municipal bus operation would not need to be run on a for profit basis, unlike a private operator. This means that all "profit" generated from operation could be used to reduce ticket prices, be reinvested in the service, or a combination of both. This strikes me as a no-brainer. You could have that money funnelled into the hands of shareholders or owners, or it could be used to increase the quality and affordability of the service. To refuse to investigate municipal bus operations would constitute a dereliction of duty by SPT - there is a moral impetus to consider this option.	Yes
299		Yes
300		No
301		Yes
302		Yes
303	Lothian buses work well in Edinburgh	Yes
304		No
305	Do what Lothian Buses do	Yes
306		No
307		No
308		Don't know
309		Yes
310		Yes
311	Bring back Strathclyde Buses	Yes
312		Don't know
313		Don't know
314		Don't know
315	For our area this might be a better option to look to the needs of the local town	Yes

	AD	AE
316		Yes
317		Don't know
318	As far as I'm concerned, SPT already runs bus lines so this program should be expanded so that a public body can complete in a non-profit-seeking organisation.	Yes
319		No
320		No
321	not enough, we need full scale public transport system like in any european city, interconnected rail, subway and bus routes with single timed tickets	No
322		Yes
323		Yes
324	As above	Yes
325		Yes
326	Needs to happen for the city to have any sort of functioning transport system, the current system isn't working and there's no point in having a hybrid system, put operation back into public control	Yes
327	Follow Edinburgh's approach and have all local buses under Municipal control	Yes
328		Yes
329	This is a necessary step. We must have in-house the full suite of necessary skills and expertise required to be able to run services ourselves, as a baseline in order to be able to run a competitive tender process in a franchised system. Companies unable to operate at similar or better quality of service at lower costs than a municipal operator should obviously under no circumstances ever be contracted/franchised. Without a municipal operator we would fundamentally lack the ability to properly assess whether a tender provides good value. This option should therefore not merely be "investigated", it should be put into action without delay.	Yes
330		Don't know
331		No
332		No
333		No

	AD	AE
334	Again, you pre assume public know what local transport authority means? Difficult to comment when we don't know intended "authority" involvement	Yes
335		No
336	The service needs to be taken into public control because at present the bus company has the monopoly and this is not acceptable for one company to have the say on public transport	Yes
337	This is, in my opinion, the best way forward. Removing (or at least having a non-profit-driven alternative to) private companies is the only way to ensure that a public service actually serves the interests of the public, rather than a group of shareholders.	Yes
338	I am strongly in favour of this. Bus companies should be transferred of assets (through purchase by SPT) and employees TUPE'd to a new municipal company. The only way to deliver effective accountability is through state run operations. The franchisation of trains in England demonstrates that even with franchising, the system is still ineffective. With this said, in the short term, franchising would be a vast improvement to the Wild West that bus services in Strathclyde have become. Given the Clyde Metro project, it would make sense to have a state run operator to align with this. European models show this is possible. It is time for SPT to show ambition.	Yes
339	Agree with this, particularly in areas with low or no services.	Yes
340	Allows the focus to be on providing the best service for the public ahead of maximising profits. My preferred option.	Yes
341		Yes
342		Yes
343		Yes
344	Buses can be a lifeline for more isolated communities. Municipal bus operations would provide a consistent service for these communities.	No
345	Not a chance. See above comments about their complete mismanagement of the implementation of new trams onto the simplest network in the world - a small simple circle!	Yes
346	This should be the way buses are run. Buses are a public service thus shouldn't be run for profit, therefore there is no point in having a business run the busses.	Yes

	AD	AE
347		No
348		No
349	Several German cities have publicly owned buses and they operate well.	Yes
350		No
351		Yes
352	It's a first step towards bringing the entire network into public hands.	Yes
353		No
354	Good to investigate further	No
355	The fuck does this mean	Yes
356	If there is enough budget to do this, this should be looked at alongside franchising	Yes
357	Same as above.	No
358	I think this is a generally good idea	No
359		No
360	Treats bus service as a public good with the community directly invested in the bus service and would make buses more responsive to the needs of the community	Don't know
361	This has to be the way forward in the medium term to help people move away from reliance on cars	Yes
362	this is what we have in our village. bus maintenance and driver motivation at an all time low, you can tell they are getting scunnered. Some NL buses don't run at all anymore leaving some areas unreachable by public transport	Yes
363	I'd prefer one bus company like in the old days.	No
364	A unified publically owned public transport system is required in order to combine bus, train and underground ticketing and time tables.	No
365		No
366	It is clear that for a profit driven private company serving rural areas will never be prioritised, and this seems like a perfect example of something a good council can provide to make people's lives better.	Yes

	AD	AE
367	I fully support this because public ownership of buses just like in the past when SPT use to own the iconic orange buses and sold it off during deregulation. Council ownership will benefit as all profit gets reinvested into newer decent buses, staff conditions better especially for drivers, council owned buses can run busy and less busy routes. Lothian buses is the best model as it shows how a good bus company can work for passengers and not profit for shareholders. A council owned bus company can definitely run less profit routes so everyone has a good bus service but it would be fantastic is it started big by buying out an existing operatorz	Yes
368		Yes
369		No
370		Yes
371	Would prefer that they take forward local services franchising instead of municipal bus operations as this seems to have a lot more limited impact and not fix many of the existing issues today.	Yes
372		No
373		Yes
374		Don't know
375		Yes
376		No
377	Never mind further investigate, this should be the priority.	Yes
378		No
379	Creating one greater Glasgow transport network in public ownership/control allows for the alignment with City strategic priorities led by future planning of equality and environmental sustainability over profit models - a city-wide provider allows for all citizens to be connected to the city's assets and opportunities	No
380	I support this as I previously lived in Edinburgh and enjoyed first-hand how affordable and reliable the bus services are	Don't know
381		No
382	Worth a try	No
383	Municipal bus services are a clear success in Edinburgh and the Lothians. If it's good enough for Edinburgh it's good enough for Glasgow	Yes

	AD	AE
384	I'd strongly support anything that would increase bus services to areas that aren't currently well served.	No
385		No
386		Yes
387		No
388	In principle, this should be the long-term goal, bringing bus services back into public ownership on a model akin to Lothian Buses, albeit that given the size and scale of the area covered by SPT, a single municipal operator would clearly be insufficient, as it would likely overly focus on connectivity to and around Glasgow, rather than for example connectivity within Lanarkshire or Ayrshire. However, I recognise that the up-front costs of doing this are completely prohibitive for the councils involved, as it would necessitate purchasing existing bus companies on the open market. A small-scale operator, perhaps filling some existing network gaps or to run core routes within Glasgow, seems like a sensible starting point.	No
389	Nationalise the bus services	No
390		Yes
391	I think this should be the long term goal	Yes
392	this has to be the long term end goal! franchising is better than what we've got but this is the only option that keeps all the money in the public purse	No
393		Don't know
394		Yes
395		No
396	Lothian bus model seems to work, would be positive to see here.	Yes
397	Delay probs in time	Yes
398		No
399	Great option to combine with franchising. Would like to see a vision of taking buses fully into public control in future	Yes
400		No
401		No
402		Yes
403		No
404		Don't know

	AD	AE
405	Again, the right direction. Let's own our own bus network like edinburgh does. Start small, as soon as possible, then build up.	No
406	Supported ss well	No
407		Yes
408		Don't know
409		No
410	Councils can even empty the bins properly never mind run the buses	Yes
411		Yes
412		Yes
413	I expect this would be very expensive and does not resolve the issue e.g. what happens for services coming from outside SPT area for commuting e.g. local areas of Stirling (Balfron), or other areas close to SPT? Would this mean a municipal company competing with a private operator?	Yes
414	I think this is a way forward to improving services for areas where the level of transport is poor.	Yes
415		No
416	At moment Moodiesburn only has X3 bus going to Glasgow or Cumbernauld. In future would like to see busses being rerouted through moodiesburn and muirhead which would provide better service and increase passanger footfall.eg X36 bus to Stirling	Yes
417		Yes

	AD	AE
418	<p>In order to visit family and commute to work (I work peripatetically), at off-peak times I rely on the patchwork system of very small-scale operators who provide the hyper-local bus route services across Southwest Glasgow. Although the bus may sometimes be empty and infrequent, these operators consistently perform more effectively than the larger private operators, but without the resources and infrastructure to provide app-based timetable services for ex. If these were brought under a partnership model, they could no doubt be improved further and helped by sharing technological and logistical resources.</p>	Yes
419		No
420		Yes
421		No
422		No
423		Yes
424	<p>All bus services within Strathclyde should be owned by the state or public and designed to better meet the demands of less well off citizens. With greater frequency of service and low fares using single ticket technology for buses and trains many people should be encouraged to leave their car at home and travel by public transport. But timetabling needs to be greatly improved for use early in the morning and late in the evening to allow easy access to after work activities.</p>	Yes
425		No
426	Badly needed	No
427		No
428	<p>Yes I think this is a good idea adding a supplementary service potentially allowing it to bid for contracts as well as a arms length organisation to provide more competitive bids. Working as a way to ensure that the franchising is not held hostage by bus companies</p>	Yes

	AD	AE
429		No
430		No
431	I want transit fully municipalized	No
432		No
433	Need for more local buses. Kelvindale only has one micro-bus with very limited hours. More buses are needed.	No
434		No
435	All the busses in glasgow should be public owned, not just on a small scale	Yes
436	Support public ownership	No
437		No
438		Yes
439		Yes
440	Good in theory but how efficient would they be and viable when local authorities budgets are already so limited?	No
441	Yes, as this could benefit the larger towns / cities but won't work for the smaller rural areas which often lose out when services are cut.	Yes
442	Best practice is always evolving and practically tested improvements should always be on the table.	Yes
443	Edinburgh has the best bus network in the UK....	Yes
444	ditto	Yes
445	Yes - but not only for small scale. I'd be keen to see the investigation of a large scale municipal bus operation - like Edinburgh and cut out the private sector. It is important that any brand created for a municipal operation gives suitable visibility to Gaelic in its corporate identity in order to promote the language, particularly given that all the partner councils in SPT have a statutory Gaelic language plan.	No
446		Yes
447	Looking forward to having a bus service for our residents	Yes
448		No
449		No

	AD	AE
450		Don't know
451	Since competition has been proved to be ineffective there is merit in public bodies taking over.	No
452		Yes
453		No
454		Yes
455	Ideally we would still have a publicaly owned bus network and this would be a small step to possibly achieving that in the future	Yes
456	I see no reason why you need anything other than a single company centrally funded.	Yes
457		Yes
458		No
459		Yes
460		Yes
461		No
462		No
463		No
464		Yes
465	The would be an extremely positive move and could provide some competition to entrenched operators who do not act in the interests of passengers. It would be particularly useful for urban feeder roots and rural route which not commercial operator will provide even with subsidy e.g Biggar-Carnwath-Carstairs. In general bus operators are not great fans of integrated transport especially when putting people onto trains competes with their services. They therefore have little interest in providing bus-train integration. However transport authorities have a more strategic view of this would could bring positive benefits. Lothian Buses are a shining example of the benefits of municipally owned bus services and a similar model could bring the same benefits to Glasgow and beyond. Recent changes to bus services in Manchester are another good example. Also Transport for London although this organisation receives significantly more funding that municipal bus operations elsewhere. Funding is a hurdle. While transport authorities have been given powers to run bus services, unfortunately little funding has been made available to purchase vehicles and infrastructure. However by taking the profit making element out of bus service operations it would be possible make considerable savings on the cost of running subsidised services. These savings could help to pay for infrastructure and vehicles. Stand Up for Our Buses are not against commercial operators who offer good services at reasonable prices, but unfortunately some commercial operators have put profit over the needs of passengers and communities resulting in very poor services which are also very expensive for passengers and/or transport authorities.	No
466		No
467	Absolutely fantastic idea. Appreciate you are skint but why not start with a least costly route and build? Its just vital that this is fully integrated in to the whole franchised bus network. You have the opportunity to transform this city with fully integrated bus/rail/subway with proper franchising and minimal extra investment to begin with. Please do it!!!	Yes
468		No
469		No
470		Yes
471		Yes

	AD	AE
472	existing bus services in ML7 and surrounding areas have been disappointing too say the least. I hope SPT will use the opportunity to improve the bus service and encourage greater use of public transport. At the moment, we cannot rely on the current bus companies to stick even to their agreed and paid for obligations.	No
473	Ultimately I believe the best way to deliver an integrated transport strategy is through municipal control and long term planning. This should include relegating private involvement as much as possible to prevent revenue "leaking" into the private sector	Yes
474	Completely support.	Yes
475	Lothian buses model?	Yes
476		Yes
477		Yes
478		Yes
479		Yes
480		Yes
481	Will improve the network	Yes
482	The only genuinely effective way of delivering a transport system that can be relied upon enough to be effective and accountable to the end user.	Yes
483	No point to proposal	Yes
484		Don't know
485		Yes
486		Yes
487		Yes
488	Definitely McGills need some competition	Yes

	AD	AE
489		Yes
490		Don't know
491		Yes
492		Yes
493		Yes
494		Yes
495		No
496		Don't know
497	I support this model	Yes
498		Yes
499	If there is a failed market, then it is important to have the ability to step-in	Yes
500	This is a good option and should be investigated not only for a small scale operator, but for a much larger company.	Yes
501	Like this idea but	Yes
502		No
503	Should be utilised where appropriate but requires safeguards in place regarding funding and longevity of services.	Yes
504		Yes
505		No
506		No
507	To much authorities	Yes
508		Yes
509	Yes but could be expensive.	Yes
510	Strongly support	Yes
511		Don't know
512	As someone who moved from london to glasgow, I have seen first hand the opportunities a locally controlled, holistic transport system can offer. Being able to offer consistent branding, ticketing, and further integration of bus, rail, and subway would be a fantastic opportunity for Glasgow. There is a clear lack of public trust in the buses, and a locally owned company would be a fantastic way to restore faith in the transport system. It has worked in London, Edinburgh, and now Manchester. There is no reason Glasgow is any different.	Don't know

	AD	AE
513	We need to aim high and look to the future with confidence. Glasgow always talks big about being a modern forward thinking city. Well this is how Glasgow proves it can be dynamic and forward thinking in real practical terms. 10,000 people signed the petition, that is a lot of votes! We will all support you, and more.	Yes
514		Yes
515	support	Yes
516		Yes
517	Allow potential delivery in areas less attractive to commercial operators but where public transport provides essential connectivity - not just in remote areas, but also in some urban neighbourhoods.	Don't know
518	Not sure	No
519		Don't know
520		Yes
521		No
522		Yes
523		No
524		No
525		Yes
526		Yes
527		Yes
528	This has worked very well in other cities and is the minimum starting point.	Yes
529	This is a great idea! It worked fine before, privatisation, and deregulation, and as we see in Edinburgh, their bus network is far superior than Glasgow! I'd even favour wholesale nationalisation over franchising! But franchising is the next best thing	Yes
530		Yes
531	Profits should go towards lower fares, higher wages, better service or given back to local authorities for other things, not just be passive income for shareholders	No
532		No
533		No
534		Yes
535		No
536		No
537		Don't know
538		No
539		No
540		No

	AD	AE
541		Yes
542	Nah. Long term we want to get rid of the privatisation model	No
543		Yes
544		No
545		Yes
546		Yes
547		Don't know
548		Yes
549		Yes
550	More localised organising could be useful, as long as it is all under a public umbrella that allows for collaboration between the municipal operations where required	Yes
551		No
552		Yes
553	The city should own and run its own services, through SPT in the way that the Subway is operated. Transport is a public good, if anyone should derive profit, it should be SPT/GCC and other councils to reinvest in our networks.	No
554		Yes
555		Yes
556		Yes
557	Public transport should be publicly owned	Yes
558		No
559		Don't know
560	This to me is the best way forward- we need something like Lothian Buses - this is the pride and joy of Edinburgh and a disgrace that we do not have this in Glasgow	Yes
561		Don't know
562		Don't know
563		No
564		Yes
565		Yes
566		No
567		No
568		Yes
569	It works well in Edinburgh	Yes
570	Probably the best way to ensure good services run in less profit-making areas/routes	No
571		No

	AD	AE
572	A municipal bus operator could ensure that local and lower passenger routes are still serviced as they are established to provide public transport, not satisfy shareholder demands. An operator who first and foremost aims to deliver a service, not deliver "shareholder value" regardless of the quality of the service provided.	Yes
573		Don't know
574		No
575		No
576		No
577	Use Manchester model for buses	No
578		Yes
579		Don't know
580	would be great to have everything under public control and oversight to ensure simplicity and running of routes based on society needs and overall economy (e.g. effects on access to health, bussinesses, jobs, shops, entertainment)	No
581		Yes
582		No
583		Yes
584		Yes
585		No
586		Yes
587		No
588		Yes
589		Yes
590		Yes
591	This is essential to maintain routes not considered profitable by the private sector.	Yes
592		No
593		Yes
594		Yes
595		Yes
596		Yes
597		No
598		Yes
599		No
600		No
601	Yes	Don't know
602		Yes
603	Time for something different	No
604		Yes
605		Yes
606		No
607		No
608		No

	AD	AE
609		Yes
610		Don't know
611	Municipal bus operations are only a requirement under a non-franchised bus system. Those services should be wrapped into a franchise for a wider package of services. Hence if a municipal bus operation is implemented it should be planned to close at the time of franchising to give maximum scope to the operators to run more efficient services.	No
612		No
613		Yes
614		No
615	This is a must to reduce the broken mess of Glasgow transport. Glasgow should look towards European cities like Prague where the public transport is world class and runs on a municipal operation	Yes
616		Don't know
617	Local transport business are more likely to be aware of transport needs locally	Yes
618		Yes
619		Yes
620	This will improve services and save money in the long run.	No
621	This is the ideal - local services for local people, under the control of local people.	Yes
622		Yes
623		Don't know
624		No
625		No
626		No
627		Don't know
628		No
629		Yes
630		No
631		No
632		Yes
633		Yes
634		Yes
635		Yes
636		Don't know

	AD	AE
637		Yes
638		Yes
639		Yes
640		Yes
641	Very successful in Edinburgh	Yes
642		Don't know
643		Yes
644		Yes
645	Municipal bus operations work in favour of serving local people.They work well in Edinburgh-reasonable fares,frequent services.	No
646		Yes
647		No
648		Yes
649		Don't know
650		Yes
651	Preferred choice by far	Yes
652		Yes
653		Yes
654	This seems vital. There are areas of the city in much poverty that really need cheaper bus services to help with employment and access even (especially) when they aren't popular routes.	No
655		No
656	I live just outside Edinburgh and am deeply grateful to have a good municipal bus service. I wish Glasgow could have the same.	No
657		Yes
658		Yes
659		Yes
660		Yes
661	I would support a version of this that delivers a publically owned bus company for Strathclyde, which would have the opportunity to deliver the same level of service as the excellent Lothian Buses. This could be done in conjunction with a partnership model which would allow SPT to gradually take back ownership of the bus routes in Strathclyde.	Yes
662		Yes

	AD	AE
663		Yes
664	Glasgow was and could be again a leading provider of municipal transport as in the early twentieth century.	Yes
665		No
666		Yes
667		Yes
668	Council owned services work well in much of Europe, and also in Edinburgh where it works somewhat better than in the Glasgow area.	Yes
669		Yes
670		No
671	Yes	No
672		No
673		No
674		Yes
675		Yes
676		Yes
677		No
678		Yes
679		Yes
680		Don't know
681	Create a Strathclyde publicly run and funded transport network. Edinburgh has Lothian buses why can't Glasgow copy that example?	No
682		Yes
683	It would be an advantage for STP to take over subsidised routes and for a publicly owned operator to gain savings as Highland Council has seen since launching its pilot scheme.	Yes
684		No
685		Yes
686		No
687	Municipal bus operations are vital to filling gaps in service, and ultimately may come to replace private operators entirely.	Yes
688		No
689		Yes
690		No
691		No
692		Don't know
693		No
694		No
695	We need a fully integrated public transport system	Yes

	AD	AE
696	Yes please! This would be the best option for the people of Glasgow. Undo the chaos of privatisation and embrace a fairer system.	No
697		Don't know
698		Yes
699		Yes
700		No
701		Don't know
702		Yes
703		Yes
704		No
705	This would be the best option in an ideal world but I do not know whether it is achievable due to cost issues and lobbying.	No
706	they work well in the Edinburgh area	No
707		Yes
708	Public ownership and operation is the only way community needs rather than commercial gains will take precedent when decisions are being made	No
709	A publicly owned company for buses would provide transparency, and would hopefully be better and more efficient and less profit oriented than the current system.	No
710	Worth investigating and putting to consultation	Yes
711		Don't know

	AD	AE
712	Look at Manchester and get some ideas of what works and what does not.	No
713		Yes
714		Don't know
715		Yes
716	I think if you compare the bus service in glasgow with the bus service in edinburgh where it is a municiple service, i think edinburgh provides a far better service mainly i think because the public more of a priority as it is run as a public service.	Yes
717		Yes
718		Yes
719		Don't know
720		No
721		Yes
722		No
723	I not only support this but believe it should go further to link up all sustainable modes of transport in the city and surrounding area.	Yes
724	Bus services should be publicly owned and managed to provide good services and value for money.	Yes
725		Yes
726		Yes
727	Public bodies rarely deliver services better than private ones. Unelected bodies like SPC are even worse providers.	Yes
728		No
729	This is the only fair option for bus users as it means that the bus service will be run in the public interest and create greater accountability	Yes
730		Yes
731		No
732		Don't know
733		Yes
734		Yes
735		No
736		Don't know
737	As above	Yes
738		No
739	The opportunity should be taken to set up a public bus company similar to Lothian Buses which would co-ordinate services and provide what is necessary	Don't know
740		No
741	People need access. This is a lot harder in some locations, so feasible solutions need to be sought.	Don't know

	AD	AE
742		Yes
743		No
744	The whole aim of bus reform should be to reduce fragmentation and deliver a joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power	No
745	Not required if BSIP works properly	No
746		No
747	Yes. A must.	No
748	Also sounds like it's worth investigating	No
749	Best way to provide a fit for purpose bus service	No
750		No
751		Yes
752		Don't know
753		No
754	It is essential that bus networks return to local authority ownership and operation. The benefits/externalities of public transport are worth more than this cost of the service. This is the only way forward.	Yes
755	All transport should be taken under public control so that any profits are re-invested in the services.	Yes
756		No
757		No
758		Yes
759		Yes
760	Local operators understand the needs of their communities better than national corporates	Yes
761		Yes
762	I support this, but I think we can take the idea further. I acknowledge that it would take time, but I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to match the success of Edinburgh's Lothian buses. It would also have the advantage of being cheaper in the long term (as a pilot in the Highlands has shown) and be the first of its kind in the UK.	No
763		Don't know
764		Don't know
765		No
766		Yes
767		No
768		Yes
769	Really needed to improve the public transport network to reduce car use.	Yes
770	Get back previously scrapped bus routes deemed unprofitable	Yes

	AD	AE
771	Something like Lothian buses would be amazing and change the experience of living in the city	Don't know
772	Only need to look at how well Lothian Buses and it's subsidiaries operate in the Lothians. Glasgow used to have two great networks in the PTE and the government supplied SBG. It worked.	No
773	This worked well before privatisation	Yes
774		Yes
775		No
776		Yes
777		Don't know
778	Only serious option	Yes
779	This is my preferred option. It works elsewhere so why not here.	Don't know
780		No
781		No
782		Yes
783		Yes
784		No
785		Yes
786		No
787	Works elsewhere, e.g. Edinburgh, and could work here. Learn from others.	Don't know
788		Don't know
789		Yes
790		No
791		No
792	Lothian Buses is again a useful comparator. You need a single publicly-owned company for the whole of Strathclyde (even though that doesn't exist any more as a regional authority!), co-owned by the 12 local councils. Then you can co-ordinate and have a joined-up service. This can't be done overnight, but you could start more or less immediately and gradually absorb contracts.	No
793	This is the best way forward where local authorities would have total control.	Don't know
794		No
795	It works in other cities	Yes
796		Yes

	AD	AE
797		Yes
798		Don't know
799	As above	Yes
800		No
801		Yes
802		Yes
803		No
804		Yes
805		Yes
806		Don't know
807	worked in the past when few had cars - can work again	Yes
808		Yes
809		Yes
810	Possibly effective	No
811	Where areas are less served, this could be an option so that they could receive much-needed services in their area. Strongly support.	Yes
812		No
813	People living in very rural areas need a much better service.	Yes
814		No
815	Do it yesterday	Yes
816		Don't know
817		Don't know
818		No

	AD	AE
819	I strongly support the control of local bus services by the local authority in whose area of governance those services are operated. Publicly-controlled schemes, in Edinburgh and in other parts of the UK, provide more reliable, more affordable and more frequent services than those run by private companies for shareholders' profits. The same is also true on the continent of Europe, many of whose countries I have visited and used their bus services.	No
820		Yes
821		Yes
822		No
823		Don't know
824	Push integrated transport	No
825		Yes
826	Hopefully rural services get better deal	Yes
827		Yes
828		Yes
829	We should revert to a publicly owned and operated bus company on a large scale	Yes
830		No
831	Other cities with single municipal bus service like Edinburgh have a great bus network thats coherent, easy to understand and reliable as all the buses work the same unlike Glasgow where every single company does their own thing. I think having one unified service would be much better.	Yes
832		Yes
833		No
834		No
835		Yes
836	Bus operations in Glasgow are laughable at best and incredibly frustrating at worst. Services MUST be improved for the sake of the city and its citizens.	Yes
837		No
838		Yes
839		Yes
840		No
841		Yes
842		Yes
843	A comprehensive system of connected options across the SPT network has always been a dream of mine. The Zonocard system seemed to start us on that path, but there are now to many fingers in the pie and the public - the users of the services - are being ahortchanged at the hands of capitalism.	Yes
844		Yes
845		Yes
846	Yes. This is best option.	Yes
847		Yes
848		Yes

	AD	AE
849		No
850		Yes
851		Yes
852	This should work well and may offer options to encourage passenger use. It may have worked for the fastlink, which turned into a glorified bus lane costing millions of pounds and excessive delays, from a 'tram on tyres' project.	No
853		No
854		Yes
855		No
856	This should be much more ambitious and seek to emulate best practice from existing municipal schemes.	Yes
857	Could be a way forward, though limited.	Yes
858		No
859		Yes
860		No
861		Don't know
862		No
863		No
864		No
865	See no harm investigation.	No
866		
867		No
868	This would be an excellent option, but must be region and not just city wide to maximise the benefits for everyone.	No
869	Return services to a level we used to enjoy	No
870		No
871	Opportunities to improve rural and remote services according to local need.	No
872		No
873	Everyone should be entitled to a decent bus service (including frequent services and evening services).	Don't know
874	Yes	Yes

	AD	AE
875		No
876		No
877	this is the way forward. We need a publically owned integrated transport service designed to meet the needs of people not profit.	Yes
878		Yes
879		No
880		Don't know
881	As a family we're convinced that the best way to move things forward is to reverse de-regulation and to establish a publicly-owned company	Yes
882	I've lived in Glasgow and Edinbrugh and while neither bus service is perfect, Edinburgh's municipal model provides much better value for money and ease of use for customers. Customers do not benefit from having private operators as they either run monopolies or run unintegrated services which are very expensive to use when multiple operators are involved.	No
883		No
884		Yes
885		Don't know
886	Current system isn't working- and see Edinburgh!	Yes
887		Yes
888		Don't know
889		Yes
890		Don't know
891		Yes
892	Proven to work in Edinburgh and elsewhere	Yes
893		Yes
894		
895		Yes
896		Yes
897		Yes
898	I support this and urge that the process move forward quickly and instigate proper cooperation between publicly owned railway and ferry operators to deliver a JOINE UP public transport service.	Yes

	AD	AE
899		Yes
900	Interested in this and should be looked at in tandem with Clyde Metro proposals	Yes
901		No
902		Yes
903	A proper publicly owned operation is clearly the best solution in line with TFL etc. - as a Londoner originally I was stunned by how much poorer, confusing and expensive the service was when I first moved to Glasgow.	No
904		No
905		Yes
906		Don't know
907		No
908	A municipal bus company would be needed to provide services that otherwise wouldn't attract private operators.	No
909		No
910		No
911		Don't know
912		No
913		Don't know
914	Lothian Buses model should be the exemplar	Don't know
915	Municipal bus operations, such as Lothian buses in Edinburgh, are a great success and provide a service many times more efficient and effective than that provided in Glasgow. Why should Glasgow not have a similar bus system?	Yes
916	Again please do this. Edinburgh's buses are wonderful and enviable	Yes
917		No
918		No
919		Yes
920		Yes
921		Yes

	AD	AE
922		Yes
923		No
924		Don't know
925		No
926	Good suggestion but must include conditions of service / wages with respect to drivers	Yes
927		No
928		Yes
929		Yes
930	This option seems to have some merit. Public transport should be run for the benefit of the public, with connections to other services bus or train.	No
931		No
932		No
933		No
934		Yes
935	These have worked well in the past	No
936		No
937		Yes
938		Yes
939		No
940		No
941	Municipal busses or "publicly operated busses" are the only answer to the current woeful and disastrous bus service that serve the business owner and not the traveling public.	Yes
942		Yes
943		No

	AD	AE
944	<p>I strongly back SPT's plan to create a new municipal bus company. The main goal of bus reform should be to streamline services and offer a unified service across the region. So, introducing multiple new operators wouldn't make sense. I suggest SPT sets up one public bus company for Strathclyde, co-owned by the area's 12 local authorities. This new company should aim to match Edinburgh's successful and affordable Lothian Buses. While this won't happen overnight, SPT can start by taking over subsidized services (Like the 84 Kirkintilloch - Twechar, which I have only ever seen an SPT bus operate) . Highland Council's pilot in January 2023 shows this approach saves money and helps gain experience in running bus services. This way, SPT has a leg up on English city regions using franchising: It sets a public sector benchmark to keep contract pricing fair. It cuts costs by letting SPT directly award contracts to the new public operator. I'd like to see SPT use this approach to gradually bring more of the network under public ownership, aiming for a regional monopoly like Edinburgh's Lothian Buses.</p>	Yes
945	<p>I strongly support this, but I believe that it should be more ambitious, if we want real change. The whole aim of bus reform should be to reduce fragmentation and deliver a coherent and joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power. I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses. I'm aware that this cannot be done overnight, but the process can begin immediately with SPT setting up the new public operator to start taking over subsidised services across the region.</p>	Yes
946		Yes
947		Yes
948		No
949		Don't know
950		No
951		Yes
952	Better bus services	Don't know
953		No
954		No
955	<p>It is time to engage with national and local government to start the process of an overhaul of the whole transport network across Scotland with the objective of moving to an integrated public transport system that supports communities.</p>	Yes
956		Yes

	AD	AE
957	This gives the best opportunity to establish a strategic framework for the development of an integrated and effective service.	No
958		Don't know
959		No
960		Yes
961	More research	Yes
962		No
963	The whole aim of bus reform should be to reduce fragmentation and deliver a coherent and joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power.	Yes
964		Yes
965		No
966		No
967		No
968		No
969	We have had decades of capitalism, its time as a country we do what is right for everyone relying on public transport and stop lining the pockets of corporates and shareholders at the expense of the public. Time to make public transport cheaper and affordable.	No
970	Full public control over public transport would be forwarded by such municipal operations.	Yes
971		Yes
972	Don't investigate it, do it. We know it works because it was done in the past. Public transport should be for the commonweal no profit.	Yes
973		Yes
974		Yes
975		No
976		No
977		Yes

	AD	AE
978	<p>Strongly Support I strongly support SPT's proposal to develop a business case for a new municipal bus company. However I want this to be far more ambitious. The whole aim of bus reform should be to reduce fragmentation and deliver a coherent and joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power. I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses. I'm aware that this cannot be done overnight, but the process can begin immediately with SPT setting up the new public operator to start taking over subsidised services across the region. As Highland Council has shown with its pilot scheme launched in January 2023 (saving £1.4 million a year across just 10 previously contracted-out routes), this is a much more cost effective way of providing these services in a deregulated system. It would also give SPT the opportunity to build up experience and capacity running bus services while the franchising framework is being developed, so that the new publicly-owned operator is in a position to bid for contracts when they are ready. Using this approach (not available in England), SPT has a distinct advantage over the English city regions currently pursuing franchising to deliver it in a much more cost-effective way in the longer-term: Firstly, because it will ensure that there is always a public sector benchmark to check that private operators are not tendering over the odds for contracts. And secondly, because SPT can also directly award contracts to the new public operator cutting the costs of managing the franchising process. I want to see SPT use this approach to gradually take more of the network back into direct public ownership – so we can eventually re-build a municipally-owned regional monopoly, like Edinburgh's Lothian Buses.</p>	Yes
979	Buses should be run for the benefit of the public not for the benefit of the private companies.	No
980		Yes
981		Yes
982	Support	No
983		Don't know
984		No
985		No
986	This I think is the best option for our society.	No
987	Definitely needed	No
988	This option is moving forward with opportunities for betterment.	No
989		Yes
990		Yes
991		No
992		Yes
993		No
994		Yes
995		Yes
996		Don't know

	AD	AE
997		Yes
998	TOTALLY AGREE	No
999		No
1000	small and manageable more accountability	No
1001		Yes
1002		Yes
1003	See the example of Edinburgh	No
1004	<p>I strongly support SPT's proposal to develop a business case for a new municipal bus company. However I want this to be far more ambitious. The whole aim of bus reform should be to reduce fragmentation and deliver a coherent and joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power. I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses. I'm aware that this cannot be done overnight, but the process can begin immediately with SPT setting up the new public operator to start taking over subsidised services across the region. As Highland Council has shown with its pilot scheme launched in January 2023 (saving £1.4 million a year across just 10 previously contracted-out routes), this is a much more cost effective way of providing these services in a deregulated system. It would also give SPT the opportunity to build up experience and capacity running bus services while the franchising framework is being developed, so that the new publicly-owned operator is in a position to bid for contracts when they are ready. Using this approach (not available in England), SPT has a distinct advantage over the English city regions currently pursuing franchising to deliver it in a much more cost-effective way in the longer-term: Firstly, because it will ensure that there is always a public sector benchmark to check that private operators are not tendering over the odds for contracts. And secondly, because SPT can also directly award contracts to the new public operator cutting the costs of managing the franchising process. I want to see SPT use this approach to gradually take more of the network back into direct public ownership – so we can eventually re-build a municipally-owned regional monopoly, like Edinburgh's Lothian Buses.</p>	Yes
1005		Don't know
1006		Yes
1007		Yes
1008		No
1009		Yes
1010	Necessary to support areas poorly served	No
1011	Greater potential for service focused results	No
1012		Yes
1013		Yes
1014		Don't know

	AD	AE
1015	A high cost option, fraught with pitfalls and waste along with public sector pension and on costs. Could have some use where no operator supplies a price for a socially necessary bus tender.	Yes
1016	I agree with going ahead with municipal bus operations. Having a bus company that is more reliable and has better connections for its users, as given by a transport authority, has an interest in serving the people over serving its pockets. This would mean that other bus companies could be forced to provide better services as a result in order to stay competitive. Meanwhile just having bus companies creates unfair monopolies and means bus companies can agree to have poorer services whilst retaining higher prices.	Yes
1017		Yes
1018		Yes
1019		Yes
1020		Don't know
1021	A tfl for Glasgow is needed	No
1022		Yes
1023		Yes
1024		Yes
1025		No
1026		No
1027	Yes but why only small scale, we need huge improvements to public transport urgently.	Don't know
1028		Yes
1029		No
1030		Yes
1031	We are in a climate emergency and we need to urgently cut carbon emissions, including those from personal transport. We need a cultural shift towards using active travel and public transport. The only way this will happen in the time frame required is if we invest in a reliable, comprehensive, affordable and integrated public transport system. This needs to be driven by the state to achieve the changes that are required with the speed needed. Funding needs to go to the public sector rather than directed to the private sector for profit. This is urgent and change needs to happen within a very short timescale	Yes
1032	Public services should be owned by public authorities to serve communities not profits	No

	AD	AE
1033	Strongly support: this is a key role for SPT, which may take time to develop but could be done in conjunction with franchising, working towards a municipally owned enterprise like Lothian buses.	Yes
1034		Don't know
1035		Don't know
1036		Yes
1037		Yes
1038		No
1039		Yes
1040		Yes
1041	This is the only viable option for improvement that can be built upon. Especially for communities that are not currently served by a usable bus system. It would not be exclusively at the mercy of profit but also the people.	Yes
1042		No
1043	Yes, and SPT should set up a new publicly owned bus operator for Strathclyde which begins by taking over subsidised services in the area. Then more of the network would gradually be taken into public control until we have a fully public joined up service like they have in Edinburgh.	Don't know
1044	We need an organisation to run the buses that has the user's interest as its prime motive, not profit	Don't know
1045	Yes	Yes
1046		Yes
1047		No
1048		Yes
1049		Yes
1050	SPT will then be able to integrate more of the bus network back into direct public ownership as Lothian Buses has done	Yes
1051	Definitely needed for routes in deprived areas or lesser used but essential lifeline routes.	Yes
1052		Yes
1053	Public ownership is needed	Don't know
1054		Yes
1055		No
1056	Lothian Buses offers a striking example of a successful publicly owned bus service. I think this model offers the best scope for efficient and integrated services. SPT could use this approach to gradually take the network back into public ownership with the aim of creating a municipally-owned service, like Edinburgh's Lothian Buses.	Yes
1057	Don't waste money on non profitable services	Yes

	AD	AE
1058		No
1059	This is very important for communities with elderly or infirm residents who rely on bus services	Don't know
1060		Yes
1061		Yes
1062		No
1063		Yes
1064		No
1065		Yes
1066		No
1067		No
1068		No
1069		Yes
1070	Public ownership better services not profits	Yes
1071		Yes
1072	There would be more control over pricing and routes. Bus services in Edinburgh seem to work better.	Yes
1073		No
1074		No
1075		Yes
1076		No
1077		No
1078		No
1079		Yes
1080	Yes, yes, yes. Edinburgh's Lothian buses are great. And municipal bus operators over in continental Europe such as in Madrid or Paris offer way better bus services than Firstbus.	Yes

	AD	AE
1081		Yes
1082		Don't know
1083		No
1084		No
1085		Yes
1086	Better accountability, will operate socially needed services.	Yes
1087		No
1088		No
1089		No
1090	This works elsewhere	No
1091	Public ownership will not automatically result in better bus services. The vast majority of bus passengers do not care about who owns the buses. Indeed, many passengers already believe that SPT runs them..... The costs of creating a publicly owned bus company in Glasgow would be extremely prohibitive and not directly lead to any improvements for passengers or indeed passenger growth. Ownership on its own will not deliver this. Lothian is successful, because it is a good company which focuses on the passenger. Not because it is municipal. Yes, the municipal model allows it to reinvest in new fleet consistently. But both McGill's and First Glasgow have also massively invested in new EV fleets. Yet, Lothian is still to embark on this route of travel. There are much more pressing issues to resolve in the SPT bus network than public ownership. The funding model needs radically overhauled, with ring fenced local authority funding for supported bus services. This would mean that SPT could deliver an effective non commercially viable contracted supported bus network in partnership with the passenger requirements built into each contract. Also, a 95% minimum bus punctuality rating built into every contract with penalties issued for non compliance. The above would yield greater rewards for passengers than a municipal bus company.	Yes
1092	I support the idea of a new municipal business case.	Yes
1093	Operation of bus services should be controlled by SPT and municipal bus operations could be used to assist and make this work for users.	Yes
1094		No

	AD	AE
1095	<p>People in Edinburgh rave about their municipal bus company Lothian buses. These are frequent, affordable, and can be relied on to get people to work, school, appointments, and leisure on time. Last year they were able to return 3.2 million in dividends to shareholders, which are the local councils, to be re invested in the service. They've also recovered ridership at a much higher rate than Glasgow, likely as they better meet the needs of passengers. Additionally Highland council has been able to save money on previously contracted out routes by running them publicly. Private companies whether under franchising or a market system are always going to be by definition taking money out of that system as profit, so taking forward municipal bus operations may be able to save money on certain routes while also better meeting the needs of local residents.</p>	Don't know
1096		Yes
1097	<p>I strongly support municipal bus operations. Lothian Buses in Edinburgh is a strong example of how municipal bus services can drastically improve the quality and lower the cost of bus services as they only need to break even instead of making profits. They also invest their profits into their service instead of extracting them to pay dividends to businessmen. I would like to see a public bus operator for all of Strathclyde - owned by the councils. I believe this has the power to revolutionise bus services in the region.</p>	Yes
1098	All company's need investigated for a better outcome fir the passengers not just for money grabbing companies	Yes
1099	<p>Only way to get people out of their cars is to provide a cheap, high quality, efficient bus network run as a public not for profit service. - Edinburgh can do it why not Strathclyde!.</p>	Yes
1100		Yes
1101		No
1102		No
1103		No
1104	There are models in use in other countries which can be tried here.	No
1105		Yes
1106		Don't know
1107	<p>This is very important. A good business plan is needed for a municipal service, but it will help prioritise the needs of communities.</p>	Yes
1108		Yes
1109		Yes
1110		No
1111		No

	AD	AE
1112		No
1113		Yes
1114	Some thought should be given to whether community transport operators could provide services where local short services are needed.	Yes
1115		Yes
1116		Yes
1117	Full public ownership and planning of bus services will guarantee the best outcome for passengers.	Yes
1118	Strongly support this proposal to develop a business case for a New municipal bus company.but it needs to be an ambitious in offering a coherent and joined up service across the region and not to engage with multiple new operators using this power. 1 publicly owned bus company for Strathclyde please to offer us a great quality service much like that in operation by Lothian Buses.	Don't know
1119		Yes
1120	I am old enough to remember this system and perhaps it wasn't perfect but it was under local control and didn't feel that it was only a money making concern for shareholders.	Yes
1121		No
1122		Yes
1123		No
1124		Don't know
1125		Yes
1126		Yes
1127		Yes
1128		No
1129		Yes
1130	Running buses for profit has not lead to the expected improvement or expansion of services. Experience in other areas and other counties has shown a good service can be run by the local accountable authority.	Don't know
1131		No
1132		Yes
1133		No
1134		No
1135		No
1136		Yes
1137		No
1138		Yes
1139		No
1140		Yes

	AD	AE
1141	This solution may return more local routes to service during early times before 9.30 am on work days, wich without them I could no longer attend a job due to lack of transport	No
1142	Simply put, where is the money coming from to buy the buses and set up the necessary infrastructure such as garages?	Yes
1143		Yes
1144	Get rid of mcgills bring back Peter harte	No
1145		No
1146		Yes
1147		Yes
1148	Certainly not opposed, could see the attractiveness of it especially if no private operators want to run some of the franchise routes. However seems a little unnecessary if the franchising is done correctly.	Yes
1149		Yes
1150		Yes
1151	To take away one company having too much power over district	Yes
1152	Municipal services could offer greater control over standards and pricing, in addition to enabling full integration of bus, subway, and local rail networks, similar to the oyster card system used in London, and indeed similar to the public transport systems in use throughout many major cities throughout Europe.	Yes
1153		Yes
1154	I currently use yrain mostly and won't consider bus unless current service changes	No
1155	Surely this is an important aspect of improving bus services. Should be give greater priority in my view.	No
1156		Yes
1157		No
1158	Never gonna make you cry	Yes
1159		Yes
1160		Don't know
1161	No needed.	Yes
1162		No
1163		No
1164		Yes
1165		
1166		No
1167		No
1168		No
1169		Yes

	AD	AE
1170		Don't know
1171		No
1172		Yes
1173		Yes
1174	i fully support as Edinburgh has lothian buses and the service is amazing and makes a profit and buses are clean and well used	Don't know
1175	Busses should be run for the benefits of local communities, private bus operators will always seek to take advantage of and profit from those communities. A public bus company could provide cheaper fares, be more reliable, and create accountability for the running of the busses for the communities that they serve. The overall aim should be move towards all of our busses being run in this way. Finally, as shown in the consultation document, the bus network is confusing with different operators and ticket types, a single unified network would make it significantly easier for people to use the bus network across the region by reducing confusion and the amount of effort needed to understand how to get around the network in terms of tickets or routes.	Yes
1176	again this will only work on the profitable routes. No service wants to be on the least profitable routes.	Don't know
1177		Yes
1178		Yes
1179	I this feels like a possible balanced option.	No
1180		Yes
1181		No
1182		No
1183		Yes
1184	Anything that takes the services back into council or government operations must be a good thing	No
1185		Don't know
1186		Yes
1187		No
1188		Yes
1189	Glasgow should adopt the Lothian Buses model, which works well and is much more affordable than the terrible services offered in Glasgow	Yes
1190		Yes
1191		Yes
1192		No
1193		Yes

	AD	AE
1194		No
1195		No
1196	I think this would only work if it were just one publicly owned bus company for Strathclyde.	Yes
1197		Yes
1198		No
1199		No
1200	Need to explore all inclusive and equitable options	Yes
1201		No
1202		Yes
1203		Yes
1204	Yes - sounds good to me. Develop options for public ownership and run services in interests of passengers (all passengers) rather than companies	No
1205		Yes
1206		Yes
1207	I have always supported municipal bus companies. After having lived in Edinburgh for a couple of years their bus services are among the most superior in Scotland; because they stuck with the 'tried & tested method' and their citizens have continued to enjoy better service and cheaper fares.	Don't know
1208		No
1209	What we *really* need!	Yes
1210		Yes
1211	hoping this should result in fairer pricing, reduced prices.	No
1212		Don't know
1213		Don't know
1214		Yes
1215		Yes
1216		No
1217	Preferred option but unlikely given cost implications	Yes

	AD	AE
1218	<p>I strongly support SPT's proposal to develop a business case for a new municipal bus company. However I want this to be far more ambitious. The whole aim of bus reform should be to reduce fragmentation and deliver a coherent and joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power. I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses. I'm aware that this cannot be done overnight, but the process can begin immediately with SPT setting up the new public operator to start taking over subsidised services across the region. As Highland Council has shown with its pilot scheme launched in January 2023 (saving £1.4 million a year across just 10 previously contracted-out routes), this is a much more cost effective way of providing these services in a deregulated system. It would also give SPT the opportunity to build up experience and capacity running bus services while the franchising framework is being developed, so that the new publicly-owned operator is in a position to bid for contracts when they are ready. Using this approach (not available in England), SPT has a distinct advantage over the English city regions currently pursuing franchising to deliver it in a much more cost-effective way in the longer-term: Firstly, because it will ensure that there is always a public sector benchmark to check that private operators are not tendering over the odds for contracts. And secondly, because SPT can also directly award contracts to the new public operator cutting the costs of managing the franchising process. I want to see SPT use this approach to gradually take more of the network back into direct public ownership – so we can eventually re-build a municipally-owned regional monopoly, like Edinburgh's Lothian Buses.</p>	Yes
1219	<p>This would vastly improve services. A bus service owned by the people of Glasgow would be able to invest in infrastructure and give people ownership over their travel. Access to affordable travel is the single biggest factor in social and economic mobility</p>	Don't know
1220		No
1221		Yes
1222		No
1223	<p>The buses should be under council control like Edinburgh or Manchester.</p>	Yes

	AD	AE
1224		No
1225	I support SPT's proposal for a new municipal bus company but it should be more ambitious. I advocate for one publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, mirroring Edinburgh's successful Lothian Buses. This would reduce fragmentation and deliver a cohesive service. Highland Council's pilot scheme demonstrates the cost-effectiveness of this approach. SPT could start by taking over subsidised services and gradually transition more of the network into public ownership. This method offers advantages over English city regions pursuing franchising, ensuring fair pricing and reducing management costs.	Yes
1226		Yes
1227		No
1228		No
1229	Again your adding a different operator to a list of operators which doesn't help.	Yes
1230		No
1231		Don't know
1232	My only objection to this is that it is proposed as a small-scale operation. This needs to be done at LARGE SCALE, and should fully replace existing private bus companies where possible. First Bus in particular should be forcibly acquired at cost by the public, the public having already paid through the nose for its operations these last several decades.	Don't know
1233	Improve standards and accountable	Yes
1234	A municipal bus company in tandem with franchising seems like the ideal situation. If they manage perfectly well to operate franchising and a municipal bus company over in Ireland then there's no reason we can't do the same. Yes there will be significant cost, but at least a portion of that (if not all) should be covered from the cash currently given to the private operators.	No
1235		Yes
1236	Absolutely. This model works. It's proven to work across Europe. It's the way public services should be run.	Yes
1237		Yes
1238		Don't know

	AD	AE
1239		Yes
1240		No
1241		No
1242	This is the way it should be making money for itself, not shareholders	Yes
1243		Yes
1244		Yes
1245		Yes
1246		Yes
1247		Yes
1248		No
1249	support	No
1250		Yes
1251		Yes
1252	Municipally owned buses have been successful in many European cities. There's no good reason why Glasgow shouldn't do that too.	Yes
1253		No
1254	Bus services as provided do not meet the needs of the community and are not a realist alternative to private transport in most instances	Yes
1255	Yes	No
1256		Yes
1257		Yes
1258		Yes
1259	Yes. But bus reform should reduce fragmentation and deliver a coherent and joined up service across Strathclyde region. Setting up multiple new operators would not achieve this, so municipal services (I am in a village) must join up with wider networks. So I don't have to get 3 buses to get anywhere! SPT used to be amazing 30 years ago! Why not set up one publicly-owned Strathclyde bus company, co-owned by local authorities through SPT, which offers the same great quality of service Lothian Buses.	Yes
1260		No
1261	I support this, it's been successful in English regions	Yes
1262		Yes

	AD	AE
1263		No
1264		No
1265		Yes
1266		Yes
1267		No
1268		Yes
1269		No
1270		No
1271		No
1272		Yes
1273		Yes
1274	Yes this is the best option. Please move forwards with it and get services in place asap.	Yes
1275	Some routes may be better operated by the local authority, than a private bus company.	Yes
1276	Yes of course this should happen and it should be done quickly. The present state of the bus service cannot continue.	Yes
1277		No
1278	Public transport is a public need and should be publicly owned	No
1279		Don't know
1280		No
1281		Yes
1282		No
1283		No
1284		Yes
1285		Yes
1286		Yes
1287	Good option	Yes
1288	Why not further investigate a full scale municipal services, rather than this Cinderella provision	Yes
1289		Yes
1290		Yes

	AD	AE
1291		Don't know
1292		Yes
1293		Yes
1294		No
1295		No
1296		Yes
1297		Yes
1298		No
1299	Bus services should be owned and operated by local authorities.	Yes
1300	These work better for passengers and would improve life in Glsagow greatly	Yes
1301		Yes
1302	Definitely	No
1303		No
1304	It depends how these areas would be identified and how the operations would fit with other services, but I'm generally in favour.	Don't know
1305	The subway is currently 100% publicly owned by SPT and this method of ownership should be the same as the buses. Lothian buses in Edinburgh is a prime example, Glasgow deserves and needs the same.	Yes
1306		Yes
1307	Councils and potentially other public bodies could run bus services for need and not profit.	Yes
1308		Yes
1309		Yes
1310		No
1311		Yes
1312		Yes
1313	Worth a try	Don't know
1314		No
1315	Based on need and not profit will create a good reliable service	Don't know
1316		No
1317		No
1318		Yes
1319		No
1320		Yes
1321		No
1322		No

	AD	AE
1323		No
1324	This should be a continuous improvement methodology - Kaizen as the Japanese call it.	Yes
1325	Services need better integration across othe public transport and privatised options will work against that	No
1326		No
1327		No
1328		Yes
1329		Yes
1330		Yes
1331	Success of these schemes elsewhere would suggest this could be a good option	Don't know
1332		Don't know
1333		Yes
1334		No
1335	This is the only way to get a fair deal.	No
1336		No
1337		Yes
1338	Service has to be regulated, cost effective, reliable and offer a joined up service across the entire city	Yes
1339		Yes
1340	This will be transformative.	Yes
1341		Yes
1342		Yes
1343	Edinburgh has already demonstrated the success of municipally owned operator Lothian buses. Highland council's pilot scheme showed that the council buses can be more cost effective than private operators. This would let SPT outbid private operators in a franchising tender and regain control of the bus system. A full regional municipally owned monopoly would be an eventual goal and would offer further efficiency through economy of scale and not requiring a tendering process.	Yes
1344	Edinburgh services are gold standard	Yes
1345		No
1346		No
1347		Yes
1348		Yes
1349		Yes
1350	Would love this to be implemented, as Nottingham has shown it is completely feasible.	Yes
1351	Ideal Situation by my opinion	Yes
1352		Yes
1353		Yes
1354	This is important. Bus services are a particular problem outwith the more central Glasgow area. In East Renfrewshire a bus hub at Clarkston [car park] with regular services from Eaglesham, Newton Mearns and Thornliebank would make a big difference	Don't know

	AD	AE
1355	This is a very successful in many European cities with similar size to Glasgow e.g Oslo, Bratislava, Vienna and more	No
1356	See comments above.	Yes
1357		Don't know
1358	Should be the principal option	Yes
1359		No
1360	Would like to see a large scale municipal bus operation	Yes
1361		Yes
1362		Yes
1363		No
1364		Yes
1365		No
1366		No
1367		No
1368		No
1369		No
1370		Yes
1371	Best option for integrated accountable reasonably priced transport to encourage a shift away from cars.	Yes
1372		Yes
1373		Yes
1374		No
1375		No

	AD	AE
1376		No
1377		No
1378		No
1379		No
1380		No
1381		No
1382		Don't know
1383		No
1384		Yes
1385		No
1386		Don't know
1387		Yes
1388		Yes
1389		No
1390	as above	Yes
1391	The overall objective must be implementing the resources required and and bringing in a regime that increases the use of public transport, in particular buses, to a serious extent.	No
1392	This would allow the local authority to subsidise rural services from profits made on busier urban routes.	Yes
1393	As above	Don't know
1394		Yes
1395		Yes
1396	Gives full control and works well in places like Edinburgh and Nottingham but is expensive and vulnerable to financial constraints / cuts.	Yes
1397		No
1398		No
1399		Yes
1400		Don't know
1401		No
1402		Yes
1403		No
1404		No

	AD	AE
1405		No
1406		No
1407		Yes
1408	<p>strongly support SPT's proposal to develop a business case for a new municipal bus company. However I want this to be far more ambitious. The whole aim of bus reform should be to reduce fragmentation and deliver a coherent and joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power. I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses. I'm aware that this cannot be done overnight, but the process can begin immediately with SPT setting up the new public operator to start taking over subsidised services across the region. As Highland Council has shown with its pilot scheme launched in January 2023 (saving £1.4 million a year across just 10 previously contracted-out routes), this is a much more cost effective way of providing these services in a deregulated system. It would also give SPT the opportunity to build up experience and capacity running bus services while the franchising framework is being developed, so that the new publicly-owned operator is in a position to bid for contracts when they are ready. Using this approach (not available in England), SPT has a distinct advantage over the English city regions currently pursuing franchising to deliver it in a much more cost-effective way in the longer-term: Firstly, because it will ensure that there is always a public sector benchmark to check that private operators are not tendering over the odds for contracts. And secondly, because SPT can also directly award contracts to the new public operator cutting the costs of managing the franchising process. I want to see SPT use this approach to gradually take more of the network back into direct public ownership – so we can eventually re-build a municipally-owned regional monopoly, like Edinburgh's Lothian Buses.</p>	Yes
1409	Yes. Because we need positive change.	Yes
1410	This is the best way to bring our bus services back in public control where they should be.	Yes
1411	As Edinburgh and Nottingham have shown, municipal bus services can work, but I suspect this would be more expensive than franchising. Revenue for this could be raised from car demand measurement measures e.g. London's congestion charge (not the LEZ, which is an air quality not transport tool), but I suspect there won't be political appetite.	No
1412		Yes
1413	This is my most favoured option. Even more so than franchising. Edinburgh and Lothian buses is the prime advert for how this works, in the real world	Yes

	AD	AE
1414	There are already developed SME bus operators who shouldn't be crowded out of the market	Don't know
1415		Don't know
1416	Yes, in short a time as poss reverse all the mistaken and failed privatisation	Yes
1417	This should be a priority	No
1418		No
1419		No
1420	Costly councillor aspirational sh1te! Pie in the sky. A waste of time and money exploring this option. Also, politicians of any shape (often fat!) or party should never be trusted with bus service network planning. The react to the perceived needs of the moaning faced sodds that pester them and ignore the needs of the vast majority of existing or potential bus users.	Yes
1421	Glasgow should be looking to introduce something along the lines of the Lothian bus midrl	Yes
1422		Yes
1423	This may work but still needs someone who looks at social inclusion for the areas that don't have a limited need	Yes
1424		No
1425		Don't know
1426		No
1427	The examples of London, Manchester and countless European cities, along with Glasgow's experience in the past are clear: public transport should be in public ownership as this is the most efficient and effective way to deliver a comprehensive service that provides equitable access. This is clearly shown in all evidence, any other approach is let by ideology rather than evidence and this would need to be justified.	Yes
1428		No
1429	I would support large-scale municipalisation (though I appreciate the challenges listed on p.17 of the consultation document). Edinburgh (Lothian Buses) and London (TfL) have notably successful local transport systems (I note these are where the politicians are...). To the extent that these are publicly owned, they don't have money being routinely extracted from the system into private hands (a major source of inefficiency, in investment terms). I want to be proud of my local transport system, and feel a sense of ownership.	Yes
1430		No
1431		No

	AD	AE
1432		No
1433		Yes
1434		Yes
1435		Yes
1436	Private operators have repeatedly let customers down. A municipal bus operator should certainly be considered.	Yes
1437	Strongly agree	Don't know
1438		No
1439		No
1440		Don't know
1441		No
1442		Yes
1443		No
1444		Yes
1445		No
1446		Yes
1447		Yes
1448		Yes
1449		No
1450	Same as above	No
1451	Perfect. This is what helps a community survive - getting resources where people need them, not where they're most profitable	Yes
1452		Yes
1453		No
1454		Yes
1455	Ultimately a municipal bus company is highly desirable as profits are no longer involved	No
1456		No

	AD	AE
1457	I strongly support the SPT proposal for a business case to develop a new municipal company and would like to see it go further. The most successful service in the country is Lothian Buses, which should offer a model for SPT to learn from. Similarly, Highland Council has shown in its own trials that it is more cost effective than contracting out services. Rather than be a small scale operation, I do believe this company should be co-owned by local authorities in the region and cover the whole area in order to operate most effectively. In the first instance, I think the aim should be to set up a new public operator and for that operator to take over the currently subsidised services in the region. In the long term, I would like to see all contracts directly awarded to the Strathclyde-wide operator, which would massively cut costs when managing the new franchise.	Yes
1458		Don't know
1459		Yes
1460		Yes
1461	This seems a sensible and appropriate approach	No
1462		Don't know
1463		No
1464	Transport of people should be controlled by the community not by a company who is first and foremost and the wims of their shareholders is better.	Yes
1465		No
1466	this way municipal bus services can return any profit back into the services. Also a municipal service would not have the same primary requirement for profit	Yes
1467	This would be a good long term aim. It would the advantages of franchising and would mean that any profits are ploughed back into the operation	Yes
1468		No
1469		Don't know
1470		No
1471		Yes
1472		No
1473		Yes

	AD	AE
1474		Yes
1475	Best solution for me is to bring the public transport infrastructure back under LA or National ownership.	Yes
1476		No
1477	Bring buses back into full public ownership, so that profit generated can be reinvested and the service they offer can be held accountable.	No
1478	Really we need one single unified operator to allow integration of the transport network.	Yes
1479		Don't know
1480		No
1481		Yes
1482		No
1483		Yes
1484	I believe SPT should strive to establish a larger municipal bus operator over the long term, starting with the planned smaller operations where these would offer the most benefit.	Yes
1485		Don't know
1486		No
1487	Could we learn from Edinburgh?? I've used Lothian buses a lot and they do work better.	Yes
1488		Yes
1489	Yes	Don't know
1490		No
1491	Lothian Buses is an excellent example of a well run municipal operation	Yes
1492		Don't know
1493		No
1494		Yes
1495		Don't know
1496		Yes

	AD	AE
1497	<p>I strongly support SPT's proposal to develop a business case for a new municipal bus company. However I want this to be far more ambitious. The whole aim of bus reform should be to reduce fragmentation and deliver a coherent and joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power. I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses. I'm aware that this cannot be done overnight, but the process can begin immediately with SPT setting up the new public operator to start taking over subsidised services across the region. As Highland Council has shown with its pilot scheme launched in January 2023 (saving £1.4 million a year across just 10 previously contracted-out routes), this is a much more cost effective way of providing these services in a deregulated system. It would also give SPT the opportunity to build up experience and capacity running bus services while the franchising framework is being developed, so that the new publicly-owned operator is in a position to bid for contracts when they are ready. Using this approach (not available in England), SPT has a distinct advantage over the English city regions currently pursuing franchising to deliver it in a much more cost-effective way in the longer-term: Firstly, because it will ensure that there is always a public sector benchmark to check that private operators are not tendering over the odds for contracts. And secondly, because SPT can also directly award contracts to the new public operator cutting the costs of managing the franchising process. I want to see SPT use this approach to gradually take more of the network back into direct public ownership – so we can eventually re-build a municipally-owned regional monopoly, like Edinburgh's Lothian Buses.</p>	No
1498		No
1499	<p>This has. Proved successful in many European cities, and moving air quality, reducing greenhouse gases, improving social networks, tourism and reducing social inequalities.</p>	Don't know
1500		Don't know
1501	<p>I support this but it should be remembered that the whole point of reform is not to be piecemeal but to be comprehensive. One integrated transport for the whole of Strathclyde should be the aim.</p>	Yes
1502		No
1503		Yes
1504		Yes
1505		Don't know
1506		Yes

	AD	AE
1507		No
1508		No
1509		Don't know
1510		Yes
1511		Yes
1512		No
1513		No
1514		Yes
1515		No
1516		Don't know
1517	Why not	No
1518		Yes
1519	This would be an extremely useful way of improving, rationalising and supporting the current subsidised bus routes. Local authorities or RTPs are already paying significant sums to have operators run a lot of these routes. It could effectively be better value to bring it in house. It also offers a good opportunity for redesigning the entire bus route network in regards to what are currently subsidised services.	Yes
1520		Yes
1521		Yes
1522		No
1523		Yes

	AD	AE
1524	Yes, but why 'small-scale'? We need something ambitious, like Lothian Buses.	Yes
1525		No
1526	Taking public transport back into public ownership makes sense in terms of encouraging greater use and making sure services respond to community needs.	Don't know
1527		Yes
1528		Yes
1529		Yes
1530		No
1531	McGills have to be looked at with they have the monopoly in renfrewshire	Yes
1532	This should be the preferred future model with profits being reinvested in services	Yes
1533	Public sector isn't always great at these ventures. All the risk is take on by public purse. However, private companies always end up getting bailed out.	No
1534		Yes
1535		Yes
1536	I strongly support this move, but I would like SPT to be much more ambitious. Municipal bus operations should be undertaken as part of a move to a wider SPT-run municipal bus service that covers all of Strathclyde, with the councils co-owning it. I understand this cannot happen overnight, therefore the move to take over socially necessary routes is a good idea, as seen in the Highlands, where municipal bus services have saved the council money by not having to undergo the franchising rounds. It would also provide a threshold of service quality that private operators would have to surpass to be considered to run these franchising services. This means it would not be a race to the bottom, with companies undercutting each other to provide the service. This approach would allow SPT to build up the know-how around the physical side of running services, rather than just the planning side. This would allow them to grow and expand, whilst following best practice, to provide a better service for all passengers across the region. Because SPT can directly award services to a municipal bus company as well, it would allow the authority to save money on the franchising award process, and bring the bus network back fully into public hands.	Yes
1537	This is the best way to establish an integrated transport service as in Edinburgh and London. Glasgow and Strathclyde have definitely lost out to Edinburgh and Lothian with the loss of the Glasgow Airport rail link and now our crumbling bus service. We need to grasp this once in a generation opportunity to give Glasgow and Strathclyde a real boost like the Garden Festival and Commonwealth Games but one which will be permanent. This service will help the many people in housing schemes without cars get to work, attract investment and reduce transport's impact on Public Health and Climate Change.	No
1538	why not have a municipal bus operator operate all routes across the city so it can use profitable services to subsidise the less profitable ones creating a better service for the whole city	No
1539		Yes

	AD	AE
1540	<p>I strongly support SPT's proposal to develop a business case for a new municipal bus company. However I want this to be far more ambitious. The whole aim of bus reform should be to reduce fragmentation and deliver a coherent and joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power. I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses. I'm aware that this cannot be done overnight, but the process can begin immediately with SPT setting up the new public operator to start taking over subsidised services across the region. As Highland Council has shown with its pilot scheme launched in January 2023 (saving £1.4 million a year across just 10 previously contracted-out routes), this is a much more cost effective way of providing these services in a deregulated system. It would also give SPT the opportunity to build up experience and capacity running bus services while the franchising framework is being developed, so that the new publicly-owned operator is in a position to bid for contracts when they are ready. Using this approach (not available in England), SPT has a distinct advantage over the English city regions currently pursuing franchising to deliver it in a much more cost-effective way in the longer-term: Firstly, because it will ensure that there is always a public sector benchmark to check that private operators are not tendering over the odds for contracts. And secondly, because SPT can also directly award contracts to the new public operator cutting the costs of managing the franchising process. I want to see SPT use this approach to gradually take more of the network back into direct public ownership – so we can eventually re-build a municipally-owned regional monopoly, like Edinburgh's Lothian Buses.</p>	Yes
1541		No
1542		No
1543		Don't know
1544		Yes
1545		Yes
1546		Yes
1547		No
1548		No
1549	<p>TfL, Lothian Buses, Nottingham City Transport... they work and they work well. Glasgow can have the same thing, starting with filling the gaps the private operators have abandoned, and then moving into the bigger routes once the public see the premium service they offer.</p>	Yes

	AD	AE
1550		No
1551		No
1552	To ensure people get service in areas even if routes aren't profitable	Yes
1553	I believe this would allow smaller companies the ability to better enter the competitive market, and better connections to larger companies - such as First Bus & Stagecoach - at larger bus stops/interchanges - such as Partick / Govan Interchange, Buchanan Bus Station, Glasgow Fort. This would also allow a balance for all participating companies used in balance, or whether worth the money/time. Of course, subject to frequency and availability of the vehicles and space at such larger locations, or space through some narrow streets. Please keep in mind, all these answers are from a much more simple and basic understanding, and experience using many of the bus services operating in Glasgow, and across some areas of Scotland for over a decade.	Don't know
1554	A supportive secondary option used in conjunction with others	Yes
1555		No
1556		No
1557		No
1558	Agree	Yes
1559		Don't know
1560	Other organisations in Scotland (see LRT) have a model which appears to work. Need to learn from good practice	Yes
1561		Yes
1562		No
1563		No
1564		No
1565		Yes
1566		Yes
1567	Might help poorly served area.	No
1568		Yes

	AD	AE
1569	This would be my preferred option although we used to have a small bus on our route alongside McGills and for some reason this stopped. I did hear McGills bought it over giving them the monopoly. I would need to feel that it would be fair competition	No
1570		No
1571	Only if they are directly responsible to local people through elected representatives	No
1572		Don't know
1573		Yes
1574		No
1575	should have been done years ago, Edinburgh buses showing how its done a publicly operated bus service where money is kept away from private business	Yes
1576		Yes
1577		Yes
1578	This may have the biggest impact on rural-semi-rural bus users. This is where people with alternative methods of transport, ie cars, are turning their backs on buses due to their infrequency, expensive and complicated ticketing structures, and unreliability of service.	Yes
1579		Don't know
1580		Yes
1581		No
1582	It would be good to see if this is an option.	No
1583		Yes
1584		No
1585		Don't know
1586		No
1587		No
1588		No
1589		No
1590	In certain areas this maybe appropriate	No
1591		No

	AD	AE
1592	I think if an area is missing out and looks like it would benefit then trialling this would be great. I personally would prefer to see a roadmap to maybe see if franchising can be a success.	Yes
1593		Don't know
1594		No
1595		No
1596		Yes
1597		No
1598		No
1599		No
1600	there are current gaps in provision that need new innovative models of delivery, particularly to rural communities	Yes
1601		Yes
1602	This would give the SPT an understanding of bus economics when evaluating tenders and how operations are operating.	Yes
1603	I think that would mean a better bus service & better time between buses	Yes
1604		No
1605	I think that the present operators have too much on their plate, having being responsible for bus service, taxi services and Undertakers. We need changes ASAP with operators being honest , employing Knowledgeable drivers and training them to a level of responsibility for the passengers and areas of towns.	No
1606	A lock bus service is required for the Garnock Valley to link with destinations further afield	No
1607	We need a municipal bus operator, and we need to go further than the existing proposals. The region should have a single municipal operator that can benefit from economies of scale with centralising planning and pooling driver and maintenance staff. This can be established quickly and begin taking over routes. Over a period of 4-6 years, as the operator gains skill and experience, it should take over all other routes in the region. Municipal operators are not currently available to English city regions and are a key advantage that SPT has. It would be an immense waste to miss this opportunity. All work necessary to establish, grow and expand a municipal bus operator should be undertaken at once.	Yes

	AD	AE
1608	The reason the industry was privatised was because local authorities could not afford or did not want their bus operations, How would a new municipal operator work. be great for a few years but when there are cuts needed by the government this industry is always the first. If it wasn't for privatisation we would not have the modern bus industry and the technology as at the time local authorities were not investing in new buses and cutting services. Even today SPT are cutting back on subsidies because of cost cutting and lack of funding. TBH, our government is not helping by giving everything away for free and taking the money out of vital services like transport.	Yes
1609	Community based	Don't know
1610	No	Yes
1611	Already a model in Scotland via Lothian buses which can be followed	Yes
1612		Yes
1613		No
1614	Municipal bus operations are the best option for the region. All other options should be chosen in terms of making a future single municipal bus operator for the region the provider of all buses. That means franchising but not doing BSIPs.	Yes
1615		Yes
1616		Don't know
1617	This model is worth investigating further.	Yes
1618		Yes
1619	Need to explore options to ensure no areas are neglected.	No
1620		Yes
1621		Yes
1622		Yes
1623	This is the only plan that would actually give real power and control to deliver the aims.	Yes
1624	I have no doubt that this will be needed, but it feels a little like a loophole for the private bus companies. How many gaps would have to be plugged by municipal bus operations?	Yes
1625		No
1626		Yes
1627		Yes
1628		Yes

	AD	AE
1629	Support	Don't know
1630	We should have a system similar to Lothian Buses in Edinburgh. Having one larger network allows all the public transport to work in unison. The buses in Edinburgh have far better routes, more frequent times, more streamlined fares, and they are almost always on time.	Don't know
1631	I strongly support SPT's proposal to develop a business case for a new municipal bus company. However I want this to be far more ambitious. The whole aim of bus reform should be to reduce fragmentation and deliver a coherent and joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power. I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses.	Yes
1632		No
1633		No
1634		Yes
1635	Na	Yes
1636		Don't know
1637	Yes, just do it. Cities around the world run high quality efficient transport networks.. why can't Glasgow?	No
1638		Yes
1639	Also makes a lot of sense, in line with the trend towards nationalisation of rail services.	Don't know

	AD	AE
1640	<p>I strongly support SPT's proposal to develop a business case for a new municipal bus company. However I want this to be far more ambitious. The whole aim of bus reform should be to reduce fragmentation and deliver a coherent and joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power. I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses. I'm aware that this cannot be done overnight, but the process can begin immediately with SPT setting up the new public operator to start taking over subsidised services across the region. As Highland Council has shown with its pilot scheme launched in January 2023 (saving £1.4 million a year across just 10 previously contracted-out routes), this is a much more cost effective way of providing these services in a deregulated system. It would also give SPT the opportunity to build up experience and capacity running bus services while the franchising framework is being developed, so that the new publicly-owned operator is in a position to bid for contracts when they are ready. Using this approach (not available in England), SPT has a distinct advantage over the English city regions currently pursuing franchising to deliver it in a much more cost-effective way in the longer-term: Firstly, because it will ensure that there is always a public sector benchmark to check that private operators are not tendering over the odds for contracts. And secondly, because SPT can also directly award contracts to the new public operator cutting the costs of managing the franchising process. I want to see SPT use this approach to gradually take more of the network back into direct public ownership – so we can eventually re-build a municipally-owned regional monopoly, like Edinburgh's Lothian Buses.</p>	Yes
1641		Don't know
1642		Yes
1643	It works elsewhere and used to work here	Yes
1644	Again, will assist more for local and public owned services	No
1645	Improve access in poorly served areas	Yes
1646	<p>I strongly support this approach. I would love to see Strathclyde buses up to the same standard as the fantastic Lothian Buses. Lothian buses are super reliable, operate seamlessly across the Lothians, are very affordable with sensible ticket types, drivers are well trained to share routes with cyclists, they innovate with new designs and implementation of electric and low emissions buses. This is the only sensible way to go.</p>	Yes
1647	Strongly support	Don't know
1648		Yes

	AD	AE
1649	I strongly support further investigation of municipal bus operations.	Yes
1650	This should be expanded to cover all services and add routes where there are gaps in the market. It should be more frequent, more reliable and free or heavily subsidised by taxpayers. Any fares should be flat to improve the experience and it should be integrated with underground and rail services - similar to London and TFL	Yes
1651		Yes
1652	The model of transport for London shows how well a large city can maintain a public transport network. SPT already do a wonderful job with the subway, they should extend those expertise to the rest of the local transport network	Yes
1653	Would like this to be a main effort	No
1654		No
1655		No
1656	Bus operators MUST be allowed to operate as normal as they have the full backing of larger companies and the knowledge of bus operations unlike SPT who are at the moment unfit in it's current state.	Yes
1657	Do this and more. You should try to do in Glasgow what they are doing in Edinburgh with Lothian Buses. One operator operating everywhere is better than several operators doing their own little piece of the network. If that operator can be publicly owned, then all the better.	No
1658		Yes
1659	The Local community/council should run buses. Transport is not a right like electricity or clean water. Operate from this premise.	Yes
1660		Yes
1661	A fully integrated system like Transport for London would greatly benefit the people of Glasgow and bus/train and subway drivers and operators	No
1662		Yes
1663		No
1664	Give scope for future	No
1665		Don't know
1666	Strongly support! This should only be the beginning for Scottish buses - a coherent local service, operated for the benefit of the people who use it, is a great first step. Recent pilots undertaken in the Highlands have shown that a well managed publicly operated regional bus network provides better and more comprehensive service at lower costs than a service fragmented by individual contracts. A municipal bus service, like the brilliant Lothian buses in Edinburgh, would make an immediate difference for people living locally. It would also provide an important foundation to develop the processes and infrastructure needed to bring more of our public transport under public control over years to come.	Yes
1667		Yes

	AD	AE
1668	Yes, - community ownership and benefits needed	No
1669	Worth exploring	Yes
1670		No
1671		No
1672	Municipal bus operations seem to me to be the best option to provide a proper service for the people of Glasgow	No
1673		Yes
1674		Yes
1675	There should always be a public option in public service delivery to benchmark costs involved	Don't know
1676		No
1677	<p>more ambitious. The whole aim of bus reform should be to reduce fragmentation and deliver a coherent and joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power. I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses. I'm aware that this cannot be done overnight, but the process can begin immediately with SPT setting up the new public operator to start taking over subsidised services across the region. As Highland Council has shown with its pilot scheme launched in January 2023 (saving £1.4 million a year across just 10 previously contracted-out routes), this is a much more cost effective way of providing these services in a deregulated system. It would also give SPT the opportunity to build up experience and capacity running bus services while the franchising framework is being developed, so that the new publicly-owned operator is in a position to bid for contracts when they are ready. Using this approach (not available in England), SPT has a distinct advantage over the English city regions currently pursuing franchising to deliver it in a much more cost-effective way in the longer-term: Firstly, because it will ensure that there is always a public sector benchmark to check that private operators are not tendering over the odds for contracts. And secondly, because SPT can also directly award contracts to the new public operator cutting the costs of managing the franchising process. I want to see SPT use this approach to gradually take more of the network back into direct public ownership – so we can eventually re-build a municipally-owned regional monopoly, like Edinburgh's Lothian Buses. I strongly support SPT's proposal to develop a business case for a new municipal bus company. However I want this to be far more ambitious. The whole aim of bus reform should be to reduce fragmentation and deliver a coherent and joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power. I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses. I'm aware that this cannot be done overnight, but the process can begin immediately with SPT setting up the new public operator to start taking over subsidised services across the region. As Highland Council has shown with its pilot scheme launched in January 2023 (saving £1.4 million a year across just 10 previously contracted-out routes), this is a much more cost effective way of providing these services in a deregulated system. It would also give SPT the opportunity to build up experience and capacity running bus services while the franchising framework is being developed, so that the new publicly-owned operator is in a position to bid for contracts when they are ready. Using this approach (not available in England), SPT has a distinct</p>	Yes

	AD	AE
1678	Yes, and be more ambitions about this. We can eventually re-build a municipally-owned regional monopoly, like Edinburgh's Lothian Buses, and people can actually be served with what they need and can afford.	No
1679	Lothian Buses is a great example of a council-owned bus company with good customer satisfaction, low fares, and a modern fleet.	Yes
1680	Areas of the city are severely under serviced, and deserve to have affordable and accessible public transport provision.	Yes
1681		Yes
1682	This is the best option as the profits can be used to improve services	Yes
1683		No
1684		No
1685		Don't know
1686	Strongly support for all the reasons already stated.	Yes
1687		No
1688		No
1689	Publicly owned and operated bus services are the best option	Don't know
1690		Yes
1691		Yes
1692	Further investigation is needed with regard to outlying areas.	Yes
1693		Yes
1694	Yes	No
1695		No
1696	Always worth a look . And see what Andy Burnham has done in Manchester?	Yes
1697		Yes

	AD	AE
1698	I strongly support SPT's proposal to develop a business case for a new municipal bus company. However I want this to be far more ambitious.	Yes
1699	Lots of areas not serviced frequently anymore as companies like first have crucified local bus routes and timetables. Bus routes that used to run every 8 minutes are now on hourly services whilst prices have sky rocketed. Covid has been used as an excuse to axe these services. It would also be appreciated if SPT could look at local routes which serve hospitals better, especially with increased provisions for disabled customers, and staff who work 24/7 but are often left without options for public transport.	Yes
1700		No
1701		No
1702		No
1703	Yes	No
1704	Make fares more affordable if 20% doesn't have to go to shareholders	Yes
1705		Yes
1706	Yes and lets be like Edinburgh and Manchester etc	No
1707	Simply look at Edinburgh. It's a no brainer.	Don't know
1708	The only sensible solution	Yes
1709	I support this but not by making even more bus companies. We need a single integrated public transport system with integrated ticketing. Also need more circular routes so we are not forced to go all the way into Glasgow and all the way back out again, turning what would be a 20min car journey into a 2hr bus journey.	No
1710		No
1711	I strongly support SPT's proposal to develop a business case for a new municipal bus company. Though it cannot be completed immediately, I'd love a service like Edinburgh's Lothian Buses. Having used that service extensively, I believe it would bring true value to the people of Glasgow.	Yes

	AD	AE
	I think all efforts should be placed on creating one publicly owned and operated transport company for the whole of Strathclyde. We could have integrated ticketing, services that join up the whole region with frequent enough buses and low enough fares that people will actually leave their cars at home or better yet, not feel the need to buy a car to get around in the first place. The first task could be this new company taking over subsidised services that the private companies are now profiting from. As Highland Council has shown with its pilot scheme launched in January 2023 (saving £1.4 million a year across just 10 previously contracted-out routes), this is a much more cost effective way of providing these services in a deregulated system. It would also give SPT the opportunity to build up experience and capacity running bus services while the franchising framework is being developed, so that the new publicly-owned operator is in a position to bid for contracts when they are ready. Using this approach, SPT has a distinct advantage over the English city regions currently pursuing franchising to deliver it in a much more cost-effective and productive way in the longer-term. I want to see SPT use this approach to gradually take more of the network back into direct public ownership – so we can eventually re-build a municipally-owned regional monopoly, like Edinburgh's Lothian Buses.	
1712		Yes
1713		No
1714		No
1715		Yes
1716		No
	ABSOLUTELY - FULL STEAM AHEAD ON THIS ONE, TO PROVIDE GOOD, DECENTLY PAID JOBS, WHILE REPRESENTING GOOD VALUE TO THE PASSENGERS, IN THE ABSENCE OF PROFITS. BUSES SHOULD ALL BE RUN THIS WAY.	
1717		Yes
1718		No
1719		No
1720	Creating small regional bus operations will allow communities to be better served, and would allow profits to be a lower priority than currently	Yes
1721	This would ensure that services could be provide with people's needs, not profit paramount. And the services would be subject to democratic oversight .	No
1722	I strongly support further investigating municipal bus operations	No
1723		Yes
1724	As above, need a municipal cheaper service asap	Yes
1725		Don't know
	Disagree - except in those parts of SPT's area where there are no bus operators available to bid for contracted services - whether as "conventional" supported services or as franchise contracts. In every case the municipal operator will have to operate under the same "rules" as other operators - a competitive level playing field.	
1726		Yes
1727		No

	AD	AE
1728	Ultimately the public purse would be reimbursed for investment it makes to create a Municipal Bus Company. Lothian Buses are a proven business model.	Yes
1729	Municipal bus operation would be amazing like the successful service in Edinburgh.	Yes
1730	Totally. Edinburgh's Lothian Buses are world-class. Why can't we be like them?	Yes
1731		No
1732	This would offer the chance to streamline and focus services so that instead of prioritising profit the transport system would be able to give priority to passengers across the whole area and deliver services based on need, cost and fairness.	Yes
1733		Yes
1734		Yes
1735		Yes
1736		No
1737		Yes
1738	This strikes me as the ONLY way to transform privatised, unregulated bus provision into the necessary demand-led bus SERVICE that Glasgow is crying out for. The continual reduction in buses that don't return a profit is a social and environment scandal.	No
1739	At present SPT does fill gaps in services	No
1740		Yes
1741	A publicly owned and controlled body overseeing travel / bus operations is a sensible and practical way forward.	Yes
1742		Yes
1743	The deregulated system was a Thatcherite policy of the 80s which promised much and delivered a mess. Market forces are not an effective way to co-ordinate the transport infrastructure of a city - evidenced by Glasgow having some of the most expensive bus fares in the UK and the greatest shambles of a network. Sure, there have been some improvements with the introduction of the electric fleets, but I pity any foreign visitor who arrives here and tries to work out how to get around, especially when, in other cities, the buses are part of an integrated network, with an integrated ticketing system and a visibly consistent fleet livery. It's high time we caught up and only by taking the bus service back into public ownership through municipal operation will we be able to achieve this.	No
1744		No
1745		Yes
1746		No
1747	Lothian Buses have shown that this is a viable way of achieving an efficient bus service.	No
1748		Yes
1749		No

	AD	AE
1750		Don't know
1751	I strongly support SPT's proposal to develop a business case for a new municipal bus company. However I want this to be far more ambitious. The whole aim of bus reform should be to reduce fragmentation and deliver a coherent and joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power. I'm aware that this cannot be done overnight, but the process can begin immediately with SPT setting up the new public operator to start taking over subsidised services across the region.	Don't know
1752		Don't know
1753		Yes
1754	Should be publicly owned and run as a public service	No
1755	Strongly support!	Yes
1756	In the past municipal transport operations have led to better network coverage and service levels and fare prices affordable by people at all economic levels. Current cash prices for single tickets or the lack of a digital device to take advantage of the best fares are excluding some people on reduced incomes.	Yes
1757		No
1758		No
1759		Yes
1760		No
1761	Making buses by and for the benefit of the people will help with individual's costs and benefit the environment long term. The buses in Edinburgh are such a straight forward, cost effective way to move around the city and there's no reason Glasgow couldn't have similar.	Don't know
1762		Yes
1763		No
1764	Sounds most likely to be best for communities	No
1765	Keep it local with a national framework	No
1766	Edinburgh public transport is just so much better than Glasgow's, hands down.	No
1767		No
1768		Yes
1769		Yes
1770	This seems to me to be the only way forward. Municipally operated bus systems with a view to integrated transport systems in the future.	Yes
1771		No
1772		No

	AD	AE
1773		No
1774	Yes	Yes
1775		Yes
1776		Yes
1777	I strongly support SPT's proposal to develop a business case for a new municipal bus company. However I want this to be far more ambitious. The whole aim of bus reform should be to reduce fragmentation and deliver a coherent and joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power. I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses. I'm aware that this cannot be done overnight, but the process can begin immediately with SPT setting up the new public operator to start taking over subsidised services across the region. As Highland Council has shown with its pilot scheme launched in January 2023 (saving £1.4 million a year across just 10 previously contracted-out routes), this is a much more cost effective way of providing these services in a deregulated system. It would also give SPT the opportunity to build up experience and capacity running bus services while the franchising framework is being developed, so that the new publicly-owned operator is in a position to bid for contracts when they are ready. Using this approach (not available in England), SPT has a distinct advantage over the English city regions currently pursuing franchising to deliver it in a much more cost-effective way in the longer-term: Firstly, because it will ensure that there is always a public sector benchmark to check that private operators are not tendering over the odds for contracts. And secondly, because SPT can also directly award contracts to the new public operator cutting the costs of managing the franchising process. I want to see SPT use this approach to gradually take more of the network back into direct public ownership – so we can eventually re-build a municipally-owned regional monopoly, like Edinburgh's Lothian Buses.	No
1778	Gives an opportunity for new ideas and best practice, nationally and internationally, to be considered	No
1779		Yes
1780		Yes
1781	Seems similar to a public owned bus service but description seems smaller scale so not ideal for city	No
1782		Yes
1783		Yes
1784		No
1785	This may help improve services and reduce the usage of cars	Don't know
1786	This may help improve services and help reduce the need to use cars	Don't know
1787		No
1788		No
1789	Lothian Bus and London and Manchester of working well for users.	Yes

	AD	AE
1790		Yes
1791		No
1792	<p>I strongly support SPT's proposal to develop a business case for a new municipal bus company. However I want this to be far more ambitious. The whole aim of bus reform should be to reduce fragmentation and deliver a coherent and joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power. I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses. I'm aware that this cannot be done overnight, but the process can begin immediately with SPT setting up the new public operator to start taking over subsidised services across the region. As Highland Council has shown with its pilot scheme launched in January 2023 (saving £1.4 million a year across just 10 previously contracted-out routes), this is a much more cost effective way of providing these services in a deregulated system. It would also give SPT the opportunity to build up experience and capacity running bus services while the franchising framework is being developed, so that the new publicly-owned operator is in a position to bid for contracts when they are ready. Using this approach (not available in England), SPT has a distinct advantage over the English city regions currently pursuing franchising to deliver it in a much more cost-effective way in the longer-term: Firstly, because it will ensure that there is always a public sector benchmark to check that private operators are not tendering over the odds for contracts. And secondly, because SPT can also directly award contracts to the new public operator cutting the costs of managing the franchising process. I want to see SPT use this approach to gradually take more of the network back into direct public ownership – so we can eventually re-build a municipally-owned regional monopoly, like Edinburgh's Lothian Buses.</p>	Yes
1793		No
1794		No
1795		Yes
1796	Take all buses back into public ownership	Don't know

	AD	AE
1797	It works so well in Edinburgh - we need it here too	No
1798	We need a municipal service	Yes
1799		Yes
1800	Definitely !	Yes
1801		Yes
1802		Yes
1803	the aim is something coherent with a public sector benchmark to ensure our busses are run with public interest, dignity and fairness as their guiding principles rather than market-driven economics and greed.	No
1804	I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses.	Yes
1805	Should be done to understand where the gaps are in the network. I happen to live close to several main bus routes and don't have issues with travel but obviously that doesn't apply everywhere.	Yes
1806		Yes
1807	In principle, I feel that any franchise should be publicly owned if possible. Local government should have maximum control over the running and profits of any service.	Don't know
1808	I think this is a good idea as it works well in Lothian.	Don't know
1809		Yes

	AD	AE
1810	I want to live in a city with a world-class public transport system. I have visited many cities in Europe and am always blown away at how easy and cheap it is to travel about. What all of these cities have in common is integrated public transport, run not for profit but for need, at an affordable rate to residents. These cities often link together their buses, trains, subway, and trams to ensure that travelling from one part of the city to another is as seamless as possible. The SPT needs to pursue a transport system like this, and the first step should be setting up its own publicly-owned bus company. Having a public-run bus company is one step towards a more democratic transport system as the public could see where the money is being spent and could vote on how to spend it.	Don't know
1811	As bus company run for the people and not for profit is the way forward	No
1812		Yes
1813		Yes
1814		Don't know
1815		No
1816		Don't know
1817	Oppose. I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses.	No
1818	I am in strong support of investigating municipal bus operations. With that said, a single public-owned bus operator, akin to Edinburgh's Lothian Buses, should suffice. Once set up, this operator can take over all currently subsidized bus routes, with the eventual goal of returning the entire network back into public ownership.	No
1819		No
1820	Other UK cities have now got their municipal operated bus and it's working well. I strongly favour essential services to be run as public services. They can't be at the hands of people only interested in profit.	No
1821		No
1822		Don't know
1823		No
1824		Yes
1825		Yes
1826		Don't know
1827	All the way - YES	Yes
1828		Yes
1829		No

	AD	AE
1830	<p>I strongly support SPT's proposal to develop a business case for a new municipal bus company. However I want this to be far more ambitious. The whole aim of bus reform should be to reduce fragmentation and deliver a coherent and joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power. I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses. I'm aware that this cannot be done overnight, but the process can begin immediately with SPT setting up the new public operator to start taking over subsidised services across the region. As Highland Council has shown with its pilot scheme launched in January 2023 (saving £1.4 million a year across just 10 previously contracted-out routes), this is a much more cost effective way of providing these services in a deregulated system. It would also give SPT the opportunity to build up experience and capacity running bus services while the franchising framework is being developed, so that the new publicly-owned operator is in a position to bid for contracts when they are ready. Using this approach (not available in England), SPT has a distinct advantage over the English city regions currently pursuing franchising to deliver it in a much more cost-effective way in the longer-term: Firstly, because it will ensure that there is always a public sector benchmark to check that private operators are not tendering over the odds for contracts. And secondly, because SPT can also directly award contracts to the new public operator cutting the costs of managing the franchising process. I want to see SPT use this approach to gradually take more of the network back into direct public ownership – so we can eventually re-build a municipally-owned regional monopoly, like Edinburgh's Lothian Buses.</p>	Yes
1831		Yes
1832		Yes
1833		Yes
1834		Yes
1835	Greatly needed for supporting people instead of just profit	Yes
1836		Yes
1837		Yes

	AD	AE
1838		Yes
1839		Yes
1840		Yes
1841		Don't know
1842	An opportunity to ensure, where other options aren't a suitable fit, we have a system that is designed for people to use. Where buses show up, where the tariffs are logical and clear. That it's a reliable option, rather than pot luck with hypothetical buses on display signs.	No
1843		Yes
1844		No
1845		Yes
1846		Yes
1847	Would help promote local bus services for the community	Yes
1848		No
1849		Yes
1850	No need to reinvent the wheel - check out Edinburgh, Manchester etc.....	Yes
1851		No
1852		No
1853		Don't know
1854	I strongly support SPT's proposal to develop a business case for a new municipal bus company - but this should NOT be a confusing network of multiple operators but simply be ONE new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT. This could be as successful and affordable as Edinburgh's Lothian Buses. This may not happen immediately but will be a more cost effective way of providing these services in a deregulated system. It would also give SPT the opportunity to build up experience and capacity running bus services while the franchising framework is being developed. SPT could directly award contracts to the new public operator cutting the costs of managing the franchising process. Gradually more of the network would be taken back into direct public ownership - re-building a workable municipally-owned regional monopoly, like Edinburgh's Lothian Buses.	No
1855	This has potential, but full scale public ownership should be considered.	Yes
1856	This offers the opportunity for local green job creation where money can be reinvested in into the community service.	Yes
1857		Yes

	AD	AE
1858	5is would allow the creation of one publicly owned bus company for the whole of strathclyde. This is a once in a lifetime chance to fix the current broken and inefficient service which cannot meet our needs.	Yes
1859		Yes
1860	Support	Yes
1861		No
1862		Yes
1863		No
1864		No
1865		Yes
1866		Yes
1867		Yes
1868	Seeing the success of Lothian this should be our goal. Buses for the people run for mutual gain not company profits	Yes
1869		Yes
1870		No
1871		Yes
1872	Observation of municipal bus services (eg Lothian, London, and even in Norway) lead me to believe that the current services in the SPT area do not function well for the population	Yes
1873		No
1874		Yes
1875	Lots of good models out there	Yes
1876	Yes, but keeping in mind that nationalisation can easily cause complacency amongst the bus operator	Yes
1877	This creates a single integrated network.	No
1878		Yes
1879	I strongly support SPT's proposal to develop a business case for a new municipal bus company. However I want this to be far more ambitious. The whole aim of bus reform should be to reduce fragmentation and deliver a coherent and joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power. I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses.	Don't know
1880	I strongly support this option. It would allow for the people actually using the public travel system to create it towards their needs and desires. Those rich and powerful politicians way back when made public transport as they wished to see their cities and the people they connected and cared for within these cities prosper and live happy, meaningful lives. Municipal bus operations can bring that. That is why it is misguided to bring forward 'voluntary partnerships' again or bring in a new word for private company control like 'BSIPs'. This transport system needs to be functional as a whole and thats why a public owned and municipal bus operations thats under one roof makes the most clear and coherent sense.	Yes
1881		Don't know
1882		No
1883		Yes

	AD	AE
1884	Pie in sky thinking unless very high taxes or cuts	Yes
1885		Yes
1886		No
1887		No
1888	I strongly believe municipal operation should be explored. But I also believe, like with the other options, that it should be part of a blended or stepped approach. Taking over all services and establishing a municipal company all at once would put too much pressure on SPT, especially considering the funding gaps it has experienced over the past decades. To counter this, certain routes could slowly begin to be ran by the municipal company, alongside the franchising model active on other routes. If successful, this would allow the expansion of the municipal ownership, and hopefully continue to improve the passenger experience all the while. If the service provided is good, then the aspiration to keep improving/expanding municipal service should continue.	Yes
1889		Yes
1890		Yes
1891	I want SPT to be more ambitious and set up a strong regional municipal bus operation.	No
1892		No
1893	Private sector does not work for public transport. We have one of the worst public transport systems in Europe and pay one of the highest fares for an abysmal service. Time the services were taken back into public hands and public bodies managing the service that are accountable to the public.	Yes
1894	Wide support for this option	Yes

	AD	AE
1895	<p>I strongly support SPT's proposal to develop a business case for a new municipal bus company but this must be far more ambitious. The whole aim of bus reform should be to reduce fragmentation and deliver a coherent and joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power. I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses. I'm aware that this cannot be done overnight, but the process can begin immediately with SPT setting up the new public operator to start taking over subsidised services across the region. As Highland Council has shown with its pilot scheme launched in January 2023 (saving £1.4 million a year across just 10 previously contracted-out routes), this is a much more cost effective way of providing these services in a deregulated system. It would also give SPT the opportunity to build up experience and capacity running bus services while the franchising framework is being developed, so that the new publicly-owned operator is in a position to bid for contracts when they are ready. Using this approach (not available in England), SPT has a distinct advantage over the English city regions currently pursuing franchising to deliver it in a much more cost-effective way in the longer-term: Firstly, because it will ensure that there is always a public sector benchmark to check that private operators are not tendering over the odds for contracts. And secondly, because SPT can also directly award contracts to the new public operator cutting the costs of managing the franchising process. I want to see SPT use this approach to gradually take more of the network back into direct public ownership – so we can eventually re-build a municipally-owned regional monopoly, like Edinburgh's Lothian Buses.</p>	Yes
1896		No
1897		Yes
1898		No
1899	<p>I recently moved from Edinburgh where Lothian buses do a much better job at providing a decent bus network. I'd be keen got Glasgow to investigate this model</p>	No
1900		Yes
1901	<p>Best way forward I think.</p>	No

	AD	AE
1902	<p>I strongly support SPT's proposal to develop a business case for a new municipal bus company. However I want this to be far more ambitious. The whole aim of bus reform should be to reduce fragmentation and deliver a coherent and joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power. I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses. I'm aware that this cannot be done overnight, but the process can begin immediately with SPT setting up the new public operator to start taking over subsidised services across the region. As Highland Council has shown with its pilot scheme launched in January 2023 (saving £1.4 million a year across just 10 previously contracted-out routes), this is a much more cost effective way of providing these services in a deregulated system. It would also give SPT the opportunity to build up experience and capacity running bus services while the franchising framework is being developed, so that the new publicly-owned operator is in a position to bid for contracts when they are ready. Using this approach (not available in England), SPT has a distinct advantage over the English city regions currently pursuing franchising to deliver it in a much more cost-effective way in the longer-term: Firstly, because it will ensure that there is always a public sector benchmark to check that private operators are not tendering over the odds for contracts. And secondly, because SPT can also directly award contracts to the new public operator cutting the costs of managing the franchising process. I want to see SPT use this approach to gradually take more of the network back into direct public ownership – so we can eventually re-build a municipally-owned regional monopoly, like Edinburgh's Lothian Buses.</p>	Don't know
1903		Yes
1904	<p>If the need to make a profit for a private company is removed, then the fares could be cheaper, leading to more bus usage. Any profit made can be reinvested into improving services</p>	No
1905	<p>I strongly support SPT's proposal to develop a business case for a new municipal bus company. However I want this to be far more ambitious. The whole aim of bus reform should be to reduce fragmentation and deliver a coherent and joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power. I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses. I'm aware that this cannot be done overnight, but the process can begin immediately with SPT setting up the new public operator to start taking over subsidised services across the region. As Highland Council has shown with its pilot scheme launched in January 2023 (saving £1.4 million a year across just 10 previously contracted-out routes), this is a much more cost effective way of providing these services in a deregulated system. It would also give SPT the opportunity to build up experience and capacity running bus services while the franchising framework is being developed, so that the new publicly-owned operator is in a position to bid for contracts when they are ready. Using this approach (not available in England), SPT has a distinct advantage over the English city regions currently pursuing franchising to deliver it in a much more cost-effective way in the longer-term: Firstly, because it will ensure that there is always a public sector benchmark to check that private operators are not tendering over the odds for contracts. And secondly, because SPT can also directly award contracts to the new public operator cutting the costs of managing the franchising process. I want to see SPT use this approach to gradually take more of the network back into direct public ownership – so we can eventually re-build a municipally-owned regional monopoly, like Edinburgh's Lothian Buses.</p>	Yes
1906	Have a look on the basis that infrastructure delivery should sit with government	No
1907		No
1908	Service must come first to cover all parts of Scotland	Yes

	AD	AE
1909		No
1910		Yes
1911		Yes
1912	Yes please. I recently spent several weeks in Alexandria, Virginia where all bus services are free. This is a visionary way of approaching municipal buses.	Yes
1913		Yes
1914		No
1915		No
1916		Yes
1917	Local authorities in north of England are already doing this with success	Yes
1918		No
1919		No
1920		Yes
1921	Just look at Lothian buses.This is the best option for running buses for the people of Glasgow, not pouring money into private companies so they can make profits and pay shareholders.	Yes
1922	Not fussed, as long as the buses are reasonably priced, frequent, useful and clean!	Yes
1923	Set up a new publicly-owned company via SPT for Strathclyde, owned jointly by its 12 authorities. As mentioned this should in time be used to reduce fragmentations and improve services (as done by Lithuanian Buses). Highland council's pilot saved money! Give SPT the chance to develop and extend good services.	Yes
1924		No
1925	Public Ownership and municipal operations would offer the chance to provide a non fragmented bus service based on needed transport needs not on where the profitable routes are.	Yes
1926		Yes
1927		No
1928	One of the key advantages of franchising is being able to contract operators to run services on routes that have to date been considered not commercially viable. Therefore, this seems like an unnecessary addition (unless only being investigated for the short-medium term).	Yes

	AD	AE
1929	<p>I strongly support SPT's proposal to develop a business case for a new municipal bus company. However I want this to be far more ambitious. The whole aim of bus reform should be to reduce fragmentation and deliver a coherent and joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power. I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses. I'm aware that this cannot be done overnight, but the process can begin immediately with SPT setting up the new public operator to start taking over subsidised services across the region.</p>	Yes
1930	<p>Yes. Research this, primarily by studying areas where this is working well for passengers. Again, do not re-invent the wheel, but take into account the specific needs of communities within Strathclyde. Because of costs involved this may have to be a long-term goal with guaranteed funding from the Scottish government.</p>	Yes
1931	<p>Better to have arms length of operating with council policy/councillors - that said look at Henry George to find ways to capture land value uplift through planning &c to fund beneficial public transport</p>	Don't know
1932		No
1933		Yes
1934	<p>We support the decision to develop a business case but that put forward lacks ambition. The powers available allow the creation of a fully integrated service, encouraging people to use public transport and reducing the use of cars.</p>	Yes
1935	<p>This is an idea I fully support. Ultimately buses should be brought into public ownership if possible and looking into the viability of running municipal services in under-served areas would be a welcome step, and could help some of Strathclyde's poorest served communities.</p>	No

	AD	AE
1936		Yes
1937	Given the failure and unethical behaviour of the private sector, I am concerned that the SPT are not mainstreaming this option. Question 11 of this consultation only asks for views on the option of a "small-scale municipal bus operation to target provision in areas where there is a lack of commercial services or as an operator of last resort". They should be asking or views on a comprehensive municipal bus operation. This is the only viable way forward. Prior to 1986, we had a much better publicly owned service than deregulation has delivered. The public did not ask for its removal and, I believe if asked, would prefer to see its reinstatement. I don't want the SPT to further investigate, I want them to take it forward.	Don't know
1938		Yes
1939		Yes
1940		Don't know
1941		No
1942		Yes
1943		Yes
1944	Not sure that introducing more players competing with each other would produce the best results.	No
1945		Yes
1946	definatly for above reasons	No
1947		No
1948		Yes
1949		Yes
1950	yes. The model for the bus service in Edinburgh works very well and perhaps that could be applied in the Glasgow area.	No
1951	It's the only answer after privatisation had utterly failed	Yes
1952		No
1953	Bus service for the people by the people	Don't know
1954		Yes
1955	Things need to change. I believe re-nationalisation is the key but there may be a successful way of doing it differently, in this changing world, this time.	Yes
1956	Investigate and implement taking PUBLIC transport into PUBLIC ownership. The sooner the better. You know it makes sense.	No
1957		Yes
1958	Excellent proposal	Yes
1959		Yes
1960	Interesting idea	Don't know
1961	A must	Yes

	AD	AE
1962		No
1963	Absolutely.	Yes
1964	100% support Strathclyde creating a publicly-owned network, municipal bus company co-owned by the other local authorities. I have lived in Edinburgh and Lothian Buses is arguably the best company in the UK. I was raised in the Highlands in a very remote part of the world with possibly the worst bus services in an area that depends on them, Strathclyde can lead the way show the rest of Scotland (and other parts of the UK) how good things can be	Yes
1965		No
1966		Yes
1967		No
1968		No
1969		No
1970	The difference between bus service in Edinburgh (excellent) and Glasgow (terrible) is staggering - if Glasgow has the opportunity to implement municipal bus operations, it should be grasped with both hands.	Don't know
1971	I live in Edinburgh, which has a publicly owned municipal bus company, and I find the quality, frequency and reliability of the bus services to be excellent. I think their model is one to consider very seriously	No
1972		Yes

	AD	AE
	<p>I strongly support SPT's proposal to develop a business case for a new municipal bus company. However I want this to be far more ambitious. The whole aim of bus reform should be to reduce fragmentation and deliver a coherent and joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power. I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses. I'm aware that this cannot be done overnight, but the process can begin immediately with SPT setting up the new public operator to start taking over subsidised services across the region. As Highland Council has shown with its pilot scheme launched in January 2023 (saving £1.4 million a year across just 10 previously contracted-out routes), this is a much more cost effective way of providing these services in a deregulated system. It would also give SPT the opportunity to build up experience and capacity running bus services while the franchising framework is being developed, so that the new publicly-owned operator is in a position to bid for contracts when they are ready. Using this approach (not available in England), SPT has a distinct advantage over the English city regions currently pursuing franchising to deliver it in a much more cost-effective way in the longer-term: Firstly, because it will ensure that there is always a public sector benchmark to check that private operators are not tendering over the odds for contracts. And secondly, because SPT can also directly award contracts to the new public operator cutting the costs of managing the franchising process. I want to see SPT use this approach to gradually take more of the network back into direct public ownership – so we can eventually re-build a municipally-owned regional monopoly, like Edinburgh's Lothian Buses. If you made it this far reading, thank you. Once more I'd like to reiterate the above as being reflective of my own personal opinion on the matter</p>	
1973		Yes
1974		Don't know
1975	This is the best option for bus passengers in the long term.	Yes
1976		Yes
1977	we have to. its the only credible way to get better services and lower fairs. I've lived around the world and in no other city do i have to wait 20 mins for the next bus at a stop where several are supposed to serve. that is appalling dereliction of duty on the part of bus co's. and to us for letting that happen.	Yes
1978		Yes
1979		Yes
1980		Yes
1981	definatly.	Yes
1982		No

	AD	AE
1983	Why, this is no different from the above!!!	Yes
1984	Aim for a system like that in Edinburgh	No
1985		Yes
1986		No
1987	yes	Yes
1988	This is the best model it provides the best outcome for users	Yes
1989		Don't know
1990	I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses.	Don't know
1991		Yes
1992		Yes
1993		No
1994	Profits should go to the local community not to shareholders	Don't know
1995	Not run for profit	Yes
1996		Yes
1997	I like this idea; it is currently impossible to trave from one side of our municipality to the other using public transport, let alone go anywhere useful within the community. It would be good for the environment less driving) if this changed for the better.	Yes
1998		Don't know
1999		Yes
2000	Please ring Lothian bus, or Reading Buses - it just works	Yes
2001	it works well in Edinburgh. Just saying	Yes
2002	Strongly support municipal bus operations as Edinburgh and lothian bus efficiency and popularity	Yes
2003		Yes
2004		Yes
2005		No
2006		Yes

	AD	AE
2007	There's a lot to be said for local ownership and accountability. I believe investment and local management will be positive and give communities a real sense of 'service'.	No
2008	I believe in municipal bus services, as it is meant to be a PUBLIC SERVICE, and therefore will have profitable and non-profitable areas in the country.	No
2009	This is the best option by a long chalk. The staff could rely on a decent wage and fair conditions and the public would be paying minimum fares, as no profits need to be derived.	Yes
2010		Yes
2011		Yes
2012	I believe Municipal bus operations are the only real way forward to enable a fair and comprehensive service for all commuters	Yes
2013		No
2014	I remember when buses were in public ownership and there were more frequent buses and they were much cheaper, The bus service has only gotten worse and more expensive to use since they were privatised.	No
2015		No
2016		Yes
2017		Yes
2018		No
2019		No
2020	This is needed to allow integration with other public transport systems.	Yes
2021	Definitely a good idea. Companies running franchised services will resist some services and will seek to maximise their profit (as they are legally obliged to do, no matter what they say about providing a service). A municipal service as competitor will help to control that.	Yes
2022	Public control with flexibility to pursue franchising where appropriate.	No
2023	yes, I support this in order to eventually take the network back into fully public ownership. The opportunity is there and must be taken.	Yes
2024		No
2025		No
2026		Don't know
2027		No

	AD	AE
2028		Yes
2029		No
2030		Don't know
2031	Yes, and it needs to be very progressive.	No
2032	Strongly support the investigation of municipal bus operators...and set up new public owned bus companies this will ensure that people I Strathclyde will receive the service that is required a quality service similar to Lothian Buses	Yes
2033		Yes
2034		No
2035		Yes
2036	It's been proven to work. We need lower fares and better buses to live.	Yes
2037	This is the only realistic option. It's working in Manchester.	Yes
2038	Yes absolutely. Local investment is vital.	No
2039		Yes
2040	Public ownership is the future	Yes
2041	This is the only really viable option, as evidenced by cities across Europe.	Yes
2042	I support the creation of a municipal bus company however this should be much further reaching - akin to Edinburgh's Lothian Buses - with one company for the whole of Strathclyde. This can be done by gradually taking over subsidised bus services in the region into public ownership. The final goal must be to create a less fragmented system across the whole region, so setting up multiple small municipal operators doesn't make sense.	Don't know
2043	Look at the success of Lothian buses. How can we not embrace the adoption of the municipal model. Any delay in moving towards this will be letting Strathclyde passengers and their communities down.	Yes
2044		No
2045		No
2046		No
2047		Yes
2048		Yes
2049	Buses are a public service. They should be run and owned by the public, not for private profit.	No
2050	If this is financially feasible I would warmly welcome municipal bus operations, even on some specific routes or school buses to begin with. Other transport authorities have achieved this with great success, obviously Lothian Buses is the best example. Their services are far superior to those in Strathclyde.	No

	AD	AE
2051	Yes please.	Yes
2052	Yes. It works very well in Lothian. Good services, clean and reliable buses, and it even brings in revenue for the Councils. What's not to like?	Yes
2053		No
2054	good for the Public and the Community	Yes
2055	This should be the priority of all the options to bring Greater Glasgow in line with other cities like London and Manchester	No
2056	Good idea	Don't know
2057	worth a try	No
2058		Yes
2059		Yes
2060		Yes
2061		Don't know
2062		Yes
2063	yes, but again as above	Don't know
2064		Yes
2065	Yes	Yes
2066		No
2067	Fully support municipally owned public transport. Nobody should be profiting from something which is essential for the economy and the environment. It works brilliantly in Edinburgh and London and is clearly the best way of creating a system which will be funny integrated and run for the benefit if its users above all else.	Yes
2068		Yes
2069	I think we need to be more ambitious. We need to radically reduce car usage and develop an excellent and affordable public transport system and that is not going to happen in other the help of any private entity that exists to make a sizeable profit. The best cities for public transport have municipal services, and we should work towards that instead of thinking we're reinvesting the wheel!	No
2070	We certainly need more public transport provision in the more remote areas of Scotland, but fares must be kept affordable.	Yes
2071	Best way to promote real change- better and more routes, fewer cars(greener) fewer isolated people, less traffic pollution, help alleviate poverty	Don't know
2072		Yes

	AD	AE
2073		Yes
2074		Don't know
2075		Yes
2076		No
2077		No
2078	Outlying areas suffer most from poor public transport	Yes
2079	Yes, please do this as soon as possible.	Don't know
2080		Yes
2081		Yes
2082		Yes
2083	Have all services under one roof and allow a citizen focused and fully connected transport service	Yes
2084		Yes
2085		No
2086		Yes
2087	Strongly in favour of a business case for this option but needs to be more ambitious. Consult with impact research in the sustainable transport sector. Look at the successful model of Lothian buses.	Yes
2088		Yes
2089		No
2090		No
2091		Yes
2092	This means the council are in control and can regulate prices and services with the population in mind, as opposed to profits.	No
2093		Don't know
2094		Yes
2095		Yes
2096	Not too sure why we need to investigate it, this is the obvious choice other than franchising. It works in any other city and current approach doesn't work here. There's a reason for the Bee Network/TfL/BvG/RATP/BKK/Wiener Linien and all other major companies and why they are all nationalised and franchise their services. That works, this (what we have in Glasgow) doesn't. All of them also own part of the operations (and some of the buses, not totally franchised). ZoneCard doesn't work either, it is complicated and expensive (and ridiculously big the ticket size) and for an area same as London there are about 9x as many zones. Either franchise or own the whole thing.	No
2097	This is a priority for action. It is only by public ownership we can acheive an integrated bus service fit to meet need.	No
2098		Yes
2099		Don't know
2100		No
2101		No

	AD	AE
2102		Yes
2103		Yes
2104		Yes
2105		Yes
2106		No
2107	Customers from some municipalities are unable to participate in the city's culture in the current circumstances and any measure that enables access is worth pursuing	No
2108	Inverkip it being isolated from Gourock as current bus service bypasses it. We have to travel to Wemyss Bay then change bus to Gourock or, alternatively, travel to Greenock and change bus to Gourock. This has been explained to current supplier who say it economically its not viable to change current route	Yes
2109		Yes
2110		Yes
2111		Yes
2112		Yes
2113		Don't know
2114		No
2115	Might work in my area but not sure	Yes
2116	One model would be rather than SPT to have its own bus company develop a social enterprise model with community transport	Yes
2117		No
2118		Don't know
2119	Yes and improve both supply & better communication	No
2120		Don't know
2121		Yes
2122	allow for other options to be included	No
2123	I think the best way forward is to begin with local service franchising and, over time, transfer the services to a municipal bus company as it becomes feasible to do so.	No
2124		No
2125		No
2126		No
2127	We receive feedback from customers about their geographical areas prevent them from attending concerts and events because they have no network options to return home afterwards. Accoss Scotland DF Concerts sold 1.4 Million tickets at 960 shows (small club & theatre venues, large Arenas, Stadiums and Greenfield Sites)	No

	AD	AE
2128	The only benefit to this is for the bus companies. One company, one ticket, one choice.	Yes
2129		Yes
2130	I support a municipal bus operation as it has proven in other locations to deliver an effective and reasonably priced bus service, for example in Edinburgh and the pilot scheme in the Highlands. It will allow the delivery of a properly integrated transport network across Glasgow and beyond.	Yes
2131		Yes
2132		Don't know
2133		Yes
2134		No
2135	Feels like the best way forward. The current system is broken, privatisation has failed communities across Scotland,	Yes
2136		Don't know
2137		No
2138	I wholeheartedly endorse SPT's proposal to make a business case for establishing a new municipal bus company. However, I believe this endeavour should be significantly more ambitious in its scope. The overarching goal of bus reform should be to mitigate fragmentation and deliver a cohesive and integrated service throughout the region. Consequently, it would not be wise to establish multiple new operators under this authority. I want to see SPT creating a single publicly-owned bus company for Strathclyde, jointly owned by the region's 12 local authorities through SPT. This entity should aspire to offer the same exceptional quality of service as Edinburgh's esteemed and affordable Lothian Buses. While I understand that such a transformation cannot occur overnight, the process can commence promptly. SPT can initiate the establishment of this new public operator to gradually assume control of subsidised services across the region. Drawing inspiration from Highland Council's successful pilot scheme launched in January 2023 (yielding annual savings of £1.4 million across just 10 previously contracted-out routes), this approach proves to be a more cost-effective method of service provision within a deregulated system. Moreover, it provides SPT with the opportunity to accrue expertise and operational capacity in managing bus services while concurrently developing the franchising framework. This ensures that the new publicly-owned operator is well-positioned to bid for contracts when they become available. By leveraging this distinctive approach, not available in England, SPT gains a competitive advantage over English city regions currently pursuing franchising. Firstly, it establishes a public sector benchmark to scrutinize private operators' contract tenders, preventing inflated costs. Secondly, SPT can directly allocate contracts to the new public operator, streamlining the management of the franchising process and reducing associated expenses. I support SPT in a progressive expansion its involvement in the network, transitioning more services into direct public ownership. This trajectory aims to ultimately reconstruct a municipally-owned regional monopoly akin to Edinburgh's Lothian Buses.	No
2139		Yes
2140		No

	AD	AE
2141	Interested to know more on this proposal.	Yes
2142	Bus services should be owned by the local people through their local government	Yes
2143	Yes please go ahead and do this!	No
2144		Yes
2145		No
2146	Lothian Buses shows how using profits to invest in the fleet and staff (rather than pay shareholders dividends) creates a virtuous circle. And it would help to serve under served areas that are less attractive to commercial operators.	No
2147	We should take the great service provided in Edinburgh and in the pilot scheme by the Highland Council as an example and to set up a new publicly-owned bus company that co-owned by the region's local authorities. It is also likely to be a cheaper option as SPT can directly award contracts to the new public operator and cut the costs of managing a franchising process.	No
2148		Yes
2149	Let's get some improvements	Yes
2150	The disparity in operations (tickets, routes, level of service, etc.) between different private operators is not conducive to an acceptable public transport infrastructure. A municipal operator across Strathclyde would resolve this issues and likely increase usage of public transport. A business case for this model should be developed and considered on merit.	Yes
2151		Yes
2152		No
2153		Yes
2154		Don't know
2155	Owned by the state might be the only way public transport can improve. Very good example(s) of this through out the world.	Yes
2156		Yes
2157		No
2158		Yes

	AD	AE
2159		Yes
2160		No
2161		Yes
2162	I fully support this but I would argue that SPT should be far more ambitious about the role a municipal operator can play in the future. Exploring the options for establishing a small scale public operator should be just a starting point. SPT should also explore how a franchised system could be used to grow the role of a public operator over time. The potential economic benefits of having a public operator are somewhat played down in the consultation report. It's reported that the small scale public operator created as a pilot by Highland Council is already saving the local authority money through the direct public delivery of services (insourcing of bus services). Once the franchising process is initiated commercial operators will be required to 'open their books'. At that point SPT will be able to accurately assess for the first time the financial health of the regional bus industry and properly evaluate the economic case for a public operator at different scales.	Yes
2163		No
2164	Strongly support	Yes
2165		Yes
2166	This is a rural area, Government is trying to push cars off the roads. We must look to present other travel methods for people!	No
2167	We should own our buses as they are an essential service and any money they make should be reinvested in our buses not in shareholder value	No

	AD	AE
2168	<p>I strongly support SPT's proposal to develop a business case for a new municipal bus company. However I want this to be far more ambitious. The whole aim of bus reform should be to reduce fragmentation and deliver a coherent and joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power. I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses. I'm aware that this cannot be done overnight, but the process can begin immediately with SPT setting up the new public operator to start taking over subsidised services across the region. As Highland Council has shown with its pilot scheme launched in January 2023 (saving £1.4 million a year across just 10 previously contracted-out routes), this is a much more cost effective way of providing these services in a deregulated system. It would also give SPT the opportunity to build up experience and capacity running bus services while the franchising framework is being developed, so that the new publicly-owned operator is in a position to bid for contracts when they are ready. Using this approach (not available in England), SPT has a distinct advantage over the English city regions currently pursuing franchising to deliver it in a much more cost-effective way in the longer-term: Firstly, because it will ensure that there is always a public sector benchmark to check that private operators are not tendering over the odds for contracts. And secondly, because SPT can also directly award contracts to the new public operator cutting the costs of managing the franchising process. I want to see SPT use this approach to gradually take more of the network back into direct public ownership – so we can eventually re-build a municipally-owned regional monopoly, like Edinburgh's Lothian Buses.</p>	No
2169	<p>Where is the magic money tree to fund this? Whether it is buying out an existing operator, or buying a fleet of buses and recruiting staff, it would require a huge financial outlay to kick start it, and I don't see this as value for money.</p>	No
2170		No
2171	<p>I strongly support the investigation of municipal bus operations. A municipal bus operator for the Strathclyde area could start small, taking over the many subsidised, socially necessary routes in the areas that private companies are currently making a lot of money from. The pilot scheme set up by Highland Council last year proved that this is a much more cost effective way of providing these services in a deregulated system we currently have. This would also allow a municipal bus operator to build up experience before the eventual re-regulation of bus services where they would be in a better place to bid for contracts.</p>	No

	AD	AE
2172	I fully agree that this is the way forward. This is in operation in other regions and works really well. Money profited can be re-invested into services and transport not profit CEO's	No
2173		No
2174		No
2175		Don't know
2176	We strongly disagree with this recommendation. This is an extravagant, excessive and completely unnecessary strategy that would come at a high cost to the public purse with significant risk involved. We believe that the scope of the financial cost and risk has been significantly undervalued and underestimated.	Yes
2177	Strongly support - and be more ambitious in this. The aim of bus reform should be to get a joined up service across the area. I want SPT to start one, single new publicly-owned bus company, co-owned by the region's 12 local authorities through SPT. Edinburgh has this kind of system - I hate going over there and it's embarrassing they have a way better system than us. It's cheaper too, so will get more people onto buses.	Don't know
2178		Yes
2179	Multiple new municipal operators does not make sense given the geographical spread of the Greater Glasgow bus network. Instead, one single, publicly-owned bus company for the Strathclyde region, jointly owned by the 12 local authorities through SPT, which has the potential to offer the same great quality of service as Lothian Buses does for Edinburgh, is our preferred endpoint. While understanding that this cannot be done immediately, what can start now is for SPT to set up the new public operator and begin taking over subsidised services across Strathclyde. Compare and contrast Highland Council's pilot scheme which has now been running for over a year and is a much more cost effective way of providing franchised services in a deregulated system. It would also give SPT the opportunity to build up experience and capacity running bus services while the franchising framework is being developed, so that the new publicly-owned operator is in a position to bid for contracts when they are ready. This is better than the franchising models being pursued by English city regions because it will ensure that there is always a public sector benchmark to check that private operators are not tendering over the odds for contracts, while SPT can also directly award contracts to the new public operator cutting the costs of managing the franchising process. We want to see SPT use this approach to gradually take more of the network back into direct public ownership – so we can eventually re-build a municipally-owned regional monopoly	Yes

	AD	AE
2180	<p>Multiple new municipal operators does not make sense given the geographical spread of the Greater Glasgow bus network. Instead, one single, publicly-owned bus company for the Strathclyde region, jointly owned by the 12 local authorities through SPT, which has the potential to offer the same great quality of service as Lothian Buses does for Edinburgh, is our preferred endpoint. While understanding that this cannot be done immediately, what can start now is for SPT to set up the new public operator and begin taking over subsidised services across Strathclyde. Compare and contrast Highland Council's pilot scheme which has now been running for over a year and is a much more cost effective way of providing franchised services in a deregulated system. It would also give SPT the opportunity to build up experience and capacity running bus services while the franchising framework is being developed, so that the new publicly-owned operator is in a position to bid for contracts when they are ready. This is better than the franchising models being pursued by English city regions because it will ensure that there is always a public sector benchmark to check that private operators are not tendering over the odds for contracts, while SPT can also directly award contracts to the new public operator cutting the costs of managing the franchising process. We want to see SPT use this approach to gradually take more of the network back into direct public ownership – so we can eventually re-build a municipally-owned regional monopoly</p>	Yes
2181	10000000% the right thing to do	Yes
2182	Good public transport is a right, and if we want to see less cars on the road and better use of public transport it may need to be municipal.	Yes
2183		Yes
2184		No
2185	Absolutely, SPT should set up a dedicated bus company to operate their own services which could be intertwined with the existing subway ticketing system. This should eventually lead us to a TfL or Lothian buses system which would give high quality and reliable services whilst possibly allowing profit to be made and reinvested into the network for increased services or future projects for bus hubs	Yes
2186		Yes
2187		Yes
2188		No
2189		Yes
2190	This could destroy our current community informed and priced express coach service to Glasgow	Yes
2191		Yes
2192		Yes

	AD	AE
2193		No
2194		Yes
2195		Yes
2196	Nope	Yes
2197	Very happy with Strathavon's 3C bus service	Yes
2198		No
2199		No
2200		No
2201		Yes
2202	We don't need it.	Don't know
2203		Yes
2204		Yes
2205		Don't know
2206		No
2207		Yes
2208		No
2209	This would adversely affect the service and make it profit driven.	Yes
2210		Yes
2211	Investigate but exclude changing 3c operations or ownership as currently we have a bus provider who cares about our community and services.	Don't know

	AD	AE
2212		Yes
2213		No
2214		Yes
2215		Yes
2216		No
2217		Yes
2218		Yes
2219		Yes
2220		Yes
2221	The local authority are cash strapped and cutting public services already. They are in no position to run a well funded bus route. You only have to look at how they have pulled money from Strathaven park to highlight this.	Yes
2222	As above. No faith in you.	Yes
2223		Yes
2224	This may risk CAS	Yes
2225		Yes
2226		Yes
2227		Yes
2228		Yes
2229		Yes
2230		Yes
2231	Lothian buses is a good example of how a local authority can provide a good bus service. There are examples worldwide eg Sydney - in particular if we can have integrated services (bus,rail, ferries) and ticketing that would be a superb improvement.	Yes
2232		Yes
2233		No
2234		Yes

	AD	AE
2235		No
2236		No
2237		Don't know
2238		No
2239		Yes
2240		No
2241		Yes
2242		No
2243		Yes
2244		Yes
2245		Yes
2246		Yes
2247		Yes
2248		No
2249		Yes
2250		Yes
2251		Yes
2252		No
2253		Yes
2254		No
2255		Yes
2256		Yes
2257		No
2258		No
2259		No
2260		No
2261	Bus companies should be publicly owned	Yes
2262	Absolutely but not convinced that the SPT are the correct body to do so	Yes
2263		No
2264		No

	AD	AE
2265	For the likes of outlying areas like Lochwinnoch, this may be a good idea.	Yes
2266	Private owned company by another name	No
2267		No
2268		Yes
2269		Yes
2270	Already failed surveys are just to justify overall control which just means that rural communities binned on the alters of profit When I get my excellent serve from Strathaven to Glasgow and watch all the city buses following each other round the city empty but the profit is there so why care about the environment are the residents SPT does not have a great record in this regard'	Yes
2271		Yes
2272		No
2273	Preferable that the public sector receive all profits and reinvest them in services rather than the money going to share holders profiting from poor services. My only concern is will a public operator be able to afford introducing electric buses with onboard announcements that are reasonably frequent. And if they did what would the cost be to the public? I certainly support SPT exploring the possibility to understand and answer these queries.	No
2274		No
2275		No
2276		Yes
2277		Yes
2278		Yes
2279		Yes
2280		Yes
2281		Don't know
2282		Yes
2283	Public transport should be ran by the council or government, not by private firms	No
2284		Yes
2285	I don't want SPT involved in a now successful bus service in Strathaven	Yes
2286		Yes
2287		No

	AD	AE
2288		No
2289		No
2290		Yes
2291		Yes
2292		No
2293		No
2294		No
2295		Yes
2296		Yes
2297		Yes
2298		No
2299		No
2300	Why would you disrupt what is already a fantastic service	Yes
2301		Don't know
2302		No
2303		No
2304		Yes
2305		No
2306		No
2307		Yes
2308	The best option.public transport for the public, not for private investors to get rich	Yes
2309		No
2310		Yes
2311	Worth investigating to provide joined up services	Don't know
2312		Don't know
2313		Yes
2314		No
2315	Taking over subsidised services across the region is the most cost-effective and efficient way forward.	Yes
2316		Yes
2317		Yes
2318		Yes
2319		No
2320		No
2321		Yes

	AD	AE
2322		Yes
2323		Don't know
2324	This option holds the most promise, Lothian region operate their own services, busses services are far superior to what we have here at present	Don't know
2325		No
2326	All of the above should be investigated further with more public consultations. We cannot continue with McGill's so called "service".	Yes
2327		Yes
2328		No
2329	Too late for Glasgow, that ship has sailed. Fortune has been spent by SPT to buy buses to get better service provision without any significant results.	No
2330		Don't know
2331		Yes
2332		Yes
2333		No
2334		Yes
2335		No
2336		No
2337		No
2338		No
2339		Yes
2340		Don't know

	AD	AE
2341	Bus services are a must and should not be only a commercial enterprise	Yes
2342		Yes
2343		Yes
2344	Yes	Yes
2345		Yes
2346		Yes
2347		No
2348		Yes
2349		Yes
2350	What will this cost?	Yes
2351		Yes
2352	Who will pay for this?	Yes
2353		Yes
2354		Yes
2355		Yes
2356		Don't know
2357		No
2358		Yes
2359		Yes
2360		No
2361		Yes
2362	The current 3C service is excellent	Yes
2363		No
2364		Yes

	AD	AE
2365	Lothian bus services for example provides an excellent example of this	Yes
2366		Yes
2367		Yes
2368		No
2369		Yes
2370		Yes
2371		Yes
2372		No
2373		Yes
2374		Yes
2375		Yes
2376	All for this, any profit from the bus services should be reinvested. A franchising model, with a strong publicly owned bus company would have the potential to transform public transportation in the region. It is time for bold forward thinking action! Put people, and economic growth, before lining the pockets of bus companies! Please act now!	No
2377		Yes
2378		Yes
2379		Yes
2380		Yes
2381		Yes
2382		Yes
2383		No
2384		No
2385	We need this as so many hospital/ dentist etc are being missed at present.	Yes
2386		No
2387		Yes
2388	As above.	No

	AD	AE
2389		No
2390		Yes
2391		Yes
2392	If the private sector is unable to provide adequate transport services, municipal authorities need to ensure adequate local services according to local needs.	Yes
2393		Yes
2394	Anything that improves transport	Yes
2395	Useful alternative to tenders which may receive poor value bids - possible cost savings.	No
2396		Yes
2397		Yes
2398		No
2399		No
2400	Yes	Don't know
2401	This is the best solution	Yes
2402	Lothian provides a good example of what can be achieved.	No
2403		Yes
2404	Fully support as a backstop to private operators within a franchised system	Yes
2405		Yes
2406	Same as private- councils have no money as it is and don't operate profitable businesses efficiently and effectively	Yes
2407		Yes
2408		Yes
2409		Yes
2410	I don't understand why we don't have anything like the Lothian buses in the Edinburgh area. One bus company, publicly owned, subsidised, and working for the people who actually live there. We don't need a million new bus companies, one for every town...we need a municipal operation that joins up the schedules and opportunities so that we can get around our beautiful area and keep our economic activity here rather than going elsewhere because it's too difficult to get around here. It may not be possible to do instantly but surely we could at least have one new municipal operation that would start to bid for contracts and provide a service people can use, at a price people can afford, relatively quickly. Then build up from there.	Yes

	AD	AE
2411		Yes
2412	best option	No
2413	this seems to be the most likely way of ensuring that services operate in line with the communities interests not the interests of the bus company owners. I understand this is not without risk but investigation of the options should be pursued as a priority	Yes
2414	We are concerned that setting up a new municipal bus company would entail significant resource to establish and staff up, compared to using existing operators to provide services if current operators withdraw. Establishing an operator of last resort would require the investment of significant sums to create a standing resource that may not be required, without the benefit of economies of scale and learning.	No
2415		No
2416		Yes
2417		Yes
2418	I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses.	Yes
2419		No
2420	When municipal bus operators existed up until the 1980's councils in general provided a good service to the public. Nowadays Councils appear more cash stripped constantly cutting services and introducing charges for things previously provided free of charge. We live in a different world form the days of Glasgow Corporation Transport. I'm not convinced handing bus service provision to them would be a great idea.	No
2421		No
2422		Yes
2423		Yes
2424	Worth considering to fill gaps in the commercial market as Highland Council have recently started to do. This has been a cost effective way to reduce the cost of supported bus service provision.	No
2425		No
2426	Return to pre 86 levels	No
2427		No

	AD	AE
2428		No
2429		Yes
2430		Yes
2431		Yes
2432		Yes
2433		Yes
2434		Yes
2435	In the end not sure how it would work	Don't know
2436	Makes sense to explore this option.	No
2437	No	Yes
2438		Yes
2439		No
2440		No
2441		No
2442	Keep what we have the 3C is the only fast comfortable safe service to Glasgow. It is loved by everyone. It helps the environment. Other services take forever to get to Glasgow and you need to change buses. Keep the 3C	Yes
2443		Yes
2444	3c brilliant service	Yes

	AD	AE
2445	No partnership required	Yes
2446		Yes
2447		Yes
2448		No
2449		No
2450	We use the 3C in strathaven run by climate action strathaven and we fully support its continuation and inclusion in the spt strategy going forward. It is an invaluable service which both supports the environment by encouraging users to use the bus instead of driving to Glasgow, it reduces the need for family's to have two cars and is always clean prompt and well delivered.	No
2451		Don't know
2452	As above	Yes
2453		No
2454		Yes
2455		Yes
2456	As above	Yes
2457		Don't know

	AD	AE
2458	<p>We agree that SPT should investigate the opportunities offered by the creation of small-scale municipal bus operations to deliver socially necessary services where private operators are limited. However, Community Transport operators could potentially deliver some of these services. Therefore, publicly-owned, municipal bus operations should complement and run alongside locally-owned, non-profit operators. There are already 5 community-owned bus services across the region. The new bus network under franchising will be most successful and deliver greatest community benefit where provision is delivered by a mix of municipal and community operators.</p>	Yes
2459		Don't know
2460		No
2461		Yes
2462		Yes
2463	Local / rural needs small local provision.	Yes
2464		Yes
2465		Yes
2466		Yes
2467		Yes

	AD	AE
2468		Yes
2469	Yes if it operates to serve rural areas with connectivity eg Sandford to Strathaven or Strathaven to Lanark	No
2470		Yes
2471		No
2472		Yes
2473		No
2474		Yes
2475	<p>Transport UK strongly opposes this. Having read the 'Options Appraisal' document Transport UK sees no strong logical argument as a basis for undertaking further investigation with the possible exception that 'it might be popular'.</p> <p>Economically it has little or no justification, certainly in an environment where local service franchising is in place. The 'Options Appraisal' paints with an extremely broad brush, lumping together the benefits of a 'small-scale' municipal with a 'large-scale' municipal: in reality a small-scale municipal would have high 'pro-rata' overheads and management costs, but the paper also recognises that a large-scale municipal would, in all likelihood, take many years to evolve. Put bluntly, if there was ever an opportunity to acquire a large scale – for example, around 100 buses – operation, it would almost inevitably be because there was no profitable business left for the company to undertake. There are many examples of municipal bus operations which have failed for that reason (Halton and Maidstone being just two).</p>	No
2476		Don't know
2477		Don't know
2478	All the info you have provided is laborious to read and unclear . The bottom line is that I don't see any valid reason for changing this service .	No
2479		Yes
2480		No
2481		Yes
2482		Yes
2483		No
2484		No

	AD	AE
2485		Yes
2486		No
2487		No
2488		Yes
2489		Yes
2490		No
2491		No
2492		No
2493	This would be the preferred option. A Lothian Buses model would have all the benefits of franchising plus all profits would be retained in public hands for reinvestment rather than private operators taking profits.	Yes
2494		No
2495		Yes
2496		Yes
2497		No
2498		No
2499		No
2500	I want climate action strathaven to continue to operate 3C bus service	Yes
2501		Don't know
2502	I want SPT to asap bring our bus service back into public ownership so that a coherent loined p transport network ca be stablished. Before deregulation we had a fa better bus service	Yes
2503	I believe that this is the only option which will lead to a tangible change for users. In cities like Edinburgh where this exists, buses are much more reliable, cheaper and used much more by the residents.	Don't know
2504		Yes
2505		Yes
2506		Yes
2507		Yes

	AD	AE
2508		No
2509	I strongly support this because it should be the responsibility of the state to ensure adequate bus services are provided.	No
2510		Yes
2511	No profit before people	Yes
2512		Yes
2513		Yes
2514		Don't know
2515		Yes
2516		Yes
2517		Yes
2518	Ok idea	No
2519	I feel this is necessary to shed light and gain more information on why the services are run so poorly and are also so expensive	Don't know
2520		Yes
2521		Yes
2522	Rural areas require that there is strong input from people with experience of the life style and problems living out of city life.	Yes
2523		Yes
2524		No
2525		No
2526		Yes
2527		Yes
2528		No
2529		Yes
2530		No
2531		Yes

	AD	AE
2532		No
2533		Yes
2534		No
2535		Yes
2536		Don't know
2537		No
2538	As above	Don't know
2539		Yes
2540		Yes
2541	<p>I strongly support SPT's proposal to develop a business case for a new municipal bus company. However I want this to be far more ambitious. The whole aim of bus reform should be to reduce fragmentation and deliver a coherent and joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power. I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses. I'm aware that this cannot be done overnight, but the process can begin immediately with SPT setting up the new public operator to start taking over subsidised services across the region. As Highland Council has shown with its pilot scheme launched in January 2023 (saving £1.4 million a year across just 10 previously contracted-out routes), this is a much more cost effective way of providing these services in a deregulated system. It would also give SPT the opportunity to build up experience and capacity running bus services while the franchising framework is being developed, so that the new publicly-owned operator is in a position to bid for contracts when they are ready. Using this approach (not available in England), SPT has a distinct advantage over the English city regions currently pursuing franchising to deliver it in a much more cost-effective way in the longer-term: Firstly, because it will ensure that there is always a public sector benchmark to check that private operators are not tendering over the odds for contracts. And secondly, because SPT can also directly award contracts to the new public operator cutting the costs of managing the franchising process. I want to see SPT use this approach to gradually take more of the network back into direct public ownership – so we can eventually re-build a municipally-owned regional monopoly, like Edinburgh's Lothian Buses. QUESTION 19: FINAL COMMENTS Use this space for any comments you would like to add for SPT. You could remind them about the huge public support for the Better Buses for Strathclyde petition: I am one of more than 10,000 people who have signed the petition calling on SPT to "Take Strathclyde's Buses Back into Public Control", which was formally presented to SPT's Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT "rejects the idea of entering into a so-called 'Bus Service Improvement Partnership' with the private operators which would simply maintain the status quo". It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.</p>	No
2542		Yes
2543		Yes
2544		Yes
2545		Yes
2546		Don't know

	AD	AE
2547		Yes
2548	SPT do not understand Strathaven's Rural requirements	No
2549		No
2550		Don't know
2551		Yes
2552		Yes
2553	Yes. Could assist especially where there are vulnerable groups such as the elderly, disabled.	No
2554		No
2555	I would love to see real change that transforms public transport across Glasgow and makes bus travel affordable and convenient for all	No
2556		No
2557		Don't know
2558		Yes
2559	On a small scale but only in the event of rural market failure.	No
2560		No
2561	We should have never given this away. It was greed and it has isolated our city and curtailed growth.	Yes
2562		No
2563		Don't know
2564		No
2565	Support if it gets us a better service that stops making me get into my car!	No
2566		Yes

	AD	AE
2567	Maybe, but see example above.	Yes
2568		Yes
2569		Don't know
2570	Love it	Yes
2571		Yes
2572		Don't know
2573		Yes
2574		Yes
2575		Yes
2576	Yes	Yes
2577		No
2578		No
2579		Yes
2580		Yes
2581	All public services should owned by the public.	No
2582		No
2583		Yes
2584		No
2585	This is my preferred option.	Yes
2586		Yes
2587		Yes
2588		No
2589	We should take back ownership wherever possible.	Yes
2590	Potential for way forward	No
2591		No
2592		Yes
2593	Look at how much better Edinburgh's buses are!	Yes
2594		No
2595	Would want this option so that local needs are understood and met and the service supported supported by employees on good terms and conditions.	Yes
2596	Look at full SPT ownership for the entire Strathclyde region. This could regulate prices fairly and ensure services were offered on need and not profit.	Yes
2597	This is what we need. A service for people before profit.	No

	AD	AE
2598		Don't know
2599		No
2600		Yes
2601	I've seen how good local bus services can be in Edinburgh and Lothian, and I can't believe despite such a great success story on the East coast SPT still hasn't been able to replicate this. I would love to see SPT work with Lothian Buses to apply their experiences to developing a Strathclyde bus operator	Yes
2602	The way forward	Yes
2603		No
2604		Yes
2605	I think this would be the best way especially when looking at what SBPT did and what happens in Edinburgh and in European cities	Yes
2606		No
2607		Yes
2608	This is thinking small: a sticking plaster over a much bigger issue. We need a bolder approach.	No
2609		No
2610		Yes
2611		Yes
2612		Yes
2613		Yes
2614		No
2615		No
2616		Yes
2617		Yes
2618	Just do it , the clock is ticking, people are being affected just now.	Yes
2619		No
2620	We need a singular greater Glasgow municipal transport service BADLY.	Yes
2621		Yes
2622		Yes
2623		Yes
2624		Yes
2625		Yes
2626	Local busses need to be under local municipal authority	Yes
2627		No
2628		Don't know
2629		No

	AD	AE
2630		Yes
2631		No
2632		Yes
2633	Worth pursuing in relation to passenger affordability in these financial constraint times.	No
2634		Yes
2635		Yes
2636		No
2637		No
2638		No
2639		Yes
2640		Yes
2641		Yes
2642		Yes
2643		Don't know
2644		Yes
2645		Yes
2646	We need as buses based on servicing the community and not on a profit only basis.	Yes
2647	this is the preferred option. A not for profit organisation providing services for everyone and reduce the need for cars	No
2648		No
2649		Yes
2650		Don't know
2651		No
2652	Why not? - any benefits are kept within the municipal sphere rather than given to third parties.	Yes
2653	I honestly don't know what is best, I only know the service at the moment is inadequate.	Yes
2654		No
2655	Not sure	Don't know
2656		Don't know
2657		Yes
2658	A not for profit organisation is required	No
2659		Yes
2660		Yes
2661		Yes
2662		Don't know
2663		Yes
2664		No

	AD	AE
2665	Ditto	No
2666	Get rid of some routes	No
2667	Lothian transport is a good comparison	No
2668		Yes
2669	I strongly support SPT's proposal to develop a business case for a new municipal bus company. However I want this to be far more ambitious. The whole aim of bus reform should be to reduce fragmentation and deliver a coherent and joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power. I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses. I'm aware that this cannot be done overnight, but the process can begin immediately with SPT setting up the new public operator to start taking over subsidised services across the region. As Highland Council has shown with its pilot scheme launched in January 2023 (saving £1.4 million a year across just 10 previously contracted-out routes), this is a much more cost effective way of providing these services in a deregulated system. It would also give SPT the opportunity to build up experience and capacity running bus services while the franchising framework is being developed, so that the new publicly-owned operator is in a position to bid for contracts when they are ready. Using this approach (not available in England), SPT has a distinct advantage over the English city regions currently pursuing franchising to deliver it in a much more cost-effective way in the longer-term: Firstly, because it will ensure that there is always a public sector benchmark to check that private operators are not tendering over the odds for contracts. And secondly, because SPT can also directly award contracts to the new public operator cutting the costs of managing the franchising process. I want to see SPT use this approach to gradually take more of the network back into direct public ownership – so we can eventually re-build a municipally-owned regional monopoly, like Edinburgh's Lothian Buses.	No
2670		Yes
2671	Unsure	Yes
2672		Don't know
2673		Yes
2674		Yes
2675		No
2676		Yes
2677		No
2678		Yes
2679		Yes
2680	I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities - so we can have an affordable, well run service	Yes
2681		Yes
2682		Yes
2683		No

	AD	AE
2684		Don't know
2685		Yes
2686	I believe the priority should be public ownership of the bus network	Yes
2687		Yes
2688		No
2689		Yes
2690		Yes
2691	YES.	Yes
2692		No
2693	Certainly not	Yes
2694		Yes
2695		Yes
2696		No
2697		No
2698		Yes
2699		Don't know
2700		No
2701		No
2702	Experience elsewhere suggests public ownershp can be effective - eg Lothians. WACI shows that 33% of residents in Glasgow want to take public transport more 21% want to drive less 78% would like to see more spending on public transport https://www.sustrans.org.uk/the-walking-and-cycling-index/	Yes
2703	Yes	Yes
2704		Yes
2705		No
2706	municipal bus operations return profits to provide better services	Yes

	AD	AE
2707		No
2708	It works great in other cities and in Europe, helps deliver better quality and has citizens needs at heart - instead of company shareholders.	Don't know
2709	It would be beneficial to investigate a Strathclyde wide service, much like Edinburgh have with Lothian buses. When visiting friends there it's clear everyone uses it and very rarely require taxis or even the tram.	Yes
2710		No
2711		Yes
2712		Don't know
2713		No
2714		Yes
2715		No
2716		Yes
2717		Yes
2718		Yes
2719		Yes
2720		Yes
2721		No
2722	The best idea! If the local authorities operate public transport, putting people before profit (the opposite of the status quo) more people will use it, maybe we will have fewer cars, and, consequently, quicker buses	Yes
2723		Yes
2724		No
2725		Yes
2726		Yes
2727	Plenty of UK precedents eg Edinburgh on how this can work.	Yes

	AD	AE
2728	<p>I strongly support SPT's proposal to develop a business case for a new municipal bus company. However I want this to be far more ambitious. The whole aim of bus reform should be to reduce fragmentation and deliver a coherent and joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power. I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses. I'm aware that this cannot be done overnight, but the process can begin immediately with SPT setting up the new public operator to start taking over subsidised services across the region. As Highland Council has shown with its pilot scheme launched in January 2023 (saving £1.4 million a year across just 10 previously contracted-out routes), this is a much more cost effective way of providing these services in a deregulated system. It would also give SPT the opportunity to build up experience and capacity running bus services while the franchising framework is being developed, so that the new publicly-owned operator is in a position to bid for contracts when they are ready. Using this approach (not available in England), SPT has a distinct advantage over the English city regions currently pursuing franchising to deliver it in a much more cost-effective way in the longer-term: Firstly, because it will ensure that there is always a public sector benchmark to check that private operators are not tendering over the odds for contracts. And secondly, because SPT can also directly award contracts to the new public operator cutting the costs of managing the franchising process. I want to see SPT use this approach to gradually take more of the network back into direct public ownership – so we can eventually re-build a municipally-owned regional monopoly, like Edinburgh's Lothian Buses.</p>	Yes
2729		Yes
2730	Need to take out profit motive in supply of municipal e services that are subsidised.	Don't know
2731		Yes
2732		Yes
2733		Yes
2734		Yes
2735		Yes
2736	<p>I'm not convinced on this - again, comparing to e.g. London, if franchising it undertaken well, there should be no need. A variety of operators exist and if SPT take revenue risk, it's not clear why this is needed. Might be useful, but feels like a distraction.</p>	Yes
2737		Yes
2738		Yes

	AD	AE
2739	I strongly support SPT's proposal to develop an ambitious business case for a new municipal bus company. The whole aim of bus reform should be to reduce fragmentation and deliver a coherent and joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power. I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as we used to have when we had SPTE under Strathclyde Regional Council. I'm aware that this cannot be done overnight, but the process can begin immediately with SPT setting up the new public operator to start taking over subsidised services across the region.	Yes
2740		Yes
2741	A bus company run by council for council customers and tax payers is the best solution. End users will be the benefactors, not financial shareholders.	Yes
2742		No
2743	Because this would ensure the greatest local democratic control and regulation, over both routes and pricing	Yes
2744		No
2745	In a small rural area the idea of municipal bus storage just seems daft and I oppose it	Don't know
2746		No
2747		Yes
2748		No
2749		No
2750	Need a more ambitious and integrated system. There should be one, publicly owned bus company operating in Glasgow. Ticketing and pricing should be integrated across Glasgow's Scotrail network, its buses and its subway using consistent and distinctive branding as in other European cities which are taking, or have already taken, a far more ambitious approach than Glasgow which delivers more for its citizens.	No
2751	Don't know	No
2752		Yes
2753	Strongly support this recommendation and believe it should go further. Public ownership and operation is the most cost-effective in the long run - it cuts out the middleman taking their share. There should be one operator for the whole of Strathclyde to deliver seamlessly integrated and efficiently run transport. This is already done in Edinburgh with Lothian buses. Setting up a new public operator to take over subsidised services will allow an investment purely into the public rather than also into private pockets. Highland council's pilot scheme has shown this saves money and is more cost-effective. Starting this sort of municipal operator asap means that experience will be gained to then gain other routes, or set a public sector cost benchmark when franchising comes into operation. These powers of publicly owned operators should be used - they offer a distinct advantage. Direct public ownership should be the goal.	No
2754	We strongly support SPT's proposal to develop a business case for a new municipal bus company. However we want this to be far more ambitious. The whole aim of bus reform should be to reduce fragmentation and deliver a coherent and joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power. We want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same quality of service available to those in Edinburgh, via Lothian Buses. This process can begin immediately with SPT setting up the new public operator to start taking over subsidised services across the region.	Yes

	AD	AE
2755	By every measure - accessibility, cost, usage, availability, transferrability, reliability - our bus system is wildly behind cities that have municipal operations such as Edinburgh and London. The latter in particular is able to run a system that is only possible with municipal ownership - joined up public transport that makes it possible to maximise public transport usage. Meanwhile, in Glasgow, we can't even take multiple buses without paying multiple companies nearly double the price of London. It is obscene that while in Edinburgh millions have been funneled back to public services through bus usage, in Glasgow this is instead enriching the likes of Brian Souter. Glasgow has pledged to encourage the use of active and public transport over private car proliferation: this goal is impossible without municipal ownership at the heart of this.	Yes
2756		Yes
2757		No
2758		Yes
2759	One single bus company for Strathclyde with the public's and the environment's needs as priorities.	No
2760	This is a system that is successful in Edinburgh where bus travel is much more reliable and enjoyable. Also works in other places like Cardiff, Newport, Blackpool, Reading and Ipswich.	Yes
2761		Yes
2762	Buses need to be everywhere including villages	No
2763	A franchise model which can award routes to a public operator, run by and for the people of Strathclyde, could and should rival that which operates in Edinburgh. It would have the support of the public, trade unions, and students.	Yes

	AD	AE
2764	<p>Yes, this is what is needed. I strongly support SPT's proposal to develop a business case for a new municipal bus company. However I want this to be far more ambitious. The whole aim of bus reform should be to reduce fragmentation and deliver a coherent and joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power. I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses. I'm aware that this cannot be done overnight, but the process can begin immediately with SPT setting up the new public operator to start taking over subsidised services across the region. As Highland Council has shown with its pilot scheme launched in January 2023 (saving £1.4 million a year across just 10 previously contracted-out routes), this is a much more cost effective way of providing these services in a deregulated system. It would also give SPT the opportunity to build up experience and capacity running bus services while the franchising framework is being developed, so that the new publicly-owned operator is in a position to bid for contracts when they are ready. Using this approach (not available in England), SPT has a distinct advantage over the English city regions currently pursuing franchising to deliver it in a much more cost-effective way in the longer-term: Firstly, because it will ensure that there is always a public sector benchmark to check that private operators are not tendering over the odds for contracts. And secondly, because SPT can also directly award contracts to the new public operator cutting the costs of managing the franchising process. I want to see SPT use this approach to gradually take more of the network back into direct public ownership – so we can eventually re-build a municipally-owned regional monopoly, like Edinburgh's Lothian Buses.</p>	Yes
2765		Don't know
2766		Yes
2767	<p>I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses.</p>	Yes
2768		Yes
2769		Don't know

	AD	AE
2770	<p>I strongly support SPT's proposal to develop a business case for a new municipal bus company. However I want this to be far more ambitious. The whole aim of bus reform should be to reduce fragmentation and deliver a coherent and joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power. I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses. I'm aware that this cannot be done overnight, but the process can begin immediately with SPT setting up the new public operator to start taking over subsidised services across the region. As Highland Council has shown with its pilot scheme launched in January 2023 (saving £1.4 million a year across just 10 previously contracted-out routes), this is a much more cost effective way of providing these services in a deregulated system. It would also give SPT the opportunity to build up experience and capacity running bus services while the franchising framework is being developed, so that the new publicly-owned operator is in a position to bid for contracts when they are ready. Using this approach (not available in England), SPT has a distinct advantage over the English city regions currently pursuing franchising to deliver it in a much more cost-effective way in the longer-term: Firstly, because it will ensure that there is always a public sector benchmark to check that private operators are not tendering over the odds for contracts. And secondly, because SPT can also directly award contracts to the new public operator cutting the costs of managing the franchising process. I want to see SPT use this approach to gradually take more of the network back into direct public ownership – so we can eventually re-build a municipally-owned regional monopoly, like Edinburgh's Lothian Buses.</p>	Yes
2771		Yes
2772		No
2773	Public ownership means more control and better integration. Buses, trains and subway should all work together.	No
2774		Yes
2775		Yes
2776		Yes
2777	It used to work reasonably well...but why limited and small?	No
2778	I think this is best option. Taking control of buses and integrating seamlessly with other forms of transport.	No
2779		Don't know
2780	If it gives and supports local control when decisions are made	No
2781		No
2782		Yes
2783		Yes

	AD	AE
2784		No
2785		Yes
2786		Yes
2787		Yes
2788	concerned about the cost implications for investigation	No
2789	<p>Lothian Buses in Edinburgh should be the template for SPT's actions. Edinburgh's public monopoly offers good fares and a good service. SPT's proposal to develop a business case for a new municipal bus company is something I strongly support, but I feel SPT should be far more ambitious. Bus reform should result in less fragmentation by delivering a coherent and joined-up service across the region. Setting up multiple new operators using this power would be a mistake. I would like to see SPT set up one new publicly owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, mirroring the service currently enjoyed by Edinburgh. The process can begin straight away, with SPT setting up a new public operator to start taking over subsidised services across Glasgow, and the region. Highland Council's pilot launched in January 2023 saved £1.4 million a year across 10 previously contracted-out routes. Far better than a deregulated system, this is a much more cost-effective way of providing services, and SPT could build up experience and capacity running bus services while the franchising framework is being developed, so that the new publicly owned operator is in a position to bid for contracts when they are ready. SPT can ensure that there is always a public sector benchmark to check that private operators are not tendering over the odds for contracts. SPT can also directly award contracts to the new public operator, cutting the costs of managing the franchising process. SPT can gradually take more of the network back into direct public ownership – so we can eventually rebuild a municipally owned regional monopoly, just as they have in Edinburgh with Lothian Buses.</p>	Yes
2790		No
2791		Don't know

	AD	AE
2792	<p>I strongly support SPT's proposal to develop a business case for a new municipal bus company. However I want this to be far more ambitious. The whole aim of bus reform should be to reduce fragmentation and deliver a coherent and joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power. I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses. I'm aware that this cannot be done overnight, but the process can begin immediately with SPT setting up the new public operator to start taking over subsidised services across the region. As Highland Council has shown with its pilot scheme launched in January 2023 (saving £1.4 million a year across just 10 previously contracted-out routes), this is a much more cost effective way of providing these services in a deregulated system. It would also give SPT the opportunity to build up experience and capacity running bus services while the franchising framework is being developed, so that the new publicly-owned operator is in a position to bid for contracts when they are ready. Using this approach (not available in England), SPT has a distinct advantage over the English city regions currently pursuing franchising to deliver it in a much more cost-effective way in the longer-term: Firstly, because it will ensure that there is always a public sector benchmark to check that private operators are not tendering over the odds for contracts. And secondly, because SPT can also directly award contracts to the new public operator cutting the costs of managing the franchising process. I want to see SPT use this approach to gradually take more of the network back into direct public ownership – so we can eventually re-build a municipally-owned regional monopoly, like Edinburgh's Lothian Buses.</p>	Yes
2793	<p>Support. I have lived and worked in countries/cities with a municipal operation and it can work very well. I have also been involved in providing a new 'city managed' taxi operation using commercial taxi companies - the admin can be self-funding using a licensing model for commercial operators. This can be directly translated to a Bus operation.</p>	Yes

	AD	AE
2794	I am extremely keen to see this in Glasgow. A recent visitor from Edinburgh was absolutely horrified by the state of the bus provision in Glasgow, and when I visited him in Edinburgh I was amazed by how affordable and efficient the service was. It was a shock to me that the bus came on time and was so much cheaper than Glasgow. Edinburgh has clearly benefited from municipal bus operations and Glasgow can too. I believe this could be absolutely transformative for Glasgow, both for residents and visitors. We deserve it. I would like to see SPT be as ambitious as possible in planning for this - please let's have one municipal operator for Strathclyde, rather than several. We have so much potential and there is definitely a public demand - please be as ambitious as possible in planning, please aim to do this as fast as possible by setting this up alongside franchising, and please do listen to campaigns like Get Glasgow Moving, who are backed by tons of research and public support.	Yes
2795		No
2796		Yes
2797	This looks best option.	Yes
2798	Worth a look at	No
2799		Yes
2800		Yes
2801		No
2802	There needs to be one integrated publicly owned bus service. Inspiration should be taken from Lothian Buses and from the Highland Council pilot scheme which saved over £1 million from only ten bus routes in a single year. An integrated network would be more efficient and more user-friendly.	No
2803	I strongly support SPT's proposal to develop a business case for a new municipal bus company. However, I want this to be far more ambitious. The whole aim of bus reform should be to reduce fragmentation and deliver a coherent and joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power. I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses. I'm aware that this cannot be done overnight, but the process can begin immediately with SPT setting up the new public operator to start taking over subsidised services across the region. As Highland Council has shown with its pilot scheme launched in January 2023 (saving £1.4 million a year across just 10 previously contracted-out routes), this is a much more cost effective way of providing these services in a deregulated system. It would also give SPT the opportunity to build up experience and capacity running bus services while the franchising framework is being developed, so that the new publicly-owned operator is in a position to bid for contracts when they are ready. Using this approach (not available in England), SPT has a distinct advantage over the English city regions currently pursuing franchising to deliver it in a much more cost-effective way in the longer-term: Firstly, because it will ensure that there is always a public sector benchmark to check that private operators are not tendering over the odds for contracts. And secondly, because SPT can also directly award contracts to the new public operator cutting the costs of managing the franchising process. I want to see SPT use this approach to gradually take more of the network back into direct public ownership – so we can eventually re-build a municipally-owned regional monopoly, like Edinburgh's Lothian Buses.	Yes
2804	This could work in some area	Yes

	AD	AE
2805		No
2806		Yes
2807		No
2808	This sounds a good idea. The current system is too piecemeal - it would make enormous sense to have one operator with plans for the whole network, which could also fill in itself where necessary.	No
2809		Yes
2810		No
2811	This will require extensive subsidies to provide an acceptable services in remote areas.	No
2812		No
2813		No
2814		Don't know
2815	Stagecoach staff are unhelpful and arrogant. When asked to amend a route to be more inclusive for local users the reply was 'does not suit us'. No reasons as to why it does not suit.	No
2816	It's the only rational and economic way.	Yes
2817	Agree especially where such routes have been terminated and increased social, organisational and economic isolation.	Yes
2818		Yes
2819	Yes much needed, some areas require much better public transport	No
2820		No
2821	There is not enough information in the consultation document to explain how this would work	Yes
2822		Don't know
2823		Yes
2824		Yes
2825		Yes

	AD	AE
2826		No
2827		Don't know
2828		Yes
2829		Yes
2830		Yes
2831		No
2832		Yes
2833	Good medium term idea with a view to restoring it long term.	Yes
2834	It's a must	Yes
2835		Yes
2836		No
2837		Yes
2838		Yes
2839		No
2840		Yes
2841	This should be the ultimate aim - for a single, public provider. It will take time but the fragmented approach has to be fixed.	Yes
2842		Yes
2843		Yes
2844	Where local solutions exist these should be built on (3C for example) and retained where they meet an identified community need.	Yes
2845		Yes

	AD	AE
2846		Don't know
2847		No
2848		Yes
2849		No
2850		No
2851		No
2852		No
2853		Yes
2854		Don't know
2855	Public transport should never have been privatised.	No
2856		Yes
2857		Yes
2858		Yes
2859		Yes
2860		No
2861		No
2862		Yes
2863		No
2864		No
2865		Yes
2866		Yes
2867	Obviously. Every entity should be subjected to scrutiny. Whether they are public - local, municipal, metropolitan - or strictly private.	No
2868		Don't know
2869	Public funding is poor therefore I am not convinced that this will improve services.	Yes
2870		No
2871		No
2872		Yes
2873	same as above	Yes
2874		Yes

	AD	AE
2875	Why should private companies be making profit when profits should be reinvested into a well run transport system? There must be a better way than the status quo? Please investigate further.	Yes
2876	Same as above	No
2877		Yes
2878		Yes
2879		Don't know
2880		No
2881	I strongly support SPT's proposal to develop a business case for a new municipal bus company. However I want this to be far more ambitious. The whole aim of bus reform should be to reduce fragmentation and deliver a coherent and joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power. I want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses.	Don't know
2882	This absolutely needs to be done, the current private setup has failed, new direction is required, a public resource in public ownership, profit used to continually improve services. One easy to understand brand to communicate for linked up network.	Yes
2883	Yes	No
2884		Yes
2885		Yes
2886		Yes
2887		No
2888		Yes
2889		No
2890	Essential, and should be expanded. Councils or government should run bus services and reject privatisation, which has been an unmitigated failure.	Yes
2891		Yes
2892	This option should certainly be taken further.	Yes

	AD	AE
2893	Yes, these should be investigated further and examples publicised.	No
2894		Yes
2895	Not enough data to work it out.	Yes
2896	Should have already have been done	No
2897		Yes
2898	I strongly support investigation of municipal bus operations. I believe that SPT's aim should be to eventually rebuild a municipally-owned regional monopoly like Edinburgh's very successful Lothian Buses.	No
2899		Yes
2900		No
2901		Don't know
2902		No
2903		No
2904	I strongly support SPT's proposal to develop a business case for a new municipal bus company. However I want this to be far more ambitious.	Yes
2905		No
2906		No
2907		Yes
2908	Strongly support	Don't know
2909		Yes
2910		Yes
2911	Strongly oppose as they will destroy a thriving 3c service	Yes
2912		Don't know
2913		No
2914		Don't know
2915		Yes
2916		Yes
2917	No leave the 3C bus as is.	Yes
2918	Definitely, planned and gradual public ownership.	Yes
2919	Surely all buses under one umbrella controlled by local authority will improve bus route planning and help with keeping fares low.	Yes

	AD	AE
2920		No
2921		Yes
2922		Yes
2923	Municipal, or even region-wide ownership of services, is the ultimate step in bringing services back under public control and for public benefit, and also has been successfully demonstrated in Edinburgh, one of very few UK cities to keep their buses under municipal control, which has produced undoubtedly the most successful and well-loved bus network in Scotland today.	No
2924		Don't know
2925		Yes
2926		Yes
2927		Yes
2928		Yes
2929	YES - WE NEED A NEW MUNICIPAL BUS COMPANY TO REDUCE FRAGRAGMENTATION. It makes no sense to set up multiple new operations when greater coherence is what is desperately needed.	Yes
2930	Since SPT has always had, from its legal predecessors, inherited rights to operate buses this is not a 'new' right. If the legal environment has changed regarding 'State aid' or if substantial capital (at risk) can be sourced, then possibly this might be an option. Outwith the failure of entire rural areas and complete commercial withdrawal, or else vastly uneconomic options from the subsidised operators, I doubt this option would be pursued. Perhaps in captive markets e.g. on specific islands, if the asset owners seek excessive subsidy over a protracted period, this may become a relevant power. On the whole, I doubt it.	Yes

	AD	AE
2931		Yes
2932		Don't know
2933	Only option , it works well in other cities notably Edinburgh and Manchester	Yes
2934	Positive experience in Lothian	Don't know
2935		No
2936		No
2937		Yes
2938		No
2939	I strongly support this and would encourage SPT to use this to reduce fragmentation across the region by setting up a single publicly-owned bus company for the region, similar to what exists with Lothian Buses.	Don't know
2940		No
2941	We need one transport provider, under the control of the local authorities, cutting out the private profit motive and serving the public. This body should set the fares, the routes and the timetables. It may not make a profit, but a good public transport system will benefit the local economy and reinvigorate the city, which is starting to look shabby because people are increasingly avoiding accessing its amenities.	Yes
2942		Yes
2943		No
2944		Yes
2945		No
2946	A step in the right direction - esp if used to gain experience running subsidised routes ahead of franchising, like in the Highlands	Yes
2947		Yes
2948	Need a more unified and integrated service.	Yes
2949	You need something like the Lothian bus system which works well.	Yes
2950	We need a one operator which is publicly owned	Yes
2951		No
2952		Yes
2953	Lothian Buses in Edinburgh is one of the best operators in the UK.	No
2954		No

	AD	AE
2955	<p>We strongly support SPT's proposal to develop a business case for a new municipal bus company. However this must become much more ambitious. The whole aim of bus reform should be to reduce fragmentation and deliver a coherent and joined up service across the region. It would therefore not be sensible to set up multiple new operators using this power. We want SPT to set up one new publicly-owned bus company for Strathclyde, co-owned by the region's 12 local authorities through SPT, which in the future has the potential to offer us the same great quality of service as Edinburgh's successful and affordable Lothian Buses. We're fully aware that this cannot be done overnight, but the process can begin immediately with SPT setting up the new public operator to start taking over subsidised services across the region. As Highland Council has shown with its pilot scheme launched in January 2023 (saving £1.4 million a year across just 10 previously contracted-out routes), this is a much more cost effective way of providing these services in a deregulated system. It would also give SPT the opportunity to build up experience and capacity running bus services while the franchising framework is being developed, so that the new publicly-owned operator is in a position to bid for contracts when they are ready. Using this approach (not available in England), SPT has a distinct advantage over the English city regions currently pursuing franchising to deliver it in a much more cost-effective way in the longer-term: Firstly, because it will ensure that there is always a public sector benchmark to check that private operators are not tendering over the odds for contracts. And secondly, because SPT can also directly award contracts to the new public operator cutting the costs of managing the franchising process. We want to see SPT use this approach to gradually take more of the network back into direct public ownership – so we can eventually re-build a municipally-owned regional monopoly, like Edinburgh's Lothian Buses.</p>	No
2956		Yes
2957	Would hope would help improve the service asap	Yes
2958		Yes
2959		Yes
2960	Works in other parts of Scotland. Lothians bus service is great. Regular, reliable , easy to use. Night buses 7 days a week.	Yes
2961		No
2962	<p>Very difficult to get back to what we had and they did suffer from cheap car use, has anything changed? Particularly concerned about longer distance services for smaller communities. Such as X74 (refuses to serve obvious communities 100 series Dumfries-Edinburgh, 30 Leadhills</p>	Yes
2963		Yes
2964		Yes

	AD	AE
2965		No
2966		Yes
2967		Yes
2968	This would ideally improve bus services.	Yes
2969		Yes
2970	Unless there is a comprehensive fully integrated, FREQUENT linked city bus service in place,FREQUENT local bus services are the answer in order to get people where they want to be and encourage them to leave cars at home!	No
2971	The one bit of municipal transport in these islands that actually works is London's. TfL should serve as the model for SPT.	No
2972		Yes
2973		Yes
2974		Yes
2975		Yes
2976		Yes
2977	Would like a London style bus service	Yes

	AD	AE
2978	I strongly support this proposal because I see this as an incremental route to direct public ownership across all of Strathclyde. Edinburgh has been able to do it successfully with Lothian buses, so why can't Glasgow, why can't Strathclyde? It makes no sense to me that the infrastructure of our region should be run for a profit rather than run for the benefit of the people who live there.	Don't know
2979	From my limited experience, for years the bus service in Edinburgh has been easier to use, more convenient and cheaper than what we have in Glasgow: can't we do something similar here?	No
2980		Yes
2981		Don't know
2982		No
2983		No
2984		Yes
2985		Yes
2986		No
2987		Yes
2988		Yes
2989		Don't know
2990	It works in Edinburgh and it would be good to know how it works and if it could work in Glasgow	Yes
2991		Yes
2992		Yes

	AD	AE
2993		Yes
2994		No
2995		No
2996		No
2997		Yes
2998	Municipal operation of buses works well in other areas and has worked in the Strathclyde Area previously.	Yes
2999	A municipal bus company would make it easier to provide a coherent and integrated bus network. Lothian Buses has proved how successful this system works.	No
3000		Yes
3001		Yes
3002		Yes
3003		Yes
3004	It sounds like a great start	No
3005	Support	No
3006		Yes
3007	This is real change needed.	No
3008		Don't know
3009		Yes
3010		No
3011		Yes
3012		No
3013		Yes
3014	Honestly, just make it like Lothian buses in Edinburgh and we'll do great.	No
3015		Yes
3016		Don't know
3017		No
3018		No
3019		Yes

	AD	AE
3020	<p>The Council’s Glasgow Transport Strategy work and associated Case for Change highlights improvements required to bus in Glasgow, and sets out ambitious policy aspirations for a world-class public transport system in Glasgow. The Council has also published a bus governance routemap to explore alternative forms of bus governance, including municipal bus operations. At this stage the full cost of running a Municipal Bus Company is unknown, and the SRBS report highlights “significant commercial risks to stakeholders and no certainty of success”. As also noted in the report, any such company would be operating within the prevailing delivery model. GCC does not currently have the funding available to take this any further forward and will be interested in the outcomes of SPT’s ongoing work on this topic, funded by the Community Bus Fund. GCC would also seek clarity from SPT on expectations over roles and responsibilities in taking forward municipal bus operations in the region – SPT and/or local authorities.</p>	<p>Yes</p>
3021	<p>We broadly support this option. Municipal bus operation could help meet increasing current and future demand for Community Transport and other socially necessary services. Further investigation is therefore welcomed but will require further consultation with existing community operators to ensure this option helps "add value".</p>	<p>Yes</p>

	AD	AE
3022	<p>NLC are not particularly attracted to the direct development of municipal bus services, but will support SPT in the development of any business cases affecting our area. If required to run such a bus company, it would be expected that SPT would lead on this.</p>	No
3023	<p>company at this stage and in areas where private operators are very limited, the consultation document suggests that under the current system, it would ‘need to compete with existing bus operators to carve out a market share or compete with existing bus operators to win contracts to provide socially necessary services.’ (Slide 17 & 20 of the Consultation Document). This poses a number of challenges and risks (as would also be the case if a longer-term aim were to develop and grow the municipal operator to provide larger scale operations or indeed compete for franchise contracts), including:</p> <ul style="list-style-type: none"> · Competing against SME operators who typically rely on contracts to provide socially-necessary services, at a time when many operators are affected by high-cost inflation and reducing margins, with the potential to increase risk of operator failure, impacting on associated local employment and service provision in other parts of the region. · If the purpose of a municipal operator is to step in where there is a lack of commercial services, there would be similar concerns. Noting the reported high number of local operators in the region (many of which are likely to be SMEs), it is reasonable to conclude that contracting routes in these areas (even those with only limited operators present) would be a way to support SMEs and come at a lower cost than establishing a standalone municipal operator with all the associated overheads. · Introducing a municipal bus company could distort competition, particularly if the ultimate aim is or could be to pursue local services franchising. From experience of franchising in other markets, ensuring open competition and attractiveness of opportunity for private local and new-to-area operators is key to maximising value, innovation, driving up standards and quality. These benefits have been demonstrated in other markets such as Manchester and London without the need for a local municipal operator. The presence of a public operator could serve to dilute the attractiveness of any franchising opportunities and raise concerns about openness of any competition. · We also note from the Consultation documentation’s own assessment asserts ‘only a larger scale municipal operation could have noticeable impacts on the quality of the overall bus network’, the challenges, risks and costs with setting up a new operator and ‘a lot of uncertainty about the level of beneficial impact that a new municipal operator could have on the quality of the bus network in our region...’ (Slide 17 of the Consultation Document). We would further add that while there is mention that acquiring an existing larger operator could be a faster route, (acknowledging no such opportunities exist currently), little reference is made to the risks associated with such an acquisition or how bringing the operator into public ownership could enhance operational or financial performance. In this regard it is worth noting the low margins, recruitment and inflation challenges characteristic of the bus industry which a municipal operator would similarly face. · A municipal operator is unlikely to have access to the synergies, favourable procurement terms (e.g. for fleet), systems and best practice which larger commercial operators can leverage from across their UK-wide or international operations/groups to enhance service 	Yes

	AD	AE
	<p>Previous North Ayrshire Council administrations have strongly advocated for improved bus service provision for example through municipalised bus services. Following the enactment of the Transport (Scotland) Act 2019, and SPT proposing the development of the SRBS, it was considered prudent for this to be investigated through the SRBS rather than locally within North Ayrshire.</p> <p>Although there would be a financial impact on the Transport Authority (either SPT or Council) we would strongly support investigating municipal bus operations further. We would however propose that additional funding should be made available through Scottish Government/Transport Scotland to support this.</p> <p>We would strongly note that there are significant operational, logistical and financial considerations that would require to be taken into account by the Local Transport Authority considering a municipal bus operation. This could include operator licencing, garage premises, specific arrangements for registration of vehicles/services, driver hours regulations, TUPE staffing arrangements, staffing requirements, financial aspects (wages, insurance, PLI), GDPR, union arrangements etc. We would therefore welcome detailed discussion on which organisation the most appropriate operating transport authority would be and consideration of the most appropriate scale of operations.</p>	
3024		Yes
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3026	<p>This would allow essential bus services to be provided for communities where no local bus operators make acceptable bids for local franchises, either in urban or rural areas.</p>	No
3027	See separate note	

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2	If you would like to make any comments on the impact asse...	If you would like to make any comments on the impact asse...
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11	Publicly owned services are the only way to ensure that services meet the needs of ALL within our communities. The service in my area is limited and does not allow me to connect with the rest of my local council area.	Publicly owned services are the only way to ensure that services meet the needs of ALL within our communities. The service in my area is limited and does not allow me to connect with the rest of my local council area.
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39	I would love to use the bus rather than the car but the services aren't frequent enough. If you could base the network like London it would be fantastic. Have an app, link it to your bank card, tap when you get on, monitor all bus journeys made.I was on all day and didn't spend more than £5 a day.	I would love to use the bus rather than the car but the services aren't frequent enough. If you could base the network like London it would be fantastic. Have an app, link it to your bank card, tap when you get on, monitor all bus journeys made.I was on all day and didn't spend more than £5 a day.
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44	This is a trick question. The impact assessment do not accompany the consultation document when downloaded.	This is a trick question. The impact assessment do not accompany the consultation document when downloaded.

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51	I agree with the assessments and just hope that sufficient funding can be found.	I agree with the assessments and just hope that sufficient funding can be found.
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80	I think there needs to be a difference made in the way bus services are run in my local area because 1 bus an hour either way is ridiculous considering buses run all directions along the motorway	I think there needs to be a difference made in the way bus services are run in my local area because 1 bus an hour either way is ridiculous considering buses run all directions along the motorway
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87	Only partially read "FSD interim assessment report"	Only partially read "FSD interim assessment report"
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90	I am fine with the proposed franchising model as it seems to work in London. I am old enough to remember GGPTe, Trans Clyde and Strathclyde's buses (the predecessors of First Glasgow), and the council-owned buses had their problems too, including the fact that they were quite expensive and did not offer day-tickets or return tickets.	I am fine with the proposed franchising model as it seems to work in London. I am old enough to remember GGPTe, Trans Clyde and Strathclyde's buses (the predecessors of First Glasgow), and the council-owned buses had their problems too, including the fact that they were quite expensive and did not offer day-tickets or return tickets.
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99	lots of reading!	lots of reading!
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123	I agree with the recommendation	I agree with the recommendation
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130	Franchising would be a criminal waste of public money and would only create more bureacrats sitting around the SPT table. SPT is far too political an organisation and needs to be disbanded without any political intervention.	Franchising would be a criminal waste of public money and would only create more bureacrats sitting around the SPT table. SPT is far too political an organisation and needs to be disbanded without any political intervention.
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133	The concept of 'do the right thing' is what I apply to my job everyday. I note that, rather unsurprisingly to me, the franchise model is favoured in the impact assessments. Overall the test of 'do the right thing' must be applied to the bus network. And is the franchise model the right thing? It's maybe a step to the right thing, eventually, but not quite there. Locally owned services are in my opinion, the right thing.	The concept of 'do the right thing' is what I apply to my job everyday. I note that, rather unsurprisingly to me, the franchise model is favoured in the impact assessments. Overall the test of 'do the right thing' must be applied to the bus network. And is the franchise model the right thing? It's maybe a step to the right thing, eventually, but not quite there. Locally owned services are in my opinion, the right thing.

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142	You don't know the impact as your assessment was before the opening of two large retailers in this one retail park.	You don't know the impact as your assessment was before the opening of two large retailers in this one retail park.
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160	It is important to have such objective data because the major bus companies and the media are already attacking SPT with one sided assertions. Glasgow Times giving McGill's a platform to attack SPT is an example. Since the media will not present the case for SPT fully or fairly, I think SPT should consider a succinct but compressive leaflet for all homes. The media will, of course, 'slam' this as a 'waste of public money'.	It is important to have such objective data because the major bus companies and the media are already attacking SPT with one sided assertions. Glasgow Times giving McGill's a platform to attack SPT is an example. Since the media will not present the case for SPT fully or fairly, I think SPT should consider a succinct but compressive leaflet for all homes. The media will, of course, 'slam' this as a 'waste of public money'.
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197	It doesn't go far enough but it is a good start. Public busses in Strathclyde is sorely needed	It doesn't go far enough but it is a good start. Public busses in Strathclyde is sorely needed
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201	Seem to be more centred on urban areas and omission of any major contributions to making those with extra needs feel welcomed onto the bus network.	Seem to be more centred on urban areas and omission of any major contributions to making those with extra needs feel welcomed onto the bus network.
202	We can't repair roads why take over bus ?	We can't repair roads why take over bus ?
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236	Nothing in document actually says 'impact assessment'	Nothing in document actually says 'impact assessment'
237	I didnt see any mention of multi modal use (perhaps I missed it in the lengthy docs) but it is essential that this is done with adequate facility for bike storage and liked with bike hire/share schemes	I didnt see any mention of multi modal use (perhaps I missed it in the lengthy docs) but it is essential that this is done with adequate facility for bike storage and liked with bike hire/share schemes
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242	We need more frequent and reliable bus services like Transport for London .	We need more frequent and reliable bus services like Transport for London .
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258	I honestly believe profitability should be one of the last concerns and what we should prioritise is making public transport easy to use, effective and (very importantly) attractive! Public transport is meant to be subsidised, the important part is that the money should always go towards improving the things I mentioned and never used to pay out large bonuses to CEO's or shareholders	I honestly believe profitability should be one of the last concerns and what we should prioritise is making public transport easy to use, effective and (very importantly) attractive! Public transport is meant to be subsidised, the important part is that the money should always go towards improving the things I mentioned and never used to pay out large bonuses to CEO's or shareholders
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324	Too many people are being let down by the current system. It's not acceptable.	Too many people are being let down by the current system. It's not acceptable.
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334	Local bus services have been priced out of the market for “workers” use because Scottish government policies allow too much free transport. This in turn pushes transport journeys out of reach for workers - essentially the high cost of public transport travel is a tax on working person	Local bus services have been priced out of the market for “workers” use because Scottish government policies allow too much free transport. This in turn pushes transport journeys out of reach for workers - essentially the high cost of public transport travel is a tax on working person
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338	The impact assessment clearly shows the Franchising promotes the best outcome in the short to medium term.	The impact assessment clearly shows the Franchising promotes the best outcome in the short to medium term.
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345	Does not take into account the fact that road authorities and do gooders have promoted very costly schemes that have disbenefited bus to a much greater extent than it has advantaged other users such as bike and walking - impact on these are minimal - who in their right mind would cycle in the Scottish weather?!	Does not take into account the fact that road authorities and do gooders have promoted very costly schemes that have disbenefited bus to a much greater extent than it has advantaged other users such as bike and walking - impact on these are minimal - who in their right mind would cycle in the Scottish weather?!
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349	Costs are to be expected to set this up but it is essential. The Scottish Government need to provide additional set up funding.	Costs are to be expected to set this up but it is essential. The Scottish Government need to provide additional set up funding.
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355	Public transport is not fit for purpose. Service every 10 minutes maximum, 24/7 or it doesn't meet the needs of the public.	Public transport is not fit for purpose. Service every 10 minutes maximum, 24/7 or it doesn't meet the needs of the public.
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362	I think there needs to be more connections in the full bus service, private don't take zone cards as they have to pay to be in the scheme. Areas such as Glenboig where I stay is terrible to get anywhere there is not a bus going to Gartcosh train station. This limits me for job opportunities as I need to check the reliability of a service, even though a bus is detailed it doesn't mean it runs... With the amount of new developments the lack of infrastructure provided by NL is disappointing.	I think there needs to be more connections in the full bus service, private don't take zone cards as they have to pay to be in the scheme. Areas such as Glenboig where I stay is terrible to get anywhere there is not a bus going to Gartcosh train station. This limits me for job opportunities as I need to check the reliability of a service, even though a bus is detailed it doesn't mean it runs... With the amount of new developments the lack of infrastructure provided by NL is disappointing.
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367	I think the assessments are good and helps to understand what is the best way forward for the bus network in stathclyde and studied carefully on the Benefits and impact it will be.	I think the assessments are good and helps to understand what is the best way forward for the bus network in stathclyde and studied carefully on the Benefits and impact it will be.
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375	most of these assessments are made by people who dont use the buses and have no idea where when the busesare supose to serve the commuters	most of these assessments are made by people who dont use the buses and have no idea where when the busesare supose to serve the commuters
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413	NO	NO
414	To be honest I skimmed most of it , I would prefer possibly a consultation that people can attend and votive their opinions	To be honest I skimmed most of it , I would prefer possibly a consultation that people can attend and votive their opinions
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424	The impact assessments are wooly and ill defined. They are not specific enough to allow appreciation of how a nationalised bus service might work.	The impact assessments are wooly and ill defined. They are not specific enough to allow appreciation of how a nationalised bus service might work.
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428	Think the aims are spot. Think the main focus should just be reducing journey times. Standardisation of ticketing should is something that SPT should just have the power to enforce within the area they cover.	Think the aims are spot. Think the main focus should just be reducing journey times. Standardisation of ticketing should is something that SPT should just have the power to enforce within the area they cover.

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441	These by their nature are weighty documents and could benefit from having an Executive Summary to enable the more casual reader to understand them.	These by their nature are weighty documents and could benefit from having an Executive Summary to enable the more casual reader to understand them.
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473	I was dissapointed at the lack of focus on an integrated transport strategy beyond busses. As a modern, forward looking society, we should be seeking to learn from other countries that desing all transport options and active travel provisions as one cohesive whole. This document gives only lip service to train integration, the building of tram lines and cycling infrastructure integration / safe streets initiatives, and the desperate need to deprioritise car priority in public space. Travel patterns cannot be seen as the inevitable result of preference but directly the result of frequency, ease of use and interconnectedness.	I was dissapointed at the lack of focus on an integrated transport strategy beyond busses. As a modern, forward looking society, we should be seeking to learn from other countries that desing all transport options and active travel provisions as one cohesive whole. This document gives only lip service to train integration, the building of tram lines and cycling infrastructure integration / safe streets initiatives, and the desperate need to deprioritise car priority in public space. Travel patterns cannot be seen as the inevitable result of preference but directly the result of frequency, ease of use and interconnectedness.
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477	I use the bus regularly and experience the issues, namely these are: 1. no common bus ticket for the city, meaning expensive day tickets across multiple operators 2. The bus network does not integrate with other modes (subway and train) 3. The bus system is slow with frequent hold ups at major junctions and streets (eg Argyle Street and Maryhill Road), this makes journey times very long (often it is quicker to cycle!). Until recently, the quality and cleanliness of the busses was very poor, however this has recently improved with new electric vehicles (not before time). I am not fussed as to how changes are made, but trusting the bus companies to do it themselves is absolutely not the solution.	I use the bus regularly and experience the issues, namely these are: 1. no common bus ticket for the city, meaning expensive day tickets across multiple operators 2. The bus network does not integrate with other modes (subway and train) 3. The bus system is slow with frequent hold ups at major junctions and streets (eg Argyle Street and Maryhill Road), this makes journey times very long (often it is quicker to cycle!). Until recently, the quality and cleanliness of the busses was very poor, however this has recently improved with new electric vehicles (not before time). I am not fussed as to how changes are made, but trusting the bus companies to do it themselves is absolutely not the solution.
478		
479	In the material I read, I did not notice any consideration of whether it was "fair" to expect a portion of bus users to subsidise many other types of users. I feel quite strongly that public transport fares should be low and unavoidable by all. There is far too much subsidy of politically preferred groups in transport while the costs for those of us who attract no political favour continue to go up (as the consultation document itself says).	In the material I read, I did not notice any consideration of whether it was "fair" to expect a portion of bus users to subsidise many other types of users. I feel quite strongly that public transport fares should be low and unavoidable by all. There is far too much subsidy of politically preferred groups in transport while the costs for those of us who attract no political favour continue to go up (as the consultation document itself says).
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482	The bigger picture needs to be considered. The current transport strategy only benefits those who profit from the status quo. We need a transport system that is future proof and effective for the population to use over non public transport.	The bigger picture needs to be considered. The current transport strategy only benefits those who profit from the status quo. We need a transport system that is future proof and effective for the population to use over non public transport.
483	For some years the has been invaluable. Always on time and a dependable service serving the communities. This would take us back to no service and deregulation causing chaos	For some years the has been invaluable. Always on time and a dependable service serving the communities. This would take us back to no service and deregulation causing chaos
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499	Journey time savings are key to encouraging public transport. Franchising on its own won't deliver this - it needs to be part of a broader strategy.	Journey time savings are key to encouraging public transport. Franchising on its own won't deliver this - it needs to be part of a broader strategy.
500	The Islands Impact Assessment should have mentioned the possible impact on Gaelic. This should be considered in the consultation.	The Islands Impact Assessment should have mentioned the possible impact on Gaelic. This should be considered in the consultation.
501	Would like to see more details on how it will support Glasgow/Clyde Metro - the level of integration for a city like Glasgow and the metropolitan area is shockingly poor compared to our European peers.	Would like to see more details on how it will support Glasgow/Clyde Metro - the level of integration for a city like Glasgow and the metropolitan area is shockingly poor compared to our European peers.
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509	The impact on bus companies should not be as high a concern - grouping profitable routes with less profitable routes is fairest way to organise.	The impact on bus companies should not be as high a concern - grouping profitable routes with less profitable routes is fairest way to organise.
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589	Free bus travel.	Free bus travel.
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615	Public Transport is holding Glasgow back and must be fixed. Glasgow should look at European cities like Prague where the transport is cheap, well connected and reliable. The impact this has on the quality of life and economy of the city is profound	Public Transport is holding Glasgow back and must be fixed. Glasgow should look at European cities like Prague where the transport is cheap, well connected and reliable. The impact this has on the quality of life and economy of the city is profound
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640	Saving (everybody!) time and money is the underlying reason for my responses.	Saving (everybody!) time and money is the underlying reason for my responses.
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664	Not radical or progressive enough by comparison with Lothian, Manchester or many European cities.	Not radical or progressive enough by comparison with Lothian, Manchester or many European cities.
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683	I am encouraged by the predictions from the impact assessments. I have signed other petitions for a return to public ownership and am gratified with the positive changes in timetabling made by Scotrail since it returned to public ownership.	I am encouraged by the predictions from the impact assessments. I have signed other petitions for a return to public ownership and am gratified with the positive changes in timetabling made by Scotrail since it returned to public ownership.
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737	Need fully Govt run and owned services	Need fully Govt run and owned services
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811	From a normal local POV, it is a bit hard to understand the jargons and words used, despite the glossary listed at the end. I would recommend to include graphics or diagrams to explain e.g. the system/how the current usual business works vs. the local franchising option.	From a normal local POV, it is a bit hard to understand the jargons and words used, despite the glossary listed at the end. I would recommend to include graphics or diagrams to explain e.g. the system/how the current usual business works vs. the local franchising option.
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874	Lothian buses is the model to learn from . Glasgow needs this.	Lothian buses is the model to learn from . Glasgow needs this.

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941	Couldn't find them on any of the attached links, and you are only putting forward "your preferred choices", if you wish to be honest and transparent the impact assessments should be included in this survey !	Couldn't find them on any of the attached links, and you are only putting forward "your preferred choices", if you wish to be honest and transparent the impact assessments should be included in this survey !
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944	<p>The IA I read was "Strathclyde Regional Bus Strategy: Fairer Scotland Duty Impact Assessment Interim Report" I feel that the takeaway of being the best option should be acted upon. I also have no idea why BSIPs are ranked the highest on: "Support the regeneration of disadvantaged or deprived areas" where two out of the three criteria cite that there is a lack of evidence for any benefit.</p>	<p>The IA I read was "Strathclyde Regional Bus Strategy: Fairer Scotland Duty Impact Assessment Interim Report" I feel that the takeaway of being the best option should be acted upon. I also have no idea why BSIPs are ranked the highest on: "Support the regeneration of disadvantaged or deprived areas" where two out of the three criteria cite that there is a lack of evidence for any benefit.</p>
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961	Keep going	Keep going
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963	As Highland Council has shown with its pilot scheme launched in January 2023 (saving £1.4 million a year across just 10 previously contracted-out routes), this is a much more cost effective way of providing these services in a deregulated system. It would also give SPT the opportunity to build up experience and capacity running bus services while the franchising framework is being developed, so that the new publicly-owned operator is in a position to bid for contracts when they are ready.	As Highland Council has shown with its pilot scheme launched in January 2023 (saving £1.4 million a year across just 10 previously contracted-out routes), this is a much more cost effective way of providing these services in a deregulated system. It would also give SPT the opportunity to build up experience and capacity running bus services while the franchising framework is being developed, so that the new publicly-owned operator is in a position to bid for contracts when they are ready.
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972	Nationalise public transport.	Nationalise public transport.
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981	Environmental aspects need a higher weighting, minimum service is required regardless of option chosen	Environmental aspects need a higher weighting, minimum service is required regardless of option chosen
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992	I think a publicly owned bus company would be a huge improvement for ordinary people rather than make a few people rich	I think a publicly owned bus company would be a huge improvement for ordinary people rather than make a few people rich
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1015	The generation attributed to bus stops and infrastructure is deeply flawed. The provision of improvements has no link to the operator of the service and only a tenuous link to the provision of a route. An operator would not remove a service from a busy stop, wasting the investment in the shelter, why would they as this makes no commercial sense. The same level of investment and therefore derived benefit could be attributable to each element.	The generation attributed to bus stops and infrastructure is deeply flawed. The provision of improvements has no link to the operator of the service and only a tenuous link to the provision of a route. An operator would not remove a service from a busy stop, wasting the investment in the shelter, why would they as this makes no commercial sense. The same level of investment and therefore derived benefit could be attributable to each element.
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1057	You have no clue the system is failed, if you want it to work fix the roads, deal with congestion illegally parked vehicles have priority bus lanes, if you can't do this your fairytale idea won't work	You have no clue the system is failed, if you want it to work fix the roads, deal with congestion illegally parked vehicles have priority bus lanes, if you can't do this your fairytale idea won't work

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1072	<p>The impact assessment highlights the role of good public transport in tackling socio-economic and health inequalities. Those on lower incomes are more likely to travel by public transport, so any cuts to services or increase in fares will affect them more severely. It is important that reliable, affordable and green public transport is available for all; unnecessary car journeys add to CO2 emissions. Franchising would seem to have more beneficial effects than other options, in terms of socio-economic benefits, health benefits, and addressing cost and reliability.</p>	<p>The impact assessment highlights the role of good public transport in tackling socio-economic and health inequalities. Those on lower incomes are more likely to travel by public transport, so any cuts to services or increase in fares will affect them more severely. It is important that reliable, affordable and green public transport is available for all; unnecessary car journeys add to CO2 emissions. Franchising would seem to have more beneficial effects than other options, in terms of socio-economic benefits, health benefits, and addressing cost and reliability.</p>
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1093	These are interim assessment reports.	These are interim assessment reports.
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1108	Fed up with services being removed from whole areas as our incompetent government make car ownership more difficult.	Fed up with services being removed from whole areas as our incompetent government make car ownership more difficult.
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1116	I have but they are not the easiest to find and not the most friendly for the lay person.	I have but they are not the easiest to find and not the most friendly for the lay person.
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1127	The cost to do this would be catastrophic to public money and would be better used elsewhere	The cost to do this would be catastrophic to public money and would be better used elsewhere
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1136	Strategic nationalised transport is the only way to enhance coverage and cross fund access to services for the entire country	Strategic nationalised transport is the only way to enhance coverage and cross fund access to services for the entire country
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1142	While the aims a laudable, I suspect a more realistic and pragmatic approach is needed.	While the aims a laudable, I suspect a more realistic and pragmatic approach is needed.
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1175	The barriers to travel could be best tackled by a single municipal bus operator, lack of integration between bus networks, ticket structures, and poor active travel integration would all be best solved by a single, not for profit operator.	The barriers to travel could be best tackled by a single municipal bus operator, lack of integration between bus networks, ticket structures, and poor active travel integration would all be best solved by a single, not for profit operator.
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1180	As said above we need a better service so people will use buses rather than cars.	As said above we need a better service so people will use buses rather than cars.
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1261	Passengers like me are tired of being impacted negatively.	Passengers like me are tired of being impacted negatively.
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1268	I think the bus service should go back to public authority ownership, because there was a better service city wide before it was privatised.	I think the bus service should go back to public authority ownership, because there was a better service city wide before it was privatised.
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1288	not anything additional	not anything additional
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1296	I feel that all transport should be brought fully into public control a bus service for profit will always slant the business to make money rather than providing a good service	I feel that all transport should be brought fully into public control a bus service for profit will always slant the business to make money rather than providing a good service
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1344	Reduction in night services have affected public safety, especially for women, and affected workers in hospitality and shift workers in public services	Reduction in night services have affected public safety, especially for women, and affected workers in hospitality and shift workers in public services
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1390	Full Public control and ownership is far more economically efficient and effective	Full Public control and ownership is far more economically efficient and effective
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1394	We need a joined up thinking approach thst is evident in other larger cities...a joined up whole structure buses trains and underground	We need a joined up thinking approach thst is evident in other larger cities...a joined up whole structure buses trains and underground
1395		
1396	While cleaning up the pollution is very worthy, electric / hydrogen power will make little difference if people are deterred by unreliable services, usually caused by congestion. Bus priority measures need to be widespread, not just a few city centre locations.	While cleaning up the pollution is very worthy, electric / hydrogen power will make little difference if people are deterred by unreliable services, usually caused by congestion. Bus priority measures need to be widespread, not just a few city centre locations.
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1399	No	No
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1410	All local bus services should be available to all and in the public sector where the fares are a reasonable price so that we can reduce the use of cars.	All local bus services should be available to all and in the public sector where the fares are a reasonable price so that we can reduce the use of cars.
1411		
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1413	They need to stop trying to appease Greedy big bus Plc, and force Re-Regulation, through, sooner than later. Other than that, the status Quo, will continue to drag on for years to come!	They need to stop trying to appease Greedy big bus Plc, and force Re-Regulation, through, sooner than later. Other than that, the status Quo, will continue to drag on for years to come!

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1420	Do not agree with the need for "radical intervention". Proper and effective BSIPs should be the option to be pursued.	Do not agree with the need for "radical intervention". Proper and effective BSIPs should be the option to be pursued.
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1423	Na	Na
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1427	This shows an inappropriate and unfounded belief in the ability of the private sector to provide public services. No matter how you configure it, this has repeatedly been shown to be more costly and less effective.	This shows an inappropriate and unfounded belief in the ability of the private sector to provide public services. No matter how you configure it, this has repeatedly been shown to be more costly and less effective.
1428		
1429	I've looked through the FSD impact assessment. I don't think I disagree (or would necessarily be competent to disagree) with any of the individual assessments, but elements I don't see discussed include (a) building a sense of pride in, or engagement with, the city, or (b) fostering the good employer practices that (I hope!) would be the result of municipal organisation, or (c) keeping profits local to the city. In this list, (a) is a little wooly, and (c) is higher political, but (b) is surely a factor in the same socio-economic space as the other assessment elements.	I've looked through the FSD impact assessment. I don't think I disagree (or would necessarily be competent to disagree) with any of the individual assessments, but elements I don't see discussed include (a) building a sense of pride in, or engagement with, the city, or (b) fostering the good employer practices that (I hope!) would be the result of municipal organisation, or (c) keeping profits local to the city. In this list, (a) is a little wooly, and (c) is higher political, but (b) is surely a factor in the same socio-economic space as the other assessment elements.
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1524	It was the 'Strathclyde Regional Bus Strategy - Fairer Scotland Duty Impact Assessment Interim Report' that I looked at.	It was the 'Strathclyde Regional Bus Strategy - Fairer Scotland Duty Impact Assessment Interim Report' that I looked at.
1525		
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1529	The SPT services are poor and expensive and have deteriorated over the last 3 years.	The SPT services are poor and expensive and have deteriorated over the last 3 years.
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1554	The options being considered, whilst in some cases may make improvement, do not go far enough for a fully integrated value for money transport service (trains and buses in the SPT area should be integrated and part of the same strategy)	The options being considered, whilst in some cases may make improvement, do not go far enough for a fully integrated value for money transport service (trains and buses in the SPT area should be integrated and part of the same strategy)
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1592	Personally I think having public transport within the public sector makes the most sense as it does not seek to make profit unlike private companies which rely on it. Therefore even if expensive over time, people should benefit more from the franchised option. We are currently in a climate crisis and will have to spend money and effort to encourage people to switch from their cars to other less carbon intense options. SPT have done an amazing job with the metro and I would like to think they would do an amazing job with the buses.	Personally I think having public transport within the public sector makes the most sense as it does not seek to make profit unlike private companies which rely on it. Therefore even if expensive over time, people should benefit more from the franchised option. We are currently in a climate crisis and will have to spend money and effort to encourage people to switch from their cars to other less carbon intense options. SPT have done an amazing job with the metro and I would like to think they would do an amazing job with the buses.
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1600	There should be some additional consideration of rural communities and the application of key standards to these more remote locations and stops in particular in relation to accessibility, safety, inclusion and integration with other modes such as active travel, smaller shuttle buses, DRT etc	There should be some additional consideration of rural communities and the application of key standards to these more remote locations and stops in particular in relation to accessibility, safety, inclusion and integration with other modes such as active travel, smaller shuttle buses, DRT etc
1601		
1602	There is an obsession with costs however, the secret is to recruit good experienced bus managers to manage process and costs. The operators go on about cost but they do not state the revenues they are receiving. Having good managers to ensure good housekeeping measures are in place to make the network economical.	There is an obsession with costs however, the secret is to recruit good experienced bus managers to manage process and costs. The operators go on about cost but they do not state the revenues they are receiving. Having good managers to ensure good housekeeping measures are in place to make the network economical.
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1608	<p>At the end of the day the SPT even under franchising will focus on profitable routes. Franchising will not help those area's. Yes your obligated to provide a service but if you as a business regardless if you are a public body will still need to return profit to invest. Glasgow is still clearly profitable or First & McGills would not invest in new buses the way they over the last 10yrs, or in First's case use Glasgow to fund other operations, but at the end of the day will the SPT fund services that are not profitable or under used. If that was the case then why are SPT reducing services. Why has the SPT never registered their own operations to cover services that no other operator wants to operate..</p>	<p>At the end of the day the SPT even under franchising will focus on profitable routes. Franchising will not help those area's. Yes your obligated to provide a service but if you as a business regardless if you are a public body will still need to return profit to invest. Glasgow is still clearly profitable or First & McGills would not invest in new buses the way they over the last 10yrs, or in First's case use Glasgow to fund other operations, but at the end of the day will the SPT fund services that are not profitable or under used. If that was the case then why are SPT reducing services. Why has the SPT never registered their own operations to cover services that no other operator wants to operate..</p>
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1623	<p>It feels biased towards BSIPs which although a cheaper option, is not the right option for people in Glasgow and the region.</p>	<p>It feels biased towards BSIPs which although a cheaper option, is not the right option for people in Glasgow and the region.</p>
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1638	The impact assessment did not quantify the environmental and social benefits that would be available under the franchising option. Including these benefits in a quantitative fashion would paint a more accurate assessment of the quantitate impacts.	The impact assessment did not quantify the environmental and social benefits that would be available under the franchising option. Including these benefits in a quantitative fashion would paint a more accurate assessment of the quantitate impacts.
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1643	No. I'll leave that to the experts	No. I'll leave that to the experts
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1656	The current set up MUST be maintaned.	The current set up MUST be maintaned.
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1680		
1681	Just get on and set up publicly owned bus service in Glasgow	Just get on and set up publicly owned bus service in Glasgow
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1692	The impact for a GOOD service should be more thorough.	The impact for a GOOD service should be more thorough.
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1696	Fleshing out. Ideas are great but planning is everything.	Fleshing out. Ideas are great but planning is everything.
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1712	I agree with SPT's recommendations to "commit to developing the franchise model for the region.", but I do not agree that they should also "work with partners to agree BSIPs or the region as a medium-term solution to improving the bus network." as I think this is a waste of time that will not generate results and will keep leaking money from the public purse to private companies who do not work in our interest.	I agree with SPT's recommendations to "commit to developing the franchise model for the region.", but I do not agree that they should also "work with partners to agree BSIPs or the region as a medium-term solution to improving the bus network." as I think this is a waste of time that will not generate results and will keep leaking money from the public purse to private companies who do not work in our interest.
1713		
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1717	FRANCHISING SEEMS TO HAVE BECOME THE FLAVOUR OF THE DAY IN ENGLAND: - I SUSPECT THAT MANY HAVEN'T UNDERSTOOD THAT THESE ARE STILL RUN BY AND BENEFIT PRIVATE COMPANIES. IF IT IS ALL MUNICIPALLY RUN, THAT ALSO CUTS OUT A LAYER OF ADMIN AND LEGAL EXPENSES IN SETTING THE CONTRACTS UP.	FRANCHISING SEEMS TO HAVE BECOME THE FLAVOUR OF THE DAY IN ENGLAND: - I SUSPECT THAT MANY HAVEN'T UNDERSTOOD THAT THESE ARE STILL RUN BY AND BENEFIT PRIVATE COMPANIES. IF IT IS ALL MUNICIPALLY RUN, THAT ALSO CUTS OUT A LAYER OF ADMIN AND LEGAL EXPENSES IN SETTING THE CONTRACTS UP.
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1723	It is really bad that they took the busses off everywhere	It is really bad that they took the busses off everywhere
1724		
1725		
1726	There appears to be an inherent assumption that less investment will be made under BSIP than franchising, which incurs less expenditure but delivers lower benefits. We would contend that if the same level of investment was evaluated for the franchise and BSIP options, BSIP would deliver greater benefits than franchising as there would be no need to spend on changing the regulatory regime and the attendant contracting and monitoring costs, and BSIP is just as capable of delivering the same benefits as franchise under almost every assessment heading. Under BSIP the industry partners would be better incentivised to bring their own commercial initiatives to the BSIP partnership adding further value and benefits. An important matter of detail under the municipal is that we believe the "buy out" cost of the operators in the region to be significantly under-estimated.	There appears to be an inherent assumption that less investment will be made under BSIP than franchising, which incurs less expenditure but delivers lower benefits. We would contend that if the same level of investment was evaluated for the franchise and BSIP options, BSIP would deliver greater benefits than franchising as there would be no need to spend on changing the regulatory regime and the attendant contracting and monitoring costs, and BSIP is just as capable of delivering the same benefits as franchise under almost every assessment heading. Under BSIP the industry partners would be better incentivised to bring their own commercial initiatives to the BSIP partnership adding further value and benefits. An important matter of detail under the municipal is that we believe the "buy out" cost of the operators in the region to be significantly under-estimated.
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1732	Please take forward plans to make our buses better. SPT should be there on the side of transport users not facilitators of profit for a few companies who will never prioritise bus users needs.	Please take forward plans to make our buses better. SPT should be there on the side of transport users not facilitators of profit for a few companies who will never prioritise bus users needs.
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1741	Not particularly passenger focussed.	Not particularly passenger focussed.
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1783	The impact assessments do show the potential benefits without necessarily considering some of the unintended consequential risks in more detail (e.g. expectations of female passengers feeling safer with roll out of additional CCTV only works if this is implemented, otherwise there may be no substantial impact or a negative impact)	The impact assessments do show the potential benefits without necessarily considering some of the unintended consequential risks in more detail (e.g. expectations of female passengers feeling safer with roll out of additional CCTV only works if this is implemented, otherwise there may be no substantial impact or a negative impact)
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1802	Great to finally have voices heard on the impact to people being able to go about their lives	Great to finally have voices heard on the impact to people being able to go about their lives
1803		
1804		
1805	They seem fairly light on detail. Frankly given the scale of this likely exercise I would want to see a proper Risk Assessment (in line with HM Treasury Guidance) and be able to "kick the tyres" on the numbers. Frankly I don't trust the summary assessments that are published as being genuinely realistic. That said, the assessment on BAU is a no-brainer, it cannot continue.	They seem fairly light on detail. Frankly given the scale of this likely exercise I would want to see a proper Risk Assessment (in line with HM Treasury Guidance) and be able to "kick the tyres" on the numbers. Frankly I don't trust the summary assessments that are published as being genuinely realistic. That said, the assessment on BAU is a no-brainer, it cannot continue.
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1894	Its clearly time to return to a publicly owned regulated bus service.	Its clearly time to return to a publicly owned regulated bus service.

	AF	AG
1895	<p>I am one of the 10,000 plus people who signed the petition calling on SPT to “Take Strathclyde’s Buses Back into Public Control”, which was formally presented to SPT’s Vice Chair, Alan Moir, on 23 February 2024. You know that this petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT “rejects the idea of entering into a so-called ‘Bus Service Improvement Partnership’ with the private operators which would simply maintain the status quo”. It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people and more will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.</p>	<p>I am one of the 10,000 plus people who signed the petition calling on SPT to “Take Strathclyde’s Buses Back into Public Control”, which was formally presented to SPT’s Vice Chair, Alan Moir, on 23 February 2024. You know that this petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT “rejects the idea of entering into a so-called ‘Bus Service Improvement Partnership’ with the private operators which would simply maintain the status quo”. It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people and more will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.</p>
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1920	Generally the problems and rectification options obvious	Generally the problems and rectification options obvious
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1923	Bring back the clippies! Ban driver-only operated buses. This would save passengers and the economy huge amounts of time and money. Why should everyone have to wait while the driver sorts our tourists' travel problems or explains fares to vulnerable people? Not only that, but there's also always someone else to help with the elderly or deal with bad behaviour by nipping it in the bud. I'm old enough to remember how well they worked.	Bring back the clippies! Ban driver-only operated buses. This would save passengers and the economy huge amounts of time and money. Why should everyone have to wait while the driver sorts our tourists' travel problems or explains fares to vulnerable people? Not only that, but there's also always someone else to help with the elderly or deal with bad behaviour by nipping it in the bud. I'm old enough to remember how well they worked.
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1930	They do appear to be well argued.	They do appear to be well argued.
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1963	It's obvious that municipal, public and joined up integrated travel system are the way forward.	It's obvious that municipal, public and joined up integrated travel system are the way forward.
1964		
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1972	<p>I am one of more than 10,000 people who have signed the petition calling on SPT to "Take Strathclyde's Buses Back into Public Control", which was formally presented to SPT's Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT "rejects the idea of entering into a so-called 'Bus Service Improvement Partnership' with the private operators which would simply maintain the status quo". It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.</p>	<p>I am one of more than 10,000 people who have signed the petition calling on SPT to "Take Strathclyde's Buses Back into Public Control", which was formally presented to SPT's Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT "rejects the idea of entering into a so-called 'Bus Service Improvement Partnership' with the private operators which would simply maintain the status quo". It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.</p>

	AF	AG
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1975	Local authorities must remain in control of fares and routes so that they are run for the benefit of passengers and not for profit.	Local authorities must remain in control of fares and routes so that they are run for the benefit of passengers and not for profit.
1976		
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1983	The general public was robbed blind by Thatcher and her band of pirates and this more of the same. In any other country there would have been riots . The purpose of your assessments is almost certainly to achieve what you have been instructed to achieve!!!	The general public was robbed blind by Thatcher and her band of pirates and this more of the same. In any other country there would have been riots . The purpose of your assessments is almost certainly to achieve what you have been instructed to achieve!!!
1984		
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1995	Glasgow has too many bus companies. We need a coordinated service run for public benefit	Glasgow has too many bus companies. We need a coordinated service run for public benefit
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2009	There appears to me to be quite a bias towards franchising, when this is just privatisation by another name, in my view.	There appears to me to be quite a bias towards franchising, when this is just privatisation by another name, in my view.
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2037	Municipal bus services are the only way forward. Strathclyde's buses should be under local control.	Municipal bus services are the only way forward. Strathclyde's buses should be under local control.
2038		
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2040	Please keep the bus company under public ownership	Please keep the bus company under public ownership
2041		
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2043	I fully support the campaign to Take Strathclyde's Buses Back Into Public Control and signed their petition.	I fully support the campaign to Take Strathclyde's Buses Back Into Public Control and signed their petition.
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2111	no	no
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2115	Just hope costs involved will not impact improvements going forward	Just hope costs involved will not impact improvements going forward
2116	Inmportant that communities, particularly those with disabiliity and mobility challenges are involved in service design	Inmportant that communities, particularly those with disability and mobility challenges are involved in service design
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2130	None	None
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2176	<p>There is a significant amount of information in the impact assessments and all documentation that makes up the consultation documentation. We believe that these need to be discussed further as part of the consultation process and all options explored further and fully. Fundamentally, we disagree with the key recommendations and assumptions reached.</p>	<p>There is a significant amount of information in the impact assessments and all documentation that makes up the consultation documentation. We believe that these need to be discussed further as part of the consultation process and all options explored further and fully. Fundamentally, we disagree with the key recommendations and assumptions reached.</p>
2177		
2178		
2179	<p>Taken individually, but more importantly when read together/complementarily, the Equality Impact Assessment, Fairer Scotland Duty Assessment, Island Communities Impact Assessment and the Children's Rights and Welfare Impact Assessment outcomes have all more positive outcomes if franchising is pursued as the primary strategy, paving the way for these same outcomes to be further consolidated and enhanced by the logical progress from franchising to municipal ownership</p>	<p>Taken individually, but more importantly when read together/complementarily, the Equality Impact Assessment, Fairer Scotland Duty Assessment, Island Communities Impact Assessment and the Children's Rights and Welfare Impact Assessment outcomes have all more positive outcomes if franchising is pursued as the primary strategy, paving the way for these same outcomes to be further consolidated and enhanced by the logical progress from franchising to municipal ownership</p>

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2180	Taken individually, but more importantly when read together/complementarily, the Equality Impact Assessment, Fairer Scotland Duty Assessment, Island Communities Impact Assessment and the Children's Rights and Welfare Impact Assessment outcomes have all more positive outcomes if franchising is pursued as the primary strategy, paving the way for these same outcomes to be further consolidated and enhanced by the logical progress from franchising to municipal ownership	Taken individually, but more importantly when read together/complementarily, the Equality Impact Assessment, Fairer Scotland Duty Assessment, Island Communities Impact Assessment and the Children's Rights and Welfare Impact Assessment outcomes have all more positive outcomes if franchising is pursued as the primary strategy, paving the way for these same outcomes to be further consolidated and enhanced by the logical progress from franchising to municipal ownership
2181		
2182	The impact of better public transport infrastructure for those with protected characteristics is significant, and must be considered. It is clear that at present disabled people, those caring for small children in prams, and young people of all ages, need better provision.	The impact of better public transport infrastructure for those with protected characteristics is significant, and must be considered. It is clear that at present disabled people, those caring for small children in prams, and young people of all ages, need better provision.
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2187	Mcgills awful bus service offer poor service, get aggressive when complain	Mcgills awful bus service offer poor service, get aggressive when complain
2188		
2189	Look at bus services in European towns, no need to "tap in" "tap out", it speeds up boarding and alighting considerably.	Look at bus services in European towns, no need to "tap in" "tap out", it speeds up boarding and alighting considerably.
2190	Our town has s unique express coach service to Glasgow run as s not for profit local charity. It is a sustainable business ghat employs local people and runs a professional service. Local people are consulted often and the service has been shaped by community need. The business is set yo offer more locally informed and affordable transport options. This is the way forwards for some enterprising communities- please let us get on with it snd don't fix what isn't broken	Our town has s unique express coach service to Glasgow run as s not for profit local charity. It is a sustainable business ghat employs local people and runs a professional service. Local people are consulted often and the service has been shaped by community need. The business is set yo offer more locally informed and affordable transport options. This is the way forwards for some enterprising communities- please let us get on with it snd don't fix what isn't broken
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2194	<p>CAS has had an enormous impact on the number of people choosing to leave their cars at home to travel into Glasgow. With CAS and the 3c as it operates now, you don't have to worry about the hassle of regular public transport services, the coaches are comfortable and reliable and most of all direct. Getting to Glasgow on the 3c is just as quick and as easy if not easier than driving your car. If SPT take over then I fear I'd be less likely to take the 3c. Which would directly impact the purpose of this strategy. It may not be a sound option in other areas but for Strathaven it works as it is and it does so well.</p>	<p>CAS has had an enormous impact on the number of people choosing to leave their cars at home to travel into Glasgow. With CAS and the 3c as it operates now, you don't have to worry about the hassle of regular public transport services, the coaches are comfortable and reliable and most of all direct. Getting to Glasgow on the 3c is just as quick and as easy if not easier than driving your car. If SPT take over then I fear I'd be less likely to take the 3c. Which would directly impact the purpose of this strategy. It may not be a sound option in other areas but for Strathaven it works as it is and it does so well.</p>
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2224	Unusual position in Strathaven is not taken into account. Impact on groups using CAS service in Strathaven must be considered before making a change which would detrimentally affect that service	Unusual position in Strathaven is not taken into account. Impact on groups using CAS service in Strathaven must be considered before making a change which would detrimentally affect that service
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2231	I read the Framework for supporting local bus services document August 2021. I am worried about the maximum frequency of one bus per hour if the service is supported particularly during peak hours. For example if there is only one express bus per hour from Ayr to Glasgow, how will that impact students at the universities? Perhaps the maximum service frequency should differentiate between peak and off peak hours. Thank you.	I read the Framework for supporting local bus services document August 2021. I am worried about the maximum frequency of one bus per hour if the service is supported particularly during peak hours. For example if there is only one express bus per hour from Ayr to Glasgow, how will that impact students at the universities? Perhaps the maximum service frequency should differentiate between peak and off peak hours. Thank you.
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2270	Takes no cognisance for rural communities just the usual platitudes	Takes no cognisance for rural communities just the usual platitudes
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2277	I think it is important that there is a choice of bus services and companies and routes are not always awarded to the monopoly that exists at the moment. As a result of this monopoly the bus service particularly were I live has suffered under the current system this is no longer acceptable to me.	I think it is important that there is a choice of bus services and companies and routes are not always awarded to the monopoly that exists at the moment. As a result of this monopoly the bus service particularly were I live has suffered under the current system this is no longer acceptable to me.
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2310	Leave Climate Action Strathaven to run and manage the 3C. It's a brilliant and much needed reliable service	Leave Climate Action Strathaven to run and manage the 3C. It's a brilliant and much needed reliable service
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2325		
2326	No	No
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2343		
2344	Just that find very helpful	Just that find very helpful
2345		
2346		
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2352	I don't see enough detail on how any of the options will work and why partnership wouldn't work. Equally the current model could work if the government supported the operator with infrastructure.	I don't see enough detail on how any of the options will work and why partnership wouldn't work. Equally the current model could work if the government supported the operator with infrastructure.
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2359	McGills should not have the monopoly	McGills should not have the monopoly
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2361		
2362	The current 3C service is excellent	The current 3C service is excellent
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2375	We stay in Strathaven and have had our lives and those of our family and friends changed by the introduction of the 3c bus service. It is run in a highly professional manner and has had such a positive impact to our rural village. Please liaise directly with them to utilise their innovative ideas	We stay in Strathaven and have had our lives and those of our family and friends changed by the introduction of the 3c bus service. It is run in a highly professional manner and has had such a positive impact to our rural village. Please liaise directly with them to utilise their innovative ideas
2376		
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2382	Do not touch the Strathaven to Glasgow 3C service, to do so would be a disgrace.	Do not touch the Strathaven to Glasgow 3C service, to do so would be a disgrace.
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2401	Anything that is taken forward should ensure the continuation of the bus pass in Scotland	Anything that is taken forward should ensure the continuation of the bus pass in Scotland
2402		
2403		
2404		
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2406	Keep 3c as is	Keep 3c as is
2407		
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2413	i found them helpful beginning with the option appraisal and then looking in detail at some of the impacts helps to explore impacts on users from different backgrounds and situations supports the case for change	i found them helpful beginning with the option appraisal and then looking in detail at some of the impacts helps to explore impacts on users from different backgrounds and situations supports the case for change
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2442	<p>Who came up with this ridiculous and unnecessary enquiry? The 3 C provides an absolutely wonderful service for locals in Strathaven and Stonehouse. It isn't broke so stop trying to fix it. Stop being so petty. If the competition wants to compete, then do it in a professional manner instead of trying to destroy the competition by legal but underhand routes. If the 3C service is destroyed by you, then I will return to driving my car into Glasgow. I will then boycott other transport options. This whole survey is based on vindictive petted lip other Servid operators who couldn't run a bath.</p>	<p>Who came up with this ridiculous and unnecessary enquiry? The 3 C provides an absolutely wonderful service for locals in Strathaven and Stonehouse. It isn't broke so stop trying to fix it. Stop being so petty. If the competition wants to compete, then do it in a professional manner instead of trying to destroy the competition by legal but underhand routes. If the 3C service is destroyed by you, then I will return to driving my car into Glasgow. I will then boycott other transport options. This whole survey is based on vindictive petted lip other Servid operators who couldn't run a bath.</p>
2443	<p>The 3C service has become a vital lifeline for many in Strathaven and Stonehouse. Young students can get to uni without the need for cars and trains, and the elderly have been giving a new lease of life, no longer isolated by complicated travel into Glasgow. PLEASE leave the 3C service alone, and let CAS continue to do a great job. We need the 3C. If it ain't broke, don't fix it.</p>	<p>The 3C service has become a vital lifeline for many in Strathaven and Stonehouse. Young students can get to uni without the need for cars and trains, and the elderly have been giving a new lease of life, no longer isolated by complicated travel into Glasgow. PLEASE leave the 3C service alone, and let CAS continue to do a great job. We need the 3C. If it ain't broke, don't fix it.</p>
2444		

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2445	No comments	No comments
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2452	Climate Action Strathaven (CAS) do masses of things for the environment around Strathaven so bugger off and leave their bud service alone! Alternatively what don't you rebuild a train system back into Strathaven??	Climate Action Strathaven (CAS) do masses of things for the environment around Strathaven so bugger off and leave their bud service alone! Alternatively what don't you rebuild a train system back into Strathaven??
2453		
2454	Bus from Strathaven to Glasgow 40 mins - first time on 52 years brilliant	Bus from Strathaven to Glasgow 40 mins - first time on 52 years brilliant
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2458	<p>The Equality Impact Assessment (EqIA) and the Fairer Scotland Duty Impact Assessment note that a franchise agreement or a municipal ownership agreement 'would have the ability to specify consistent vehicle standards, fleet specifications and depot management systems into its contracts'. We agree that this would create opportunities to 'raise... standards' of accessibility and inclusion across all bus services in the West of Scotland to ensure everyone has access to 'modern or more accessible bus fleets' which can be used by older people and disabled people. We believe that these standards should be set as high as possible and should be accompanied by better accessibility training for drivers, passenger assistants and other frontline staff. We believe that any 'suitable transition period' should be as short as possible and as long as necessary to ensure new and more accessible vehicles are in use quickly.</p>	<p>The Equality Impact Assessment (EqIA) and the Fairer Scotland Duty Impact Assessment note that a franchise agreement or a municipal ownership agreement 'would have the ability to specify consistent vehicle standards, fleet specifications and depot management systems into its contracts'. We agree that this would create opportunities to 'raise... standards' of accessibility and inclusion across all bus services in the West of Scotland to ensure everyone has access to 'modern or more accessible bus fleets' which can be used by older people and disabled people. We believe that these standards should be set as high as possible and should be accompanied by better accessibility training for drivers, passenger assistants and other frontline staff. We believe that any 'suitable transition period' should be as short as possible and as long as necessary to ensure new and more accessible vehicles are in use quickly.</p>
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2463	<p>Need to support successful travel provisions, before need to have a one size fits all solution, that SPT have in their portfolio. SPT have failed to provide direct bus from rural Strathaven community to Glasgow for decades / ever. The community need the current 3C service.</p>	<p>Need to support successful travel provisions, before need to have a one size fits all solution, that SPT have in their portfolio. SPT have failed to provide direct bus from rural Strathaven community to Glasgow for decades / ever. The community need the current 3C service.</p>
2464	<p>Leave our bus service alone.</p>	<p>Leave our bus service alone.</p>
2465		
2466		
2467	<p>Leave yhe C3 bus alone its a great asset what you should look at is oppourtunities to do similar in other real areas in strathclyde</p>	<p>Leave yhe C3 bus alone its a great asset what you should look at is oppourtunities to do similar in other real areas in strathclyde</p>

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2510	Parents against Pollution -I attended a talk at a local school talk with statistics on the health impacts of air pollution... emissions from transport a major contributor... if we are to inspect of transport particulate pollution, less car use for shopping, education and workplaces... we need intelligent, integrated, decarbonised , affordable publicly owned (in order that investment returns to continually improve, expand , decarbonise, make affordable buses connecting communities and other modes of transportation.	Parents against Pollution -I attended a talk at a local school talk with statistics on the health impacts of air pollution... emissions from transport a major contributor... if we are to inspect of transport particulate pollution, less car use for shopping, education and workplaces... we need intelligent, integrated, decarbonised , affordable publicly owned (in order that investment returns to continually improve, expand , decarbonise, make affordable buses connecting communities and other modes of transportation.
2511	All about making money, not about what people actually need or want! Back off!	All about making money, not about what people actually need or want! Back off!
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2522	The impact statement is a mirror statement that was provide to the aerospace industry by consultants. Not worth the expense to produce and circulate what is basically a students university project. Worthless document and some up the Scottish Government quangos..	The impact statement is a mirror statement that was provide to the aerospace industry by consultants. Not worth the expense to produce and circulate what is basically a students university project. Worthless document and some up the Scottish Government quangos..
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2567	Page 79 finally shows a table. Should be on page 1. What a lot of very dull words to get to this table. And it is still rubbish. How on earth can you make a decision based on that guff ? All ifs and buts and no recommendation ? What did we pay for then ?	Page 79 finally shows a table. Should be on page 1. What a lot of very dull words to get to this table. And it is still rubbish. How on earth can you make a decision based on that guff ? All ifs and buts and no recommendation ? What did we pay for then ?
2568		
2569		
2570	bring the bus network back into public control as soon as possible - like Greater Manchester, Liverpool City Region and others are now doing.	bring the bus network back into public control as soon as possible - like Greater Manchester, Liverpool City Region and others are now doing.
2571		
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2576	Its why many other bodies in local govt are moving back into the past for the future	Its why many other bodies in local govt are moving back into the past for the future
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2595	The coloured charts at the end are hard to read on a mobile phone and not easy to understand. Perhaps there should have been more evidence gathering since many of the conclusions cite insufficient evidence to decide if there will be any positive or negative impact.	The coloured charts at the end are hard to read on a mobile phone and not easy to understand. Perhaps there should have been more evidence gathering since many of the conclusions cite insufficient evidence to decide if there will be any positive or negative impact.
2596	no	no
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2618	None	None
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2653	I don't know enough about the proposals, I only know the bus service at the moment is terrible.	I don't know enough about the proposals, I only know the bus service at the moment is terrible.
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2671	I moved to Strathaven from East Kilbride 7 years ago. I immediately realised the public transport was sadly lacking. I thought about moving again out of Strathaven but the 3C was introduced and this offered a much needed link to the city.	I moved to Strathaven from East Kilbride 7 years ago. I immediately realised the public transport was sadly lacking. I thought about moving again out of Strathaven but the 3C was introduced and this offered a much needed link to the city.
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2682	All makes complete good sense	All makes complete good sense
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2693	No convincing that the authors understand the service provided for Strathaven and Stonehouse residents.	No convincing that the authors understand the service provided for Strathaven and Stonehouse residents.
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2703	Impact assessment must keep passengers at the centre of consultation	Impact assessment must keep passengers at the centre of consultation
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2736	<p>Just that it's interesting that continuing as now is marked as -ve everywhere by the final summary. It would be far more charitable - and perhaps realistic - to make "current trend" the baseline (0) for all. If the -ve becomes a 0, *every* other option becomes at least a multi-star improvement.</p>	<p>Just that it's interesting that continuing as now is marked as -ve everywhere by the final summary. It would be far more charitable - and perhaps realistic - to make "current trend" the baseline (0) for all. If the -ve becomes a 0, *every* other option becomes at least a multi-star improvement.</p>
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2760	No comments	No comments
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2775	The case has been well made	The case has been well made
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2830	No	No
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2841	A lot of detailed work has gone into these assessment. Mention is made of robust working relationships via a BSIP but the power vested in the private bus companies in these partnerships means in reality they will hold all the power. This is evidenced by the use of "could" and "may" deliver xyz. Furthermore BSIPs are shown to deliver only neutral/negligible and minor benefits.	A lot of detailed work has gone into these assessment. Mention is made of robust working relationships via a BSIP but the power vested in the private bus companies in these partnerships means in reality they will hold all the power. This is evidenced by the use of "could" and "may" deliver xyz. Furthermore BSIPs are shown to deliver only neutral/negligible and minor benefits.
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2910	Strathaven residents are extremely happy with 3C service. I believe to put it to tender or change it in any way would be detrimental.	Strathaven residents are extremely happy with 3C service. I believe to put it to tender or change it in any way would be detrimental.
2911		
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2915	We have a bus service that works very well, linking Strathaven, Stonehouse and Glasgow. I rely on this service to get to work. I would like to see Climate Action Strathaven continue to run the service.	We have a bus service that works very well, linking Strathaven, Stonehouse and Glasgow. I rely on this service to get to work. I would like to see Climate Action Strathaven continue to run the service.
2916	I know not changing things will be worse for most areas, but Climate Action Strathaven run a well organised, reliable and important service for a couple of small towns directly into Glasgow.	I know not changing things will be worse for most areas, but Climate Action Strathaven run a well organised, reliable and important service for a couple of small towns directly into Glasgow.
2917	Once again let the 3C bus continue to deliver the fantastic service it does for the people of Strathaven and Stonehouse.	Once again let the 3C bus continue to deliver the fantastic service it does for the people of Strathaven and Stonehouse.
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2930	<p>absence of any information about the service standard specified (which would be a necessary part of a franchise process). This seems difficult to credit given the municipal option is marked with uncertainty (when this too might be a vehicle for better service arrangements depending on the level of subsidy provided to it). It is of course a positive thing for island communities that they benefit from a special assessment (and at times extra govt support), it is perhaps sad that there are rural communities on the mainland which suffer from worse public transport accessibility. Perhaps they should dig a moat connected to the sea and claim island status - they may get more transport connections. As regards the Fairer Scotland Duty assessment - this comes out strongly in favour of franchising, but it does so blind to the adjacent issue that public funds subsidy (which may be considerably more in this setting) may come with compromises relating to other budgets necessary to achieve similar ends. The assessment is not a 'whole budget' assessment, so much as a theoretical assessment based on more money being pumped into the sector. To that extent it is not wrong, but it is also not necessarily a fair appreciation of the reality of management of the public purse. What may be wrong however is on page 65 the ranking of BSIP (option 3) as more effective "Support the regeneration of disadvantaged or deprived areas?" with ++ compared with Franchising (option 4) - particularly given the statement on page 34 & 35 "There is a lack of evidence to understand if this TPO would support the regeneration of disadvantaged or deprived areas." Franchising may offer a clearer mechanism for cross-subsidy across a network as well as more control over a network and therefore a more effective mechanism to direct regenerative policy intent. Similar questions might be asked of the other categories where BSIP is placed on a par with Franchise when the narratives in both sections are markedly different in enthusiasm. The EqIA throws up some curious anomalies - such as suggesting that Business as Usual may be better than a more harmful Voluntary Partnership model when it comes to impact relating to religious beliefs... but broadly the impact assessment reflects the general direction of weighting</p>	<p>I note that the ICIA comes out heavily in favour of franchising - yet this is in the absence of any information about the service standard specified (which would be a necessary part of a franchise process). This seems difficult to credit given the municipal option is marked with uncertainty (when this too might be a vehicle for better service arrangements depending on the level of subsidy provided to it). It is of course a positive thing for island communities that they benefit from a special assessment (and at times extra govt support), it is perhaps sad that there are rural communities on the mainland which suffer from worse public transport accessibility. Perhaps they should dig a moat connected to the sea and claim island status - they may get more transport connections. As regards the Fairer Scotland Duty assessment - this comes out strongly in favour of franchising, but it does so blind to the adjacent issue that public funds subsidy (which may be considerably more in this setting) may come with compromises relating to other budgets necessary to achieve similar ends. The assessment is not a 'whole budget' assessment, so much as a theoretical assessment based on more money being pumped into the sector. To that extent it is not wrong, but it is also not necessarily a fair appreciation of the reality of management of the public purse. What may be wrong however is on page 65 the ranking of BSIP (option 3) as more effective "Support the regeneration of disadvantaged or deprived areas?" with ++ compared with Franchising (option 4) - particularly given the statement on page 34 & 35 "There is a lack of evidence to understand if this TPO would support the regeneration of disadvantaged or deprived areas." Franchising may offer a clearer mechanism for cross-subsidy across a network as well as more control over a network and therefore a more effective mechanism to direct regenerative policy intent. Similar questions might be asked of the other categories where BSIP is placed on a par with Franchise when the narratives in both sections are markedly different in enthusiasm. The EqIA throws up some curious anomalies - such as suggesting that Business as Usual may be better than a more harmful Voluntary Partnership model when it comes to impact relating to religious beliefs... but broadly the impact assessment reflects the general direction of weighting that the other assessments present. Again, the EqIA, by taking a project specific perspective will fail to observe the interplay of different budgetary decisions from a limited public expenditure pot - a potentially substantial confounder which is difficult to address.</p>

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2946	Franchising showed major benefits on more indicators than BSIPs - seems pretty clear	Franchising showed major benefits on more indicators than BSIPs - seems pretty clear
2947		
2948	Unreliable service, more expensive, not well designed in its current set up.	Unreliable service, more expensive, not well designed in its current set up.
2949	People do not use the public service as it's unreliable in terms on buses etc not arriving on time or even showing up and also the prices always increase. For a student as well it's expensive. I am disappointed in the public transport service.	People do not use the public service as it's unreliable in terms on buses etc not arriving on time or even showing up and also the prices always increase. For a student as well it's expensive. I am disappointed in the public transport service.
2950	It's poorly used due to high costs and unreliable service	It's poorly used due to high costs and unreliable service
2951		
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2956	I want public ownership	I want public ownership
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2960	We do not need further delays. centre is dying a slow death because of it.	We do not need further delays. centre is dying a slow death because of it.
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2977	Lived and worked in London and transport system is probybest I have ever used in all 50 Countries I have ever visited	Lived and worked in London and transport system is probybest I have ever used in all 50 Countries I have ever visited

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2990	I think the use of the term 'minor adverse effect' massively underplays how negative the way buses have been run for my life time. The unreliability of First bus is a disgrace and it the cost is not worth the money. I lived abroad for years in Switzerland and saw just how fantastic an affordable and reliable bus service can be and how it determines lives and local economies.	I think the use of the term 'minor adverse effect' massively underplays how negative the way buses have been run for my life time. The unreliability of First bus is a disgrace and it the cost is not worth the money. I lived abroad for years in Switzerland and saw just how fantastic an affordable and reliable bus service can be and how it determines lives and local economies.
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2996		
2997		
2998	Franchising would make the greatest beneficial impact. A municipal bus operation would provide some benefit and better than the other 3 options.	Franchising would make the greatest beneficial impact. A municipal bus operation would provide some benefit and better than the other 3 options.
2999		
3000		
3001		
3002		
3003		
3004		
3005		
3006		
3007		
3008		
3009		
3010		
3011		
3012		
3013		
3014		
3015		
3016		
3017		
3018		
3019		

	AF	AG
3020	GCC broadly supports the impact assessment findings though would query the adverse effect findings on Voluntary Partnerships – see comments above on achievements already seen to date via the Region Bus Partnership which have benefitted bus passengers.	GCC broadly supports the impact assessment findings though would query the adverse effect findings on Voluntary Partnerships – see comments above on achievements already seen to date via the Region Bus Partnership which have benefitted bus passengers.
3021		

	AF	AG
3022		
3023	Please refer to responses to the previous questions with no further specific comments to add.	Please refer to responses to the previous questions with no further specific comments to add.

	AF	AG
3024	<p>We note that the option appraisal process has been informed by the following impact assessments:</p> <ul style="list-style-type: none"> • Equality Impact Assessment • Fairer Scotland Duty Impact Assessment • Island Communities Impact Assessment • Children’s Rights and Wellbeing Impact Assessment <p>We welcome the assessments carried out to inform this process and are satisfied that the needs of our island communities will be taken into account during this process.</p>	<p>We note that the option appraisal process has been informed by the following impact assessments:</p> <ul style="list-style-type: none"> • Equality Impact Assessment • Fairer Scotland Duty Impact Assessment • Island Communities Impact Assessment • Children’s Rights and Wellbeing Impact Assessment <p>We welcome the assessments carried out to inform this process and are satisfied that the needs of our island communities will be taken into account during this process.</p>
3025		
3026	<p>We look forward to reading them when time permits.</p>	<p>We look forward to reading them when time permits.</p>
3027		

	AH	AI	AJ	AK
1	Q15	Q16	Q17:1	Q17:2
2	Which of the following best describes the area you live in?	Do you live on an island?	Do you have access to a car, van, motorbike or moped, as ...	Do you have access to a car, van, motorbike or moped, as ...
3				
4				
5	Village		Yes – car or van	
6	Village		Yes – car or van	
7	Village		Yes – car or van	
8	Town		Yes – car or van	
9	Village		Yes – car or van	
10				
11	Village		Yes – car or van	
12	Town			
13	Town		Yes – car or van	
14	City		Yes – car or van	
15	City			
16	Village			
17	Town		Yes – car or van	
18	City			
19	Town		Yes – car or van	

	AH	AI	AJ	AK
20	Village		Yes – car or van	
21				
22	City		Yes – car or van	
23	Town	No	Yes – car or van	
24			Yes – car or van	
25	Village			
26	Village		Yes – car or van	
27			Yes – car or van	
28	City			
29	Village		Yes – car or van	
30	City		Yes – car or van	
31	Town			
32	City			
33	City			
34	Village			
35	Town		Yes – car or van	
36	Town		Yes – car or van	
37	Town			
38	Village		Yes – car or van	
39	Town		Yes – car or van	
40	City		Yes – car or van	
41	City		Yes – car or van	
42	City		Yes – car or van	
43	City		Yes – car or van	
44	Town		Yes – car or van	

	AH	AI	AJ	AK
45	City		Yes – car or van	
46	Village			
47	Village		Yes – car or van	
48	City			
49	City			
50	City			
51	City			
52	City		Yes – car or van	
53	City		Yes – car or van	
54	City			
55	Village		Yes – car or van	
56	City			
57	Rural	Yes	Yes – car or van	
58	City			
59	City			
60	City		Yes – car or van	
61	City			
62	City		Yes – car or van	

	AH	AI	AJ	AK
63	City			
64	Village		Yes – car or van	
65	Village		Yes – car or van	
66	Rural		Yes – car or van	
67	City			
68	Village		Yes – car or van	
69	City			
70	Village		Yes – car or van	
71	City			
72	Village	No	Yes – car or van	
73	Town		Yes – car or van	
74	Town			
75	Town	No		
76	Village		Yes – car or van	
77	City			
78	City			
79	City			
80	Village			
81	Town		Yes – car or van	
82	City		Yes – car or van	
83	City		Yes – car or van	
84	City			
85	Town		Yes – car or van	
86	City			
87	Town			
88	City			

	AH	AI	AJ	AK
89	City		Yes – car or van	
90	Town			
91	City			
92	City		Yes – car or van	
93	City		Yes – car or van	
94	Village			
95	City			
96	City		Yes – car or van	
97	Village		Yes – car or van	
98	City			
99				
100	City			
101	City			
102	City		Yes – car or van	
103	City			
104	City		Yes – car or van	
105	City		Yes – car or van	
106	City		Yes – car or van	
107	Village		Yes – car or van	
108	City		Yes – car or van	
109	City		Yes – car or van	
110	Town			
111	City			

	AH	AI	AJ	AK
112	Town	No	Yes – car or van	
113	Rural		Yes – car or van	
114	City		Yes – car or van	
115	Rural		Yes – car or van	
116	City		Yes – car or van	
117	City			
118				
119	Town		Yes – car or van	
120	Town			
121	City		Yes – car or van	
122	Town		Yes – car or van	
123	City		Yes – car or van	
124	Village		Yes – car or van	
125	City		Yes – car or van	
126	Town			
127	City		Yes – car or van	
128	Rural		Yes – car or van	
129	Village		Yes – car or van	
130	City		Yes – car or van	
131	City		Yes – car or van	
132	City		Yes – car or van	
133				

	AH	AI	AJ	AK
134	Village		Yes – car or van	
135	Town			
136	City		Yes – car or van	
137	City		Yes – car or van	
138	Town		Yes – car or van	
139	Town		Yes – car or van	
140	Town			
141	Town			
142	Town		Yes – car or van	
143	City			
144	City		Yes – car or van	
145	Town		Yes – car or van	
146	Town		Yes – car or van	
147	Rural		Yes – car or van	
148	Town		Yes – car or van	
149	Town		Yes – car or van	
150	City			
151				
152	Town		Yes – car or van	
153	City		Yes – car or van	
154	City			
155	Town		Yes – car or van	
156	City			
157	Town			
158	Town			

	AH	AI	AJ	AK
159	Town		Yes – car or van	
160	City			
161	Town		Yes – car or van	
162	Town			
163	City			
164	Town		Yes – car or van	
165	Town		Yes – car or van	
166	City			
167	Town			
168	Town			
169	Town		Yes – car or van	
170	Village		Yes – car or van	
171	City		Yes – car or van	
172	Town		Yes – car or van	
173	City		Yes – car or van	
174	Town	No	Yes – car or van	
175	Town	No	Yes – car or van	
176	Town	No	Yes – car or van	
177	City			
178	Town			
179	Town			
180	City		Yes – car or van	
181	City			
182	City			
183	City			
184	Town			
185	City		Yes – car or van	

	AH	AI	AJ	AK
186	City			
187	Town			
188	City		Yes – car or van	
189	Town			
190	Village		Yes – car or van	
191	Town		Yes – car or van	
192	City		Yes – car or van	
193	City			
194	City			
195	City		Yes – car or van	
196	City		Yes – car or van	
197	City			
198	City			
199	Town		Yes – car or van	
200	Town		Yes – car or van	
201				
202	City		Yes – car or van	
203	City			
204	City			
205	City		Yes – car or van	
206	City		Yes – car or van	

	AH	AI	AJ	AK
207	City		Yes – car or van	
208	City			
209	City		Yes – car or van	
210	City			
211	City		Yes – car or van	
212	City		Yes – car or van	
213	Town		Yes – car or van	
214	City			
215	City			
216	City			
217	Town			
218	Town		Yes – car or van	
219	Town			
220	City		Yes – car or van	
221	City		Yes – car or van	
222	City			
223	Town		Yes – car or van	
224	City			
225	City		Yes – car or van	
226	City			
227	Town		Yes – car or van	
228	City		Yes – car or van	
229	Village		Yes – car or van	

	AH	AI	AJ	AK
230	City			Yes – motorbike or moped
231	City		Yes – car or van	
232	City		Yes – car or van	
233	Town		Yes – car or van	
234	City			
235	City			
236	City			
237	Town		Yes – car or van	
238	City			
239	Village		Yes – car or van	
240	Town		Yes – car or van	
241	Town			
242	City		Yes – car or van	
243	City			
244	City		Yes – car or van	
245	City		Yes – car or van	
246	City			
247	City			
248	City		Yes – car or van	
249	Town		Yes – car or van	
250	City			
251	City			
252	Town			

	AH	AI	AJ	AK
253	City		Yes – car or van	
254	Town		Yes – car or van	
255	Town		Yes – car or van	
256	Village		Yes – car or van	
257	Town		Yes – car or van	
258	City		Yes – car or van	
259	City			
260	City			
261	City		Yes – car or van	
262	City		Yes – car or van	
263	Town		Yes – car or van	
264	Town		Yes – car or van	
265	Village		Yes – car or van	
266	City			Yes – motorbike or moped
267	City		Yes – car or van	
268	Town		Yes – car or van	
269	City			
270	Town		Yes – car or van	
271	City			
272	Town		Yes – car or van	
273	City		Yes – car or van	

	AH	AI	AJ	AK
274	Town		Yes – car or van	
275	City		Yes – car or van	
276	Town	No	Yes – car or van	
277	City		Yes – car or van	
278	City			
279	City			
280	City			
281	Town		Yes – car or van	
282	Village		Yes – car or van	
283	City		Yes – car or van	
284	Village		Yes – car or van	
285	Village		Yes – car or van	
286	Town		Yes – car or van	
287	Village		Yes – car or van	
288	City		Yes – car or van	

	AH	AI	AJ	AK
289	City			
290	Town			
291	City		Yes – car or van	
292	Village		Yes – car or van	
293	City			
294	Town			
295	City			
296	Town			
297	City		Yes – car or van	
298	Town		Yes – car or van	
299	City			
300	Village			
301	City		Yes – car or van	
302	City		Yes – car or van	
303	Town		Yes – car or van	
304	City			
305	City			
306				
307	City			Yes – motorbike or moped
308	Town		Yes – car or van	
309	Town			
310	City			
311	City			
312	City			
313	Town			
314	City		Yes – car or van	
315	Town		Yes – car or van	

	AH	AI	AJ	AK
316	Village		Yes – car or van	
317	Town		Yes – car or van	
318	City			
319	City		Yes – car or van	
320	City			
321	City		Yes – car or van	
322	City		Yes – car or van	
323	Rural		Yes – car or van	
324	Town			
325	Town		Yes – car or van	
326	Town		Yes – car or van	
327	Town		Yes – car or van	
328			Yes – car or van	
329	City			
330	Village		Yes – car or van	
331	City			
332	City		Yes – car or van	
333	Town		Yes – car or van	

	AH	AI	AJ	AK
334	Village		Yes – car or van	
335	Town			
336	Town			
337	City			
338	City		Yes – car or van	
339	Town	No	Yes – car or van	
340	Rural	Yes	Yes – car or van	
341	Rural			
342	City			
343	Rural			
344	City		Yes – car or van	
345	City		Yes – car or van	
346	City			

	AH	AI	AJ	AK
347	City			
348	Town		Yes – car or van	
349	Town		Yes – car or van	
350	Rural		Yes – car or van	
351	Village		Yes – car or van	
352	City			
353	Town			
354	Town		Yes – car or van	
355	Town		Yes – car or van	
356	Town		Yes – car or van	
357	Village			
358	City			
359	City			
360	City			
361	Town		Yes – car or van	
362	Village			
363	City		Yes – car or van	
364	Village		Yes – car or van	
365	Town		Yes – car or van	
366	City		Yes – car or van	

	AH	AI	AJ	AK
367	Town		Yes – car or van	
368	City			
369	City		Yes – car or van	
370	Town		Yes – car or van	
371	Town			
372	City		Yes – car or van	
373	Town		Yes – car or van	
374	Town		Yes – car or van	
375	City			
376	Town			
377	City			
378	City			
379	City		Yes – car or van	
380	Town		Yes – car or van	
381	Town		Yes – car or van	
382	City			
383	City			

	AH	AI	AJ	AK
384	City			
385	City			
386	City		Yes – car or van	
387	Village			
388	City			
389	City			
390	City		Yes – car or van	
391	City			
392	City		Yes – car or van	
393	Town		Yes – car or van	
394	City			
395	Village		Yes – car or van	
396	City		Yes – car or van	
397	Village		Yes – car or van	
398	City		Yes – car or van	
399	City		Yes – car or van	
400	Town			
401	City		Yes – car or van	
402	City		Yes – car or van	
403	Village			
404	Village		Yes – car or van	

	AH	AI	AJ	AK
405	City		Yes – car or van	
406	City		Yes – car or van	
407	Rural		Yes – car or van	
408	Village		Yes – car or van	
409	City		Yes – car or van	
410	Town		Yes – car or van	
411	City		Yes – car or van	
412	Town		Yes – car or van	
413	City		Yes – car or van	
414	City		Yes – car or van	
415	City			
416	Town		Yes – car or van	
417	Town		Yes – car or van	

	AH	AI	AJ	AK
418	City			
419	Rural		Yes – car or van	
420	Town		Yes – car or van	
421	Rural		Yes – car or van	
422	Town			
423	Village			
424	Town		Yes – car or van	
425	Village		Yes – car or van	
426	Town			
427	City			
428	Town			

	AH	AI	AJ	AK
429	City		Yes – car or van	
430	City		Yes – car or van	
431	City			
432	City			
433	City		Yes – car or van	
434	Town		Yes – car or van	
435	City		Yes – car or van	
436	City			
437	City		Yes – car or van	
438	Town		Yes – car or van	
439	Town			
440	Town		Yes – car or van	
441	Village		Yes – car or van	
442	Village		Yes – car or van	
443	City			
444				
445	City		Yes – car or van	
446	Town		Yes – car or van	
447	City		Yes – car or van	
448	City			
449	City		Yes – car or van	

	AH	AI	AJ	AK
450	Rural		Yes – car or van	
451	City			
452	City		Yes – car or van	
453	Town			
454	City			
455	Town		Yes – car or van	
456	Town		Yes – car or van	
457	City		Yes – car or van	
458	City		Yes – car or van	
459	Town		Yes – car or van	
460	City			
461	Town		Yes – car or van	
462	City			
463	Village		Yes – car or van	
464	City			
465				
466	City		Yes – car or van	
467	City		Yes – car or van	
468	City			
469	Town		Yes – car or van	
470	Town			
471	City			

	AH	AI	AJ	AK
472	Rural			
473	Town			
474	Town		Yes – car or van	
475	Town		Yes – car or van	
476	Town			
477	City		Yes – car or van	
478	Town		Yes – car or van	
479	Town		Yes – car or van	
480	Town		Yes – car or van	
481	Town		Yes – car or van	
482	Town		Yes – car or van	
483	Rural		Yes – car or van	
484	Town		Yes – car or van	
485	Town		Yes – car or van	
486	Town		Yes – car or van	
487	Town			
488	Town			

	AH	AI	AJ	AK
489	Town			
490	Town			
491	Town		Yes – car or van	
492	Town			
493	City			
494	City		Yes – car or van	
495	Town		Yes – car or van	
496	Town		Yes – car or van	
497	Town			
498	Town		Yes – car or van	
499	Rural		Yes – car or van	
500	City			
501	Town		Yes – car or van	
502	Town		Yes – car or van	
503	Village		Yes – car or van	
504	Town		Yes – car or van	
505	City		Yes – car or van	
506	Town			
507	Village			
508				
509	City			
510	Town			
511	Town		Yes – car or van	
512	City			

	AH	AI	AJ	AK
513	City			
514	City			
515	City			
516	City		Yes – car or van	
517	Town			
518	City			
519	City			
520	Town			
521	Village		Yes – car or van	
522	City			
523	City			
524	Village			
525	Town		Yes – car or van	
526	City			
527	City			
528	City		Yes – car or van	
529	City		Yes – car or van	
530	Town		Yes – car or van	
531	City			
532	City		Yes – car or van	
533	City		Yes – car or van	
534	City		Yes – car or van	
535	City		Yes – car or van	
536	City		Yes – car or van	
537	Town		Yes – car or van	
538	City			
539	Town			
540	City			

	AH	AI	AJ	AK
541	Town			
542	City			
543	City			
544	Village			
545	City			
546	Town			
547	City			
548	City		Yes – car or van	
549	Town		Yes – car or van	
550	City		Yes – car or van	
551	City		Yes – car or van	
552	City			
553	City			
554	City			
555	City		Yes – car or van	
556	Town			
557	City		Yes – car or van	
558	City			
559	City			
560	City			
561	Village			
562	City			
563	City		Yes – car or van	
564	Town		Yes – car or van	
565	City			
566	City		Yes – car or van	
567	City		Yes – car or van	
568	City		Yes – car or van	
569	City		Yes – car or van	
570	City			
571	City			

	AH	AI	AJ	AK
572	City			
573	City		Yes – car or van	
574	City		Yes – car or van	
575	Town			
576	Town			
577	City			
578	City		Yes – car or van	
579	City			
580	City		Yes – car or van	
581	City			
582	City		Yes – car or van	
583	City		Yes – car or van	
584	City		Yes – car or van	
585	City		Yes – car or van	
586	Town			
587	City		Yes – car or van	
588	City		Yes – car or van	
589	City			
590	Town			
591	City			
592	City		Yes – car or van	
593	Town		Yes – car or van	
594	Town		Yes – car or van	
595	City		Yes – car or van	
596	Village		Yes – car or van	
597	Town		Yes – car or van	
598	City		Yes – car or van	
599	City			
600	Village		Yes – car or van	
601	City		Yes – car or van	
602	City			
603	City		Yes – car or van	
604	City		Yes – car or van	
605	City		Yes – car or van	
606	City			
607	City		Yes – car or van	
608	City		Yes – car or van	

	AH	AI	AJ	AK
609	City		Yes – car or van	
610	Village			
611	City			
612	Village		Yes – car or van	
613	City		Yes – car or van	
614	City		Yes – car or van	
615	City			
616	City			
617	City		Yes – car or van	
618	City			
619	City		Yes – car or van	
620	Rural	No	Yes – car or van	
621	Town		Yes – car or van	
622	City		Yes – car or van	
623	City		Yes – car or van	
624	City		Yes – car or van	
625	Town			
626	Village	No	Yes – car or van	
627	City			
628	City		Yes – car or van	
629	City			
630	Village	No	Yes – car or van	
631	City			
632	Rural		Yes – car or van	
633	Town		Yes – car or van	
634	Town		Yes – car or van	
635	City			
636	Town		Yes – car or van	

	AH	AI	AJ	AK
637	City		Yes – car or van	
638	City		Yes – car or van	
639	City		Yes – car or van	
640	City			
641	Town		Yes – car or van	
642	City			
643	Town			
644	City		Yes – car or van	
645	City		Yes – car or van	
646	City			
647	City		Yes – car or van	
648	Town		Yes – car or van	
649	City			
650	Town			
651	City		Yes – car or van	
652	City		Yes – car or van	
653	Town		Yes – car or van	
654	City		Yes – car or van	
655	Town		Yes – car or van	
656	Town			
657	City		Yes – car or van	
658	Town	No	Yes – car or van	
659	Village		Yes – car or van	
660	Town			
661	City		Yes – car or van	
662	City			

	AH	AI	AJ	AK
663	Town			
664	City			
665	City			
666	Town		Yes – car or van	
667	City		Yes – car or van	
668	City		Yes – car or van	
669	Town		Yes – car or van	
670	City			
671	Rural		Yes – car or van	
672	City		Yes – car or van	
673	Town		Yes – car or van	
674	Town		Yes – car or van	
675	City			
676	City			
677	Village		Yes – car or van	
678	Village		Yes – car or van	
679	Town	No	Yes – car or van	
680	City			
681	City		Yes – car or van	
682	City		Yes – car or van	
683	Village		Yes – car or van	
684	Town		Yes – car or van	
685	Town		Yes – car or van	
686	Town		Yes – car or van	
687	City			
688	Town			
689	City			
690	City		Yes – car or van	
691	City			
692	City			
693	Town			
694	Town		Yes – car or van	
695	City			

	AH	AI	AJ	AK
696	City			
697	City		Yes – car or van	
698	City			
699	City			
700	City			
701	City		Yes – car or van	
702	City			
703	Town		Yes – car or van	
704	Village		Yes – car or van	
705	City			
706	City			
707	City		Yes – car or van	
708	Town	No	Yes – car or van	
709	City			
710	City			
711	City			

	AH	AI	AJ	AK
712	City		Yes – car or van	
713	City			
714	Town		Yes – car or van	
715	Town		Yes – car or van	
716	City		Yes – car or van	
717	Village		Yes – car or van	
718	Village			Yes – motorbike or moped
719				
720	City		Yes – car or van	
721	City		Yes – car or van	
722	City			
723	City			
724	City		Yes – car or van	
725	City		Yes – car or van	
726	Town		Yes – car or van	
727	Town	No	Yes – car or van	
728	City		Yes – car or van	
729	City			
730	Village		Yes – car or van	
731	City		Yes – car or van	
732	City			
733	Town	No		
734	Town			
735	City			
736	City		Yes – car or van	
737	City		Yes – car or van	
738	City			
739	Town		Yes – car or van	
740	Town			
741	City			

	AH	AI	AJ	AK
742	City			
743	City		Yes – car or van	
744	City		Yes – car or van	
745	City		Yes – car or van	
746	City		Yes – car or van	
747	City		Yes – car or van	
748	Town		Yes – car or van	
749	Town		Yes – car or van	
750	Town		Yes – car or van	
751	Rural	No	Yes – car or van	
752	Town			
753	City			
754	Town		Yes – car or van	
755	Town		Yes – car or van	
756	Village		Yes – car or van	
757	Town			
758	City			
759	City			
760	City			
761	City		Yes – car or van	
762	City			
763	Town			
764	City			
765	Village		Yes – car or van	
766	Village			
767	Town			
768	City			
769	Rural	Yes	Yes – car or van	
770	Town		Yes – car or van	

	AH	AI	AJ	AK
771	City		Yes – car or van	
772	Town		Yes – car or van	
773	City		Yes – car or van	
774	Town			
775	City		Yes – car or van	
776	City		Yes – car or van	
777	Town			
778	City			
779	City		Yes – car or van	
780	City		Yes – car or van	
781	City		Yes – car or van	
782	Town		Yes – car or van	
783	Town			
784	City			
785	City		Yes – car or van	
786	Town		Yes – car or van	
787	City		Yes – car or van	
788				
789	City			
790	City			
791	City		Yes – car or van	
792	Rural		Yes – car or van	
793	Town		Yes – car or van	
794	Rural		Yes – car or van	
795	City		Yes – car or van	
796	City			

	AH	AI	AJ	AK
797	Town			
798	City			
799	Town		Yes – car or van	
800	Town		Yes – car or van	
801	City		Yes – car or van	
802	City		Yes – car or van	
803	City		Yes – car or van	
804	Village		Yes – car or van	
805	City		Yes – car or van	
806	City		Yes – car or van	
807	Town	No	Yes – car or van	
808	City		Yes – car or van	
809	Town		Yes – car or van	
810	City		Yes – car or van	
811	City			
812	Town			
813	City		Yes – car or van	
814	Town		Yes – car or van	
815	Town		Yes – car or van	
816	City		Yes – car or van	
817	City			
818	Rural			

	AH	AI	AJ	AK
819	City		Yes – car or van	
820	Town			
821	City		Yes – car or van	
822	Town	No		
823	City			
824	Town		Yes – car or van	
825	Town			
826	Town	No		
827	City			
828	Town			
829	City		Yes – car or van	
830	City		Yes – car or van	
831	City			
832	Town		Yes – car or van	
833	Town	No	Yes – car or van	
834	City		Yes – car or van	
835	Town	No		
836	City			
837	City		Yes – car or van	
838	City			
839	Town		Yes – car or van	
840	Town		Yes – car or van	
841	Town			
842	City		Yes – car or van	
843	City			
844	City			
845	City			
846	City			
847	City			
848	Village		Yes – car or van	

	AH	AI	AJ	AK
849	Town	No	Yes – car or van	
850	City			
851	City		Yes – car or van	
852	City		Yes – car or van	
853	Town			
854	Village		Yes – car or van	
855	City		Yes – car or van	
856	City			
857	City			
858	City		Yes – car or van	
859	City			
860	Town	No	Yes – car or van	
861	City			
862	Town	No	Yes – car or van	
863	City		Yes – car or van	
864	City			
865	City		Yes – car or van	
866				
867	City			
868	City		Yes – car or van	
869	Town	No	Yes – car or van	
870	Town			
871	Town		Yes – car or van	
872	City			
873	City			
874	Rural	No	Yes – car or van	

	AH	AI	AJ	AK
875	City			
876	City		Yes – car or van	
877	Town		Yes – car or van	
878	City			
879	Town		Yes – car or van	
880	Town			
881	Village			
882	City			
883	City		Yes – car or van	
884	City			
885				
886	City		Yes – car or van	
887	Village	No		
888	City		Yes – car or van	
889	Town		Yes – car or van	
890	City		Yes – car or van	
891	Town			
892	Village		Yes – car or van	
893	City			
894				
895	City			
896	City		Yes – car or van	
897	Village		Yes – car or van	
898	Village	No	Yes – car or van	

	AH	AI	AJ	AK
899	Town			
900	City		Yes – car or van	
901	City		Yes – car or van	
902	Village			
903	Town		Yes – car or van	
904	City			
905	City		Yes – car or van	
906	Town			
907	Town		Yes – car or van	
908	City			
909	Village		Yes – car or van	
910	City			
911	City			
912	City		Yes – car or van	
913	Village		Yes – car or van	
914	City		Yes – car or van	
915	Town			
916	City			
917	City			
918	Town		Yes – car or van	
919	Village		Yes – car or van	
920	City		Yes – car or van	
921	City		Yes – car or van	

	AH	AI	AJ	AK
922	Village		Yes – car or van	
923	Town			Yes – motorbike or moped
924	Town			
925	Town		Yes – car or van	
926	Town		Yes – car or van	
927	Town			
928	Town		Yes – car or van	
929	Village		Yes – car or van	
930	City		Yes – car or van	
931	City		Yes – car or van	
932	City		Yes – car or van	
933	Village			
934	City			
935	Village		Yes – car or van	
936	City			
937	City			
938	City			
939	City		Yes – car or van	
940	City			
941	Rural	No	Yes – car or van	
942	City			
943	City		Yes – car or van	

	AH	AI	AJ	AK
944	Town			
945	City			
946	City		Yes – car or van	
947	Village		Yes – car or van	
948	City			
949	Town		Yes – car or van	
950	City		Yes – car or van	
951	City		Yes – car or van	
952	Town			
953	City		Yes – car or van	
954	Town		Yes – car or van	
955	Town			
956	Town		Yes – car or van	

	AH	AI	AJ	AK
957	Town		Yes – car or van	
958	Town		Yes – car or van	
959	Rural	No	Yes – car or van	
960	City		Yes – car or van	
961	Town		Yes – car or van	
962	City			
963	Town		Yes – car or van	
964	City			
965	Town			
966	City			
967	City			
968	Town		Yes – car or van	
969	Town		Yes – car or van	
970	Village		Yes – car or van	
971	City		Yes – car or van	
972	City			
973	Town		Yes – car or van	
974	Town		Yes – car or van	
975	Town			
976	City			
977	Town	No	Yes – car or van	

	AH	AI	AJ	AK
978	City			
979	Town			
980	Town		Yes – car or van	
981	City		Yes – car or van	
982	City		Yes – car or van	
983	City			
984	City		Yes – car or van	
985	Town			
986	Village		Yes – car or van	
987	City			
988	Rural	No	Yes – car or van	
989	Town		Yes – car or van	
990	Town			
991	Village		Yes – car or van	
992	Town		Yes – car or van	
993	City		Yes – car or van	
994	City		Yes – car or van	
995	City		Yes – car or van	
996	City		Yes – car or van	

	AH	AI	AJ	AK
997	City			
998	City			
999	City			
1000	City			
1001	City			
1002	City			
1003	City		Yes – car or van	
1004	City			
1005	Town			
1006	Town		Yes – car or van	
1007	Village			
1008	City			
1009	City		Yes – car or van	
1010	City		Yes – car or van	
1011	City			
1012	Town	No		
1013	Town			
1014	City		Yes – car or van	

	AH	AI	AJ	AK
1015	Village		Yes – car or van	
1016	Village			
1017	Town			
1018	City			
1019	City		Yes – car or van	
1020	City			
1021	City			
1022	Town		Yes – car or van	
1023	City		Yes – car or van	
1024	Town		Yes – car or van	
1025	Town	No	Yes – car or van	
1026	City			
1027	Town		Yes – car or van	
1028	City		Yes – car or van	
1029	City			
1030	Village	No	Yes – car or van	
1031	Town		Yes – car or van	
1032	City		Yes – car or van	

	AH	AI	AJ	AK
1033	City		Yes – car or van	
1034	Town			
1035	Town			
1036	City		Yes – car or van	
1037	Village		Yes – car or van	
1038	Village		Yes – car or van	
1039	Town		Yes – car or van	
1040	Town		Yes – car or van	
1041	City		Yes – car or van	
1042	Town			
1043	City		Yes – car or van	
1044	City		Yes – car or van	
1045	City		Yes – car or van	
1046				
1047	Town			
1048	City		Yes – car or van	
1049	Town	No	Yes – car or van	
1050	City		Yes – car or van	
1051	City		Yes – car or van	
1052	Town		Yes – car or van	
1053	Town		Yes – car or van	
1054	Town			
1055	City		Yes – car or van	
1056	City		Yes – car or van	
1057	Town		Yes – car or van	

	AH	AI	AJ	AK
1058	City		Yes – car or van	
1059	City		Yes – car or van	
1060	Town		Yes – car or van	
1061	City		Yes – car or van	
1062	Village	No	Yes – car or van	
1063	Town		Yes – car or van	
1064	City			
1065	City			
1066	City			
1067	City			
1068	Town		Yes – car or van	
1069	Village		Yes – car or van	
1070	Village			
1071	City			
1072	City			
1073	Town			
1074	Town			
1075	Village	No	Yes – car or van	
1076	City			
1077	City			
1078	City			
1079	Town		Yes – car or van	
1080	City			

	AH	AI	AJ	AK
1081	City			
1082	City		Yes – car or van	
1083	Rural	No	Yes – car or van	
1084	Town			
1085	City			
1086	Town			
1087	City			
1088	Town			
1089	Town		Yes – car or van	
1090	Village		Yes – car or van	
1091				
1092	Town		Yes – car or van	
1093	Town		Yes – car or van	
1094	City		Yes – car or van	

	AH	AI	AJ	AK
1095	City			
1096	City		Yes – car or van	
1097	City			
1098	Town			
1099	Village		Yes – car or van	
1100	City			
1101	Town			
1102	City		Yes – car or van	
1103	Rural		Yes – car or van	
1104	City		Yes – car or van	
1105	City		Yes – car or van	
1106	City		Yes – car or van	
1107	City		Yes – car or van	
1108	City		Yes – car or van	
1109	Village		Yes – car or van	
1110	Town			
1111	City			

	AH	AI	AJ	AK
1112	City			
1113	Village			
1114	City		Yes – car or van	
1115	Town			
1116	City			
1117	City			
1118	Rural		Yes – car or van	
1119	City		Yes – car or van	
1120	Rural			
1121	City		Yes – car or van	
1122	City		Yes – car or van	
1123	City			
1124	City			
1125	Town		Yes – car or van	
1126	City			
1127	Town			
1128	City		Yes – car or van	
1129	City			
1130	Rural		Yes – car or van	
1131	City		Yes – car or van	
1132	Town		Yes – car or van	
1133	Town		Yes – car or van	
1134	City		Yes – car or van	
1135				
1136	Town		Yes – car or van	
1137	Town		Yes – car or van	
1138	Town		Yes – car or van	
1139	Town		Yes – car or van	
1140	Rural	No	Yes – car or van	

	AH	AI	AJ	AK
1141	Town			
1142	Town		Yes – car or van	
1143	Town		Yes – car or van	
1144	Town		Yes – car or van	
1145	Town		Yes – car or van	
1146	Town		Yes – car or van	
1147	Town			
1148	Town		Yes – car or van	
1149	Town			
1150	City			
1151	Town			
1152	City		Yes – car or van	
1153	City			Yes – motorbike or moped
1154	Town			
1155	City		Yes – car or van	
1156	Town		Yes – car or van	
1157	Town		Yes – car or van	
1158	City			
1159	Town			
1160	Town		Yes – car or van	
1161	Town		Yes – car or van	
1162	Town		Yes – car or van	
1163	Town		Yes – car or van	
1164	Village			
1165				
1166	City			
1167	Town		Yes – car or van	
1168	Town			
1169	Village		Yes – car or van	

	AH	AI	AJ	AK
1170	City			
1171	City		Yes – car or van	
1172	Town		Yes – car or van	
1173	Town		Yes – car or van	
1174	Village			
1175	City			
1176	Town		Yes – car or van	
1177	Town			
1178	Town		Yes – car or van	
1179	City			
1180	Town		Yes – car or van	
1181	Rural		Yes – car or van	
1182	Town		Yes – car or van	
1183	Town		Yes – car or van	
1184	City			
1185	Village		Yes – car or van	
1186	City			
1187	City			
1188	City			
1189	City		Yes – car or van	
1190	Town			
1191	Town		Yes – car or van	
1192	City		Yes – car or van	
1193	Town		Yes – car or van	

	AH	AI	AJ	AK
1194	City			
1195	Town			
1196	City		Yes – car or van	
1197	City			
1198	Town			
1199	Rural			
1200	Town		Yes – car or van	
1201	City		Yes – car or van	
1202	Town		Yes – car or van	
1203	City		Yes – car or van	
1204	City			
1205	Town		Yes – car or van	
1206	Town		Yes – car or van	
1207	Town		Yes – car or van	
1208	City			
1209	City		Yes – car or van	
1210	Town			
1211	City			
1212	Town		Yes – car or van	
1213	City			
1214	Town			
1215	Village		Yes – car or van	Yes – motorbike or moped
1216	Town		Yes – car or van	
1217	City		Yes – car or van	

	AH	AI	AJ	AK
1218	Town			
1219	City			
1220	Town			
1221	Town		Yes – car or van	
1222	City		Yes – car or van	
1223	City			

	AH	AI	AJ	AK
1224	City		Yes – car or van	
1225	City		Yes – car or van	
1226				
1227	Village		Yes – car or van	
1228	Town			
1229	Town		Yes – car or van	
1230	City			
1231	City			
1232	City			
1233	Town		Yes – car or van	
1234	Town		Yes – car or van	
1235	Rural		Yes – car or van	
1236	City		Yes – car or van	
1237	City			
1238	City		Yes – car or van	

	AH	AI	AJ	AK
1239	City			
1240	Town		Yes – car or van	
1241	City			
1242	Town		Yes – car or van	
1243	Town			
1244	City			
1245	Town		Yes – car or van	
1246	Town			
1247	Town			
1248	City			
1249	Rural		Yes – car or van	
1250	Town		Yes – car or van	
1251	City		Yes – car or van	
1252	City			
1253	Town		Yes – car or van	
1254	Village		Yes – car or van	
1255	Town			
1256	City			
1257	City		Yes – car or van	
1258	Town		Yes – car or van	
1259	Village		Yes – car or van	
1260	Town			
1261	City			
1262	Village		Yes – car or van	

	AH	AI	AJ	AK
1263	City			
1264	City			
1265	City		Yes – car or van	
1266	Village	No	Yes – car or van	
1267	City		Yes – car or van	
1268	City		Yes – car or van	
1269	Town			
1270	City			
1271	City			
1272	Town		Yes – car or van	
1273	City		Yes – car or van	
1274	City			
1275	City			
1276	City		Yes – car or van	
1277	Town			
1278	City			
1279	Town		Yes – car or van	
1280	Village		Yes – car or van	
1281	City		Yes – car or van	
1282	City		Yes – car or van	
1283	City		Yes – car or van	
1284	Village		Yes – car or van	
1285	Village			
1286	City			
1287	City		Yes – car or van	
1288	Town		Yes – car or van	
1289	Town			
1290	Town			

	AH	AI	AJ	AK
1291	City		Yes – car or van	
1292	Town		Yes – car or van	
1293	City			
1294	City		Yes – car or van	
1295	Town		Yes – car or van	
1296	City			
1297	Town		Yes – car or van	
1298	City		Yes – car or van	
1299	City		Yes – car or van	
1300	City		Yes – car or van	
1301	Town			
1302	Rural		Yes – car or van	
1303	City		Yes – car or van	
1304	City			
1305	City			
1306	Town			
1307				
1308	City			
1309	Village		Yes – car or van	
1310	City		Yes – car or van	
1311	City			
1312	City		Yes – car or van	
1313	Town		Yes – car or van	
1314	City			
1315	Town			
1316	City		Yes – car or van	
1317	City		Yes – car or van	
1318	Town			
1319	City		Yes – car or van	
1320	Town			
1321	Town		Yes – car or van	
1322	City		Yes – car or van	

	AH	AI	AJ	AK
1323	City		Yes – car or van	
1324	Village		Yes – car or van	
1325	City		Yes – car or van	
1326	Village		Yes – car or van	Yes – motorbike or moped
1327	Town			
1328	Town		Yes – car or van	
1329	Town			
1330	Town			
1331	City		Yes – car or van	
1332	City			
1333	City		Yes – car or van	
1334	City		Yes – car or van	
1335	City		Yes – car or van	
1336	Town		Yes – car or van	
1337	City		Yes – car or van	
1338	City			
1339	Village		Yes – car or van	
1340	City		Yes – car or van	
1341	Village			
1342	Town		Yes – car or van	
1343	City			
1344	Town		Yes – car or van	
1345	City		Yes – car or van	
1346	Village		Yes – car or van	
1347	Village			
1348	City		Yes – car or van	
1349	Town		Yes – car or van	
1350	Town			
1351	Town			
1352	City		Yes – car or van	
1353	City		Yes – car or van	
1354				

	AH	AI	AJ	AK
1355	Village			
1356	City		Yes – car or van	
1357	Town		Yes – car or van	
1358	City			
1359	City		Yes – car or van	
1360	Town		Yes – car or van	
1361	City		Yes – car or van	
1362	Town		Yes – car or van	
1363	City			
1364	City			
1365	City		Yes – car or van	
1366	Town		Yes – car or van	
1367	City		Yes – car or van	
1368	City		Yes – car or van	
1369	City		Yes – car or van	
1370	City		Yes – car or van	
1371	City			
1372	City			
1373	City			
1374	City		Yes – car or van	
1375	City			

	AH	AI	AJ	AK
1376	City		Yes – car or van	
1377	City		Yes – car or van	
1378	City			
1379	City			
1380	City		Yes – car or van	
1381	Town		Yes – car or van	
1382	City		Yes – car or van	
1383	Town		Yes – car or van	
1384	Town		Yes – car or van	
1385	City		Yes – car or van	
1386	City		Yes – car or van	
1387	City		Yes – car or van	
1388	City		Yes – car or van	
1389	City			
1390	City		Yes – car or van	
1391	City		Yes – car or van	
1392	City			
1393	Town			
1394	City		Yes – car or van	
1395	City		Yes – car or van	
1396	Town	No	Yes – car or van	
1397	City			
1398	Town		Yes – car or van	
1399	Town			
1400	City		Yes – car or van	
1401	City			
1402	City			
1403	City		Yes – car or van	
1404	Town		Yes – car or van	

	AH	AI	AJ	AK
1405	Town			
1406	Rural	No	Yes – car or van	
1407	Town			
1408	City		Yes – car or van	
1409	City			
1410	Rural		Yes – car or van	
1411	City			
1412	City			
1413	City		Yes – car or van	

	AH	AI	AJ	AK
1414	City		Yes – car or van	
1415	City			
1416	City			
1417	City			
1418	City			
1419	City			
1420	Town		Yes – car or van	
1421	City			
1422	Village		Yes – car or van	
1423	Town		Yes – car or van	
1424	Town		Yes – car or van	
1425	Town	No		
1426	City		Yes – car or van	
1427	City		Yes – car or van	
1428	City			
1429	City			
1430	City		Yes – car or van	
1431	City		Yes – car or van	

	AH	AI	AJ	AK
1432	City			
1433	City			
1434	City		Yes – car or van	
1435	City		Yes – car or van	
1436	City			
1437	City			
1438	City			
1439	Town			
1440	Town		Yes – car or van	
1441	Town		Yes – car or van	
1442	Town		Yes – car or van	
1443	City		Yes – car or van	
1444	Village		Yes – car or van	
1445	Town			
1446	City			
1447	Village		Yes – car or van	
1448	City			
1449	Town	No	Yes – car or van	
1450	Town		Yes – car or van	
1451	City			
1452	Town		Yes – car or van	
1453	City			
1454	Town		Yes – car or van	
1455	City		Yes – car or van	Yes – motorbike or moped
1456	City		Yes – car or van	

	AH	AI	AJ	AK
1457	Village	No	Yes – car or van	
1458	Town		Yes – car or van	
1459	City			
1460	City		Yes – car or van	
1461				
1462	Town		Yes – car or van	
1463	Town			
1464	Village		Yes – car or van	
1465	Town		Yes – car or van	
1466	Town	No	Yes – car or van	
1467	City			
1468	City		Yes – car or van	
1469	City			
1470	City			
1471	City			
1472	City		Yes – car or van	
1473	Town			

	AH	AI	AJ	AK
1474	Town	No		
1475	Town	No	Yes – car or van	
1476	Town			
1477	City			
1478	City		Yes – car or van	
1479	Town			
1480	City			
1481	Town			
1482	Town			
1483	Village		Yes – car or van	
1484	City			
1485	Town			
1486	City			
1487	City		Yes – car or van	
1488	Village			
1489	City			
1490	Town			
1491	Town		Yes – car or van	
1492	Town			
1493	Rural		Yes – car or van	
1494	Town		Yes – car or van	
1495	City		Yes – car or van	
1496	Town		Yes – car or van	

	AH	AI	AJ	AK
1497	Town		Yes – car or van	
1498	City			
1499	City		Yes – car or van	
1500	Town			
1501	City		Yes – car or van	
1502	City		Yes – car or van	
1503	City			
1504	City		Yes – car or van	
1505	City			
1506	Town			

	AH	AI	AJ	AK
1507	City		Yes – car or van	
1508	Town		Yes – car or van	
1509	Town			
1510	Rural			
1511	Rural		Yes – car or van	
1512	Town		Yes – car or van	
1513	Town			
1514	City			
1515	Town			
1516	Town			
1517	Town		Yes – car or van	
1518	Village			
1519	City			
1520	Town			
1521	Town		Yes – car or van	
1522	Town		Yes – car or van	
1523	City			

	AH	AI	AJ	AK
1524	City			
1525	City			
1526	Town		Yes – car or van	
1527	Town		Yes – car or van	
1528	City			
1529	City		Yes – car or van	
1530	Town		Yes – car or van	
1531	Town			
1532				
1533	City		Yes – car or van	
1534	Town			
1535	Town			
1536	City			
1537	Town		Yes – car or van	
1538	City			
1539	Village		Yes – car or van	

	AH	AI	AJ	AK
1540	Town			
1541	City		Yes – car or van	
1542	Town		Yes – car or van	
1543	Town			
1544	Town		Yes – car or van	
1545	Village		Yes – car or van	
1546	City		Yes – car or van	
1547	Town			
1548	Town		Yes – car or van	
1549	Town			

	AH	AI	AJ	AK
1550	Village		Yes – car or van	
1551	Town		Yes – car or van	
1552	City			
1553	City			
1554	City		Yes – car or van	
1555	Village			
1556	City		Yes – car or van	
1557	Town		Yes – car or van	
1558	City		Yes – car or van	
1559	City		Yes – car or van	
1560	City		Yes – car or van	
1561	Town		Yes – car or van	
1562	Town		Yes – car or van	
1563	City		Yes – car or van	
1564	Town	No		
1565	Town	No		
1566				
1567	Village		Yes – car or van	
1568	Town			

	AH	AI	AJ	AK
1569	Town		Yes – car or van	
1570	Town			
1571	Town		Yes – car or van	
1572	Town		Yes – car or van	
1573	Village		Yes – car or van	
1574	City			
1575	City			
1576	Town		Yes – car or van	
1577	City			
1578	Village		Yes – car or van	
1579	City		Yes – car or van	
1580	Town		Yes – car or van	
1581	City			
1582	Town		Yes – car or van	
1583	City			
1584	City			
1585	City			
1586	Village		Yes – car or van	
1587	Town		Yes – car or van	
1588	City			
1589	City			
1590	Village		Yes – car or van	
1591	City			

	AH	AI	AJ	AK
1592	City			
1593	Town			
1594	Village		Yes – car or van	
1595	Town	No		
1596	Town			
1597	Town		Yes – car or van	
1598	Town		Yes – car or van	
1599	City			
1600	Rural	No	Yes – car or van	
1601				
1602	Town		Yes – car or van	
1603	Village		Yes – car or van	
1604	Town		Yes – car or van	
1605	Town			
1606	Town	No	Yes – car or van	
1607	City			

	AH	AI	AJ	AK
1608	Town			
1609	Town		Yes – car or van	
1610	Town	No		
1611				
1612	Town		Yes – car or van	
1613	City		Yes – car or van	
1614	City			
1615	Town		Yes – car or van	
1616	Town		Yes – car or van	
1617	City		Yes – car or van	
1618	City			
1619	Rural			
1620	Town		Yes – car or van	
1621	Town		Yes – car or van	
1622	City			
1623	City			
1624	City			
1625	City			
1626	City		Yes – car or van	
1627	City		Yes – car or van	
1628	City		Yes – car or van	

	AH	AI	AJ	AK
1629	City			
1630	City			
1631	City		Yes – car or van	
1632	City			
1633	City		Yes – car or van	
1634	Town		Yes – car or van	
1635	Town		Yes – car or van	
1636	City		Yes – car or van	
1637	City		Yes – car or van	
1638	City			
1639	City			

	AH	AI	AJ	AK
1640	City			
1641				
1642	City		Yes - car or van	
1643	City		Yes - car or van	
1644	Town		Yes - car or van	
1645	City		Yes - car or van	
1646	City			
1647	City		Yes - car or van	
1648	Town			

	AH	AI	AJ	AK
1649	City		Yes – car or van	
1650	City			
1651	City			
1652	City		Yes – car or van	
1653	City		Yes – car or van	
1654	City		Yes – car or van	
1655	City			
1656				
1657	City			
1658	City		Yes – car or van	
1659	City		Yes – car or van	
1660	City			
1661	City		Yes – car or van	
1662	Town			
1663	City			
1664	City		Yes – car or van	
1665	City		Yes – car or van	
1666	City			
1667	City		Yes – car or van	

	AH	AI	AJ	AK
1668	City			
1669	City		Yes - car or van	
1670	Town	No		
1671	Town			
1672	City		Yes - car or van	
1673	City		Yes - car or van	
1674	City			
1675	Town		Yes - car or van	
1676				
1677	City			

	AH	AI	AJ	AK
1678	City			
1679	City		Yes – car or van	
1680	City			
1681	City			
1682	City		Yes – car or van	
1683	Town		Yes – car or van	
1684	City			
1685	City			
1686	City		Yes – car or van	
1687	City		Yes – car or van	
1688	City		Yes – car or van	
1689	Village			
1690	City			
1691	Town	No		
1692	Town			
1693	Town			
1694	Town			
1695	City		Yes – car or van	
1696	City		Yes – car or van	
1697	City			

	AH	AI	AJ	AK
1698	Town		Yes – car or van	
1699	City		Yes – car or van	
1700	City		Yes – car or van	
1701	City			
1702	City			
1703	Town	No	Yes – car or van	
1704	City			
1705	Town			
1706	City		Yes – car or van	
1707	City		Yes – car or van	
1708	City			
1709	Town			
1710	Town		Yes – car or van	
1711	City			

	AH	AI	AJ	AK
1712	City		Yes – car or van	
1713	City			
1714	Town		Yes – car or van	
1715	City			
1716	Town		Yes – car or van	
1717	Rural		Yes – car or van	
1718	Town			
1719	City			
1720	Village			
1721	City		Yes – car or van	
1722	City		Yes – car or van	
1723	Town			
1724	City		Yes – car or van	
1725	City		Yes – car or van	
1726				
1727	City		Yes – car or van	

	AH	AI	AJ	AK
1728	Village		Yes – car or van	
1729	City		Yes – car or van	
1730	City			
1731	City			
1732	City			
1733	Town		Yes – car or van	
1734	City		Yes – car or van	
1735	City		Yes – car or van	
1736	City		Yes – car or van	
1737				
1738	City		Yes – car or van	
1739	City			
1740	City		Yes – car or van	
1741	City			
1742	City			
1743	City		Yes – car or van	
1744	City		Yes – car or van	
1745	City		Yes – car or van	
1746	City		Yes – car or van	
1747	Town		Yes – car or van	
1748	City		Yes – car or van	
1749	Town			

	AH	AI	AJ	AK
1750	City			
1751	City			
1752	Town			
1753	City		Yes – car or van	
1754	Town		Yes – car or van	
1755	Town		Yes – car or van	
1756	City		Yes – car or van	
1757	City			
1758	City		Yes – car or van	
1759	Town			
1760	City		Yes – car or van	
1761	City			
1762	Town		Yes – car or van	
1763	City		Yes – car or van	
1764	City			
1765	Village		Yes – car or van	
1766	Town			
1767	Town		Yes – car or van	
1768	City		Yes – car or van	
1769	City		Yes – car or van	
1770	City		Yes – car or van	
1771	City			
1772	City		Yes – car or van	

	AH	AI	AJ	AK
1773	Town			
1774	City			
1775	City			
1776	City			
1777	City		Yes – car or van	
1778	Village		Yes – car or van	
1779	Town			
1780	City		Yes – car or van	
1781	City		Yes – car or van	
1782	City		Yes – car or van	
1783	Village		Yes – car or van	
1784	City		Yes – car or van	
1785	Town		Yes – car or van	
1786	Town		Yes – car or van	
1787	City		Yes – car or van	
1788	City			
1789	City		Yes – car or van	

	AH	AI	AJ	AK
1790	Village	No	Yes – car or van	
1791	Town		Yes – car or van	
1792	City			
1793	City			
1794	City			
1795	City		Yes – car or van	
1796	Town			

	AH	AI	AJ	AK
1797	Town		Yes – car or van	
1798	City			
1799	Town		Yes – car or van	
1800	City		Yes – car or van	
1801	City		Yes – car or van	
1802	Town			
1803	City		Yes – car or van	
1804	Town		Yes – car or van	
1805	City		Yes – car or van	
1806	City			
1807	City		Yes – car or van	
1808	City		Yes – car or van	
1809	City		Yes – car or van	

	AH	AI	AJ	AK
1810	City			
1811	City		Yes – car or van	
1812	City		Yes – car or van	
1813	Town		Yes – car or van	
1814	City			
1815	City			
1816	City			
1817	City		Yes – car or van	
1818	City			
1819	Town		Yes – car or van	
1820	City		Yes – car or van	
1821	City		Yes – car or van	
1822	Town			
1823	City			
1824	City			
1825	City			
1826	Town			
1827	City		Yes – car or van	
1828	City		Yes – car or van	
1829	City		Yes – car or van	

	AH	AI	AJ	AK
1830	City		Yes – car or van	
1831	Village			
1832	City			
1833	City			
1834	City			
1835	City			
1836	City			
1837	Town	No	Yes – car or van	

	AH	AI	AJ	AK
1838	Village		Yes – car or van	
1839	Town		Yes – car or van	
1840	Town			
1841	City		Yes – car or van	
1842	City		Yes – car or van	
1843	City			
1844	City			
1845	City			
1846	Town			
1847	Town			
1848	Town		Yes – car or van	
1849	Town		Yes – car or van	
1850	Village		Yes – car or van	
1851	Town	No	Yes – car or van	
1852	Village			
1853	City			
1854	City			
1855	City			
1856	City			
1857	City			

	AH	AI	AJ	AK
1858	Town		Yes – car or van	
1859	Town			
1860	City		Yes – car or van	
1861	City		Yes – car or van	
1862	City			
1863	City			
1864	City		Yes – car or van	
1865	City		Yes – car or van	
1866	City			
1867	City			
1868	City		Yes – car or van	Yes – motorbike or moped
1869	City		Yes – car or van	
1870	Town		Yes – car or van	
1871	Town		Yes – car or van	
1872	City		Yes – car or van	
1873	Village	No	Yes – car or van	
1874	City			
1875	City			
1876	City		Yes – car or van	
1877	Town			Yes – motorbike or moped
1878	City			
1879	Town		Yes – car or van	
1880	City			
1881	City			
1882	City			
1883	City			

	AH	AI	AJ	AK
1884	City		Yes – car or van	
1885				
1886	City			
1887	Village			Yes – motorbike or moped
1888	City			
1889	Village		Yes – car or van	
1890	City		Yes – car or van	Yes – motorbike or moped
1891	City		Yes – car or van	
1892	Town			
1893	City		Yes – car or van	
1894	City			

	AH	AI	AJ	AK
1895	City		Yes – car or van	
1896	City		Yes – car or van	
1897	Town			
1898	City			
1899	Town		Yes – car or van	
1900	City		Yes – car or van	
1901	City		Yes – car or van	

	AH	AI	AJ	AK
1902	City		Yes – car or van	
1903	City		Yes – car or van	
1904	City		Yes – car or van	
1905	Town			
1906	City			
1907	City			
1908				

	AH	AI	AJ	AK
1909	Town		Yes – car or van	
1910	City			
1911	City			
1912	City		Yes – car or van	
1913	City			
1914	City		Yes – car or van	
1915	City			
1916	City		Yes – car or van	
1917	City			
1918	City		Yes – car or van	
1919	City			
1920	Village			
1921	City			
1922	Town		Yes – car or van	
1923	City			
1924				
1925	City		Yes – car or van	
1926	City			
1927	Town		Yes – car or van	
1928				

	AH	AI	AJ	AK
1929				
1930 Town				
1931 City			Yes - car or van	
1932 City				
1933 City				
1934				
1935 Town			Yes - car or van	

	AH	AI	AJ	AK
1936	City		Yes – car or van	
1937	City		Yes – car or van	
1938	City			
1939	City			
1940	City			
1941	Village		Yes – car or van	
1942	City			
1943	Town		Yes – car or van	
1944	Town		Yes – car or van	
1945	City		Yes – car or van	
1946	Town		Yes – car or van	
1947	Town		Yes – car or van	
1948	Town	Yes		
1949	Town		Yes – car or van	
1950	City		Yes – car or van	
1951				
1952	Town		Yes – car or van	
1953	Town		Yes – car or van	
1954	Village			
1955	Village		Yes – car or van	
1956	Town		Yes – car or van	
1957	Village		Yes – car or van	
1958	City		Yes – car or van	
1959	Town			
1960	City			
1961	City			

	AH	AI	AJ	AK
1962	Town			
1963	Village			
1964	City			
1965	Village		Yes – car or van	
1966	City		Yes – car or van	
1967	Town		Yes – car or van	
1968	City			
1969	Village		Yes – car or van	
1970	City			
1971	City		Yes – car or van	
1972	Town		Yes – car or van	

	AH	AI	AJ	AK
1973	City			
1974	Town		Yes – car or van	
1975	Rural	No	Yes – car or van	
1976	City		Yes – car or van	
1977	City		Yes – car or van	
1978	Town			
1979	Village		Yes – car or van	
1980	Rural		Yes – car or van	
1981	City		Yes – car or van	
1982	Town			

	AH	AI	AJ	AK
1983	City		Yes – car or van	
1984	Town			
1985	Town		Yes – car or van	
1986	City		Yes – car or van	
1987	Town			
1988	City		Yes – car or van	
1989	Village		Yes – car or van	
1990	Town			
1991	Town	No	Yes – car or van	
1992	City		Yes – car or van	
1993	Town		Yes – car or van	
1994	City		Yes – car or van	
1995	Town		Yes – car or van	
1996	City			
1997	City			
1998	Town			
1999	Town		Yes – car or van	
2000	Town		Yes – car or van	
2001	City			
2002	City			
2003	City			
2004	Town		Yes – car or van	
2005	Village	Yes	Yes – car or van	
2006	City		Yes – car or van	

	AH	AI	AJ	AK
2007	Town			Yes – motorbike or moped
2008	Town			
2009	Rural		Yes – car or van	
2010	City			
2011	Town			
2012	City		Yes – car or van	
2013	City		Yes – car or van	
2014	Town			
2015	City		Yes – car or van	
2016	City		Yes – car or van	
2017	Town		Yes – car or van	
2018	Village		Yes – car or van	
2019	Village		Yes – car or van	
2020	Town		Yes – car or van	
2021	Town		Yes – car or van	
2022	City		Yes – car or van	
2023	City		Yes – car or van	
2024	City		Yes – car or van	
2025	Town		Yes – car or van	
2026	City		Yes – car or van	
2027	Village			

	AH	AI	AJ	AK
2028	Town		Yes – car or van	
2029	City		Yes – car or van	
2030	City			
2031				
2032	Town		Yes – car or van	
2033	Town		Yes – car or van	
2034	City			
2035	City			
2036	City			
2037	City		Yes – car or van	
2038	City			
2039	City			
2040	City		Yes – car or van	
2041	City			
2042	City			
2043				
2044	Town		Yes – car or van	
2045	Town		Yes – car or van	
2046	Town	No	Yes – car or van	
2047	City			
2048	City		Yes – car or van	
2049	City		Yes – car or van	
2050	City			

	AH	AI	AJ	AK
2051	City		Yes – car or van	
2052	City			
2053	City			
2054	City		Yes – car or van	
2055	City			
2056	City			
2057	Town	No	Yes – car or van	
2058	Town		Yes – car or van	
2059	Village	No	Yes – car or van	
2060	City			
2061	City		Yes – car or van	
2062	City			
2063				
2064	Town		Yes – car or van	
2065	City		Yes – car or van	
2066	City			
2067	Town		Yes – car or van	
2068	Rural	No	Yes – car or van	
2069	City		Yes – car or van	
2070	Town			
2071	City		Yes – car or van	
2072	City		Yes – car or van	

	AH	AI	AJ	AK
2073	City			
2074	City		Yes – car or van	
2075	City			
2076	City			
2077	City			
2078	Town		Yes – car or van	
2079	City			
2080	City			
2081	City			
2082	City			
2083	City		Yes – car or van	
2084	City			
2085	Rural	No	Yes – car or van	
2086				
2087	Town			
2088	City		Yes – car or van	
2089	City		Yes – car or van	
2090	City			
2091	Town			
2092	Town		Yes – car or van	
2093	Town		Yes – car or van	
2094	Town		Yes – car or van	
2095	Town		Yes – car or van	
2096	City		Yes – car or van	
2097				
2098	City			
2099	Town		Yes – car or van	
2100	Town		Yes – car or van	
2101	City		Yes – car or van	

	AH	AI	AJ	AK
2102	City		Yes – car or van	
2103	City			
2104	City			
2105	City		Yes – car or van	
2106	Town		Yes – car or van	
2107				
2108	Village		Yes – car or van	
2109	City		Yes – car or van	
2110	City			
2111	Town		Yes – car or van	
2112	City			
2113	City			
2114	City		Yes – car or van	
2115	Village		Yes – car or van	
2116				
2117	Town		Yes – car or van	
2118	City		Yes – car or van	
2119	Village		Yes – car or van	
2120	City			
2121	City			
2122	Town		Yes – car or van	
2123	City			Yes – motorbike or moped
2124	City			
2125	City		Yes – car or van	
2126	Village		Yes – car or van	
2127				

	AH	AI	AJ	AK
2128	City			
2129	City			
2130	City		Yes – car or van	
2131	City		Yes – car or van	
2132	Town			
2133	City		Yes – car or van	
2134	Town		Yes – car or van	
2135	City		Yes – car or van	
2136	Town		Yes – car or van	
2137	Town			
2138	City			
2139	City			
2140	City		Yes – car or van	

	AH	AI	AJ	AK
2141	Town		Yes – car or van	
2142	Town			
2143	City			
2144	Rural			
2145	City			
2146	Village			
2147	City			
2148	City		Yes – car or van	
2149	City		Yes – car or van	
2150	Town			
2151	Town			
2152	City		Yes – car or van	
2153	City		Yes – car or van	
2154	City			
2155	Town		Yes – car or van	
2156	Town			
2157	Village			
2158	City			

	AH	AI	AJ	AK
2159	Town			
2160	City		Yes - car or van	
2161	City			
2162	City			
2163	City		Yes - car or van	
2164	City			
2165	Town		Yes - car or van	
2166	Rural		Yes - car or van	
2167	City			

	AH	AI	AJ	AK
2168	City		Yes – car or van	
2169	City		Yes – car or van	
2170	Town		Yes – car or van	
2171	Town		Yes – car or van	

	AH	AI	AJ	AK
2172	Town		Yes - car or van	
2173	City		Yes - car or van	
2174	Town		Yes - car or van	
2175	City			
2176				
2177	City			
2178	City			
2179				

	AH	AI	AJ	AK
2180				
2181	City		Yes – car or van	
2182	City		Yes – car or van	
2183	Town			
2184	Town		Yes – car or van	
2185	Town		Yes – car or van	
2186	City			
2187	Town			
2188	City			
2189	Town			
2190	Rural		Yes – car or van	
2191	Town		Yes – car or van	
2192	Town		Yes – car or van	

	AH	AI	AJ	AK
2193	Rural		Yes – car or van	
2194	Village		Yes – car or van	
2195	Town		Yes – car or van	
2196	Village		Yes – car or van	
2197	Town		Yes – car or van	
2198	Village		Yes – car or van	
2199	Town			
2200	Town		Yes – car or van	
2201	Town		Yes – car or van	
2202	Rural		Yes – car or van	
2203	Village		Yes – car or van	
2204	Village		Yes – car or van	
2205	Village		Yes – car or van	
2206	Town		Yes – car or van	
2207	Village		Yes – car or van	
2208	Town		Yes – car or van	
2209	Town		Yes – car or van	
2210	Village		Yes – car or van	
2211	Town		Yes – car or van	

	AH	AI	AJ	AK
2212	Town		Yes – car or van	
2213	Town		Yes – car or van	
2214	Rural		Yes – car or van	
2215	Village		Yes – car or van	
2216	Town		Yes – car or van	
2217	Rural		Yes – car or van	
2218	Rural		Yes – car or van	
2219	Village		Yes – car or van	
2220	Town		Yes – car or van	
2221	Town		Yes – car or van	
2222	Town		Yes – car or van	
2223	Town		Yes – car or van	
2224	Town		Yes – car or van	
2225	Town		Yes – car or van	
2226	Village		Yes – car or van	
2227	Rural		Yes – car or van	
2228	Town		Yes – car or van	
2229	Rural		Yes – car or van	
2230	Village		Yes – car or van	
2231	Town	No	Yes – car or van	
2232	Town		Yes – car or van	
2233	Rural			
2234	Town		Yes – car or van	

	AH	AI	AJ	AK
2235	Village		Yes – car or van	
2236	City			
2237	Town		Yes – car or van	
2238	Town		Yes – car or van	
2239	City			
2240	City			
2241	Town		Yes – car or van	
2242	Village	No		
2243	Town		Yes – car or van	
2244	Town		Yes – car or van	
2245	Town		Yes – car or van	
2246	Town		Yes – car or van	
2247	Town		Yes – car or van	
2248	Village		Yes – car or van	
2249	City			
2250	Rural		Yes – car or van	
2251	Village		Yes – car or van	
2252	Rural		Yes – car or van	
2253	Town		Yes – car or van	
2254	Town			
2255	Town			
2256	Town			
2257	Village		Yes – car or van	
2258	Town			
2259	Town			
2260	Town			
2261	Town			
2262	Town	No	Yes – car or van	
2263	Town			
2264	Village			

	AH	AI	AJ	AK
2265	Village			
2266	Village		Yes – car or van	
2267	Village		Yes – car or van	
2268	Town		Yes – car or van	
2269	Town			
2270	Town		Yes – car or van	
2271	Village		Yes – car or van	
2272	Town		Yes – car or van	
2273	City		Yes – car or van	
2274	Town		Yes – car or van	
2275	Town			
2276	Town		Yes – car or van	
2277	Town			
2278	Village		Yes – car or van	
2279	Town		Yes – car or van	
2280	Town		Yes – car or van	
2281	Village		Yes – car or van	
2282	Town			
2283	City			
2284	Rural		Yes – car or van	
2285	Town		Yes – car or van	
2286	Town			
2287	Village		Yes – car or van	

	AH	AI	AJ	AK
2288	Village		Yes – car or van	
2289	Town		Yes – car or van	
2290	Village		Yes – car or van	
2291	Village			
2292	Village		Yes – car or van	
2293	Town			
2294	City		Yes – car or van	
2295	Town		Yes – car or van	
2296	Town		Yes – car or van	
2297	Town		Yes – car or van	
2298	Town		Yes – car or van	
2299	Village		Yes – car or van	
2300	Town		Yes – car or van	
2301	City			
2302	Town			
2303	Rural		Yes – car or van	
2304	Town		Yes – car or van	
2305	Village		Yes – car or van	
2306	Village		Yes – car or van	
2307	City			
2308	City		Yes – car or van	
2309	Village		Yes – car or van	
2310	Town			
2311	Rural		Yes – car or van	
2312	Town			
2313	Village		Yes – car or van	
2314	Town		Yes – car or van	
2315	Town		Yes – car or van	
2316	City			
2317	Town		Yes – car or van	
2318	City		Yes – car or van	
2319	Village		Yes – car or van	
2320	City			
2321	Village		Yes – car or van	

	AH	AI	AJ	AK
2322	Town		Yes – car or van	
2323	Village		Yes – car or van	
2324	Town			
2325	Town		Yes – car or van	
2326	Village		Yes – car or van	
2327	Village			
2328	City			
2329	Town		Yes – car or van	
2330	Town		Yes – car or van	
2331	Village		Yes – car or van	
2332	Village		Yes – car or van	
2333	Village			
2334	Town			
2335	City			
2336	Village		Yes – car or van	
2337	City			
2338	City			
2339	Village		Yes – car or van	
2340	Town		Yes – car or van	

	AH	AI	AJ	AK
2341	Village		Yes – car or van	
2342	Rural			
2343	Village		Yes – car or van	
2344	Town		Yes – car or van	
2345	Village		Yes – car or van	
2346	Rural		Yes – car or van	
2347	Town		Yes – car or van	
2348	Town		Yes – car or van	
2349	Village		Yes – car or van	
2350	Town		Yes – car or van	
2351	Town		Yes – car or van	
2352	Town		Yes – car or van	Yes – motorbike or moped
2353	Rural		Yes – car or van	
2354	Town			
2355	Rural		Yes – car or van	
2356	Village		Yes – car or van	
2357	Town			
2358	Rural		Yes – car or van	
2359	Town		Yes – car or van	
2360	City			
2361	Town		Yes – car or van	
2362	Town		Yes – car or van	
2363	Town		Yes – car or van	
2364	Village		Yes – car or van	

	AH	AI	AJ	AK
2365	Village		Yes – car or van	
2366	Town		Yes – car or van	
2367	Village			
2368	Village			
2369	Village		Yes – car or van	
2370	City		Yes – car or van	
2371	City		Yes – car or van	
2372	Town		Yes – car or van	
2373	City			
2374	Village		Yes – car or van	
2375	Village		Yes – car or van	
2376	Town		Yes – car or van	
2377	Village		Yes – car or van	
2378	Town		Yes – car or van	
2379	Town		Yes – car or van	
2380	City			
2381	City			
2382	Village		Yes – car or van	
2383	Town		Yes – car or van	
2384	Town		Yes – car or van	
2385	Town			
2386	Town			
2387	Rural		Yes – car or van	
2388	City		Yes – car or van	

	AH	AI	AJ	AK
2389				
2390	Village		Yes – car or van	
2391	Town		Yes – car or van	
2392	Village		Yes – car or van	
2393				
2394	City			
2395	Village		Yes – car or van	
2396	Town		Yes – car or van	
2397	Town		Yes – car or van	
2398	Village			
2399	Village		Yes – car or van	
2400	Town			
2401	Rural		Yes – car or van	
2402	Town		Yes – car or van	
2403	Town		Yes – car or van	
2404	City		Yes – car or van	
2405	Town		Yes – car or van	
2406	Rural		Yes – car or van	
2407	Rural		Yes – car or van	
2408	Village		Yes – car or van	
2409	City		Yes – car or van	
2410	Town			

	AH	AI	AJ	AK
2411	City		Yes – car or van	
2412	City			
2413	Town		Yes – car or van	
2414				
2415	City			
2416	Town		Yes – car or van	
2417	City			
2418	City		Yes – car or van	
2419	Town		Yes – car or van	
2420	Village		Yes – car or van	
2421	Town			
2422	Town		Yes – car or van	
2423	Rural		Yes – car or van	
2424	Town		Yes – car or van	
2425	Town			
2426	Town		Yes – car or van	
2427	City		Yes – car or van	

	AH	AI	AJ	AK
2428	City			
2429	Village			
2430	Village		Yes – car or van	
2431	Town		Yes – car or van	
2432	City		Yes – car or van	
2433	Rural		Yes – car or van	
2434	Village		Yes – car or van	
2435	Village		Yes – car or van	
2436	Village		Yes – car or van	
2437	Village		Yes – car or van	
2438	Town		Yes – car or van	
2439	Town		Yes – car or van	
2440	Town			
2441	Town		Yes – car or van	
2442	Village		Yes – car or van	
2443	Town		Yes – car or van	
2444	Village			

	AH	AI	AJ	AK
2445	Rural		Yes – car or van	Yes – motorbike or moped
2446	Town		Yes – car or van	
2447	Village		Yes – car or van	Yes – motorbike or moped
2448	Town		Yes – car or van	
2449	Town		Yes – car or van	
2450	Town		Yes – car or van	
2451	Town		Yes – car or van	
2452	Town		Yes – car or van	
2453	Village		Yes – car or van	Yes – motorbike or moped
2454	Village		Yes – car or van	
2455	Town		Yes – car or van	
2456	Town		Yes – car or van	
2457	Town		Yes – car or van	

	AH	AI	AJ	AK
2458				
2459	Village		Yes – car or van	
2460	Town		Yes – car or van	
2461	Village		Yes – car or van	
2462	Rural		Yes – car or van	
2463	Rural		Yes – car or van	
2464	Town			
2465	Village		Yes – car or van	
2466	Rural		Yes – car or van	
2467	Village		Yes – car or van	

	AH	AI	AJ	AK
2468	Village		Yes – car or van	
2469	Town		Yes – car or van	
2470	Rural		Yes – car or van	
2471	City			
2472	Rural		Yes – car or van	
2473	Town		Yes – car or van	
2474	Town		Yes – car or van	
2475				
2476	Town		Yes – car or van	
2477	Town			
2478	Town		Yes – car or van	
2479	Town		Yes – car or van	
2480	Town		Yes – car or van	
2481	Town			
2482	Village		Yes – car or van	
2483	Town		Yes – car or van	
2484	Village		Yes – car or van	

	AH	AI	AJ	AK
2485	Village		Yes – car or van	
2486	Rural		Yes – car or van	
2487	Town			
2488	Town		Yes – car or van	
2489	City			
2490	Town		Yes – car or van	
2491	Town			
2492	Town		Yes – car or van	
2493				
2494	City			
2495	Town		Yes – car or van	
2496	Town		Yes – car or van	
2497	Village		Yes – car or van	
2498	Rural		Yes – car or van	
2499	Town			
2500	Town		Yes – car or van	
2501	Rural		Yes – car or van	
2502	City	No		
2503	City			
2504	Town		Yes – car or van	
2505	Village		Yes – car or van	
2506	City			
2507	Rural		Yes – car or van	

	AH	AI	AJ	AK
2508	Town		Yes – car or van	
2509	City			
2510	City			
2511	Rural		Yes – car or van	
2512	Town			
2513	City		Yes – car or van	
2514	City			
2515	City		Yes – car or van	
2516	City		Yes – car or van	
2517	City		Yes – car or van	
2518	Town			
2519	City			
2520	Town			
2521	City		Yes – car or van	
2522	Rural		Yes – car or van	
2523	City			
2524	Village			
2525	Town		Yes – car or van	
2526	City			
2527	Town		Yes – car or van	
2528	Village		Yes – car or van	
2529	Town		Yes – car or van	
2530	City		Yes – car or van	
2531	City		Yes – car or van	

	AH	AI	AJ	AK
2532	Town			
2533	City		Yes – car or van	
2534	Town			
2535	Town	No		
2536	Town		Yes – car or van	
2537	City		Yes – car or van	
2538	Village		Yes – car or van	
2539	City			
2540	Town			
2541	Town		Yes – car or van	
2542	City			
2543	City			
2544	City			
2545	City		Yes – car or van	
2546	City			

	AH	AI	AJ	AK
2547	City			
2548	Rural		Yes – car or van	
2549	City			
2550	Town		Yes – car or van	
2551	City		Yes – car or van	
2552	Town		Yes – car or van	
2553	City			
2554	City			
2555	City		Yes – car or van	
2556	Village	No		
2557	City		Yes – car or van	
2558	Town		Yes – car or van	
2559	City		Yes – car or van	
2560	City			
2561	City		Yes – car or van	
2562	City		Yes – car or van	
2563	Town			
2564	City			
2565	Town		Yes – car or van	
2566	City			

	AH	AI	AJ	AK
2567	Town		Yes – car or van	
2568	City			
2569	City		Yes – car or van	
2570	City			
2571	Town			
2572	Town		Yes – car or van	
2573	Village		Yes – car or van	
2574	Town		Yes – car or van	
2575	City			
2576	Town			
2577	City		Yes – car or van	
2578	City			
2579	City		Yes – car or van	
2580	Town			
2581	City		Yes – car or van	
2582	Town			
2583	City			
2584	City		Yes – car or van	
2585	Town		Yes – car or van	
2586	City		Yes – car or van	
2587	City		Yes – car or van	
2588	City			
2589	City			
2590	City		Yes – car or van	
2591	City		Yes – car or van	
2592	Town			
2593	City		Yes – car or van	
2594	City			
2595	Town			
2596	Town		Yes – car or van	
2597	Town		Yes – car or van	

	AH	AI	AJ	AK
2598	City		Yes – car or van	
2599	Town			
2600	Town		Yes – car or van	
2601	City		Yes – car or van	
2602	Village		Yes – car or van	
2603	Town		Yes – car or van	
2604	Town			
2605	City		Yes – car or van	
2606	City			
2607	Village		Yes – car or van	
2608	City		Yes – car or van	
2609	Town		Yes – car or van	
2610	City			
2611	City		Yes – car or van	
2612	Village			
2613	Town		Yes – car or van	
2614	Rural		Yes – car or van	
2615	City			
2616	Town		Yes – car or van	
2617	City			
2618	Rural		Yes – car or van	
2619	City			
2620	Town			
2621	City			
2622	City			
2623	City		Yes – car or van	
2624	City		Yes – car or van	
2625	Town		Yes – car or van	
2626	City		Yes – car or van	
2627	City		Yes – car or van	
2628	City		Yes – car or van	
2629	City			

	AH	AI	AJ	AK
2630	Town	No	Yes – car or van	
2631	City			
2632	City		Yes – car or van	
2633				
2634	City		Yes – car or van	
2635	City		Yes – car or van	
2636	Town		Yes – car or van	
2637	Village		Yes – car or van	
2638	City			
2639	Town		Yes – car or van	
2640	City		Yes – car or van	
2641	City			
2642	Town		Yes – car or van	
2643	Town		Yes – car or van	
2644	City		Yes – car or van	
2645	City			
2646	Town			
2647	City		Yes – car or van	
2648	City		Yes – car or van	
2649	Town	No		
2650	Town		Yes – car or van	
2651	City			
2652	City		Yes – car or van	
2653	Town			
2654	City			
2655	City			
2656	Town		Yes – car or van	
2657	City		Yes – car or van	
2658	City		Yes – car or van	
2659	City			
2660	Village		Yes – car or van	
2661	Town	No	Yes – car or van	
2662	Town		Yes – car or van	
2663	City			
2664	Town		Yes – car or van	

	AH	AI	AJ	AK
2665	City		Yes – car or van	
2666	Rural		Yes – car or van	
2667	Town		Yes – car or van	
2668	City		Yes – car or van	
2669	Town		Yes – car or van	
2670	City			
2671	Village		Yes – car or van	
2672	Village		Yes – car or van	
2673	Rural		Yes – car or van	
2674	City			
2675	City			
2676	Town		Yes – car or van	
2677	Village		Yes – car or van	
2678	Town		Yes – car or van	
2679	City			
2680	City		Yes – car or van	
2681	City			
2682	Town		Yes – car or van	
2683	Town			

	AH	AI	AJ	AK
2684	City		Yes – car or van	
2685	City			
2686	City		Yes – car or van	
2687	City			
2688				
2689	City		Yes – car or van	
2690	Town		Yes – car or van	
2691	City		Yes – car or van	
2692	City		Yes – car or van	
2693	Village		Yes – car or van	
2694				
2695	City			
2696	Town		Yes – car or van	
2697	City			
2698	City		Yes – car or van	
2699	City			
2700	Town		Yes – car or van	
2701	Town		Yes – car or van	
2702				
2703	Town		Yes – car or van	Yes – motorbike or moped
2704	Village			
2705	Village		Yes – car or van	Yes – motorbike or moped
2706	City			

	AH	AI	AJ	AK
2707	City		Yes – car or van	
2708	Village			
2709	City			
2710	Town		Yes – car or van	
2711	City			
2712	City		Yes – car or van	
2713	City			
2714	Village			
2715	Town	No	Yes – car or van	
2716	Town	No	Yes – car or van	
2717	City		Yes – car or van	
2718	City			
2719	City			
2720	Town		Yes – car or van	
2721	City		Yes – car or van	
2722	Town		Yes – car or van	
2723	Town		Yes – car or van	
2724	City		Yes – car or van	
2725	City			
2726	City		Yes – car or van	
2727	Town		Yes – car or van	Yes – motorbike or moped

	AH	AI	AJ	AK
2728	City			
2729	City			
2730	City		Yes – car or van	
2731	City		Yes – car or van	
2732	City			
2733	Town		Yes – car or van	
2734	City			
2735	City			
2736	Town		Yes – car or van	
2737	Town			
2738	Village		Yes – car or van	

	AH	AI	AJ	AK
2739	City		Yes – car or van	
2740	City			
2741	Village		Yes – car or van	
2742	Village		Yes – car or van	
2743	City		Yes – car or van	
2744	City		Yes – car or van	
2745	Village			
2746	City		Yes – car or van	
2747	City		Yes – car or van	
2748	City			
2749	City			
2750	City			
2751	City			
2752	Town		Yes – car or van	
2753	City			
2754				

	AH	AI	AJ	AK
2755	City			
2756	Town	No	Yes – car or van	
2757	City			
2758	City		Yes – car or van	
2759	Town		Yes – car or van	
2760	Town		Yes – car or van	
2761	Rural		Yes – car or van	
2762	Village			
2763				

	AH	AI	AJ	AK
2764	City			
2765	Town		Yes – car or van	
2766	City			
2767	City			
2768	City			
2769	City		Yes – car or van	

	AH	AI	AJ	AK
2770	City			
2771	Town			
2772	City			
2773	City		Yes – car or van	
2774	City		Yes – car or van	
2775	City		Yes – car or van	
2776	City			
2777	City		Yes – car or van	
2778	City		Yes – car or van	
2779	City			
2780	City		Yes – car or van	
2781	Village		Yes – car or van	
2782	Town		Yes – car or van	Yes – motorbike or moped
2783	Town		Yes – car or van	

	AH	AI	AJ	AK
2784	Rural		Yes – car or van	
2785	City		Yes – car or van	
2786	Village		Yes – car or van	
2787	Town		Yes – car or van	
2788	Town		Yes – car or van	
2789	City		Yes – car or van	
2790	City		Yes – car or van	
2791	City		Yes – car or van	

	AH	AI	AJ	AK
2792	Town			
2793	Town		Yes - car or van	

	AH	AI	AJ	AK
2794	City			
2795	City		Yes – car or van	
2796	Town			
2797	City		Yes – car or van	
2798	Town			
2799	City		Yes – car or van	
2800	City		Yes – car or van	
2801	Town		Yes – car or van	Yes – motorbike or moped
2802	City			
2803	City			
2804	Rural		Yes – car or van	

	AH	AI	AJ	AK
2805	City		Yes – car or van	
2806	City		Yes – car or van	
2807	Rural		Yes – car or van	
2808	City			
2809	City			
2810	Town		Yes – car or van	
2811	City		Yes – car or van	
2812	City		Yes – car or van	
2813	Village		Yes – car or van	
2814	City			
2815	Town	No	Yes – car or van	
2816	Rural		Yes – car or van	
2817	Village		Yes – car or van	
2818	Village		Yes – car or van	
2819	Town		Yes – car or van	
2820	City			
2821				
2822	City		Yes – car or van	
2823	Town			
2824	Town		Yes – car or van	
2825	City			

	AH	AI	AJ	AK
2826	City			
2827	City			
2828	City			
2829	Town		Yes – car or van	
2830	Town		Yes – car or van	
2831	Rural		Yes – car or van	Yes – motorbike or moped
2832	Village		Yes – car or van	
2833	City		Yes – car or van	
2834	City			
2835	City			
2836	Rural		Yes – car or van	
2837	Town		Yes – car or van	
2838				
2839	Rural		Yes – car or van	
2840	City			
2841	City			
2842	Village		Yes – car or van	
2843	Village		Yes – car or van	
2844	Rural		Yes – car or van	
2845	City		Yes – car or van	

	AH	AI	AJ	AK
2846	City			
2847	Village			
2848	Village		Yes – car or van	
2849	City		Yes – car or van	
2850	Town		Yes – car or van	
2851	City			
2852	Town		Yes – car or van	
2853	City			
2854	City		Yes – car or van	
2855	City		Yes – car or van	
2856	City			
2857	City			
2858	Town			
2859	Town		Yes – car or van	
2860	Rural		Yes – car or van	
2861	Town		Yes – car or van	
2862	Town		Yes – car or van	
2863	Town			
2864	Town		Yes – car or van	
2865	City		Yes – car or van	
2866	City		Yes – car or van	
2867	City			
2868	City			
2869	Town		Yes – car or van	
2870	City		Yes – car or van	
2871	Town			
2872	City			
2873	Town		Yes – car or van	
2874	Town		Yes – car or van	

	AH	AI	AJ	AK
2875	Town	No	Yes – car or van	
2876	Village		Yes – car or van	
2877	City		Yes – car or van	
2878	Rural		Yes – car or van	
2879	City			
2880	City		Yes – car or van	
2881	City		Yes – car or van	
2882	City		Yes – car or van	
2883	City			
2884	City			
2885	Village			
2886	City			
2887	Town		Yes – car or van	
2888	City			
2889	Town		Yes – car or van	
2890	City			
2891	City			
2892	Village			

	AH	AI	AJ	AK
2893	Town		Yes – car or van	
2894				
2895	Town		Yes – car or van	
2896	City		Yes – car or van	
2897	City		Yes – car or van	
2898	City		Yes – car or van	
2899	City			
2900	City		Yes – car or van	
2901	Town		Yes – car or van	
2902	Town			
2903	City		Yes – car or van	
2904	Town		Yes – car or van	
2905	City		Yes – car or van	
2906	Village		Yes – car or van	
2907	City		Yes – car or van	
2908	City			
2909	City		Yes – car or van	
2910	Town		Yes – car or van	
2911	Village		Yes – car or van	
2912	Town		Yes – car or van	
2913	City		Yes – car or van	
2914				
2915	Rural		Yes – car or van	
2916	Village		Yes – car or van	
2917	Town		Yes – car or van	
2918	City			
2919	Town		Yes – car or van	

	AH	AI	AJ	AK
2920	Village		Yes – car or van	
2921	City			
2922	Town		Yes – car or van	
2923	City			
2924	Town		Yes – car or van	
2925	Village		Yes – car or van	
2926	City			
2927	Town		Yes – car or van	
2928	Town		Yes – car or van	
2929	City		Yes – car or van	
2930	Town			

	AH	AI	AJ	AK
2931	Village		Yes – car or van	
2932	Town		Yes – car or van	
2933	City		Yes – car or van	
2934	City		Yes – car or van	
2935	City			
2936	Town		Yes – car or van	
2937	Village		Yes – car or van	
2938	Town	No	Yes – car or van	
2939	City		Yes – car or van	
2940	City			
2941	City		Yes – car or van	
2942	Town		Yes – car or van	
2943	City		Yes – car or van	
2944	City		Yes – car or van	
2945	City			
2946	City		Yes – car or van	
2947	City		Yes – car or van	
2948	City		Yes – car or van	
2949	City		Yes – car or van	
2950	City		Yes – car or van	
2951	City		Yes – car or van	
2952	Town		Yes – car or van	
2953	City		Yes – car or van	
2954	City		Yes – car or van	

	AH	AI	AJ	AK
2955				
2956	City		Yes – car or van	
2957	City			
2958	Town		Yes – car or van	
2959	Town			
2960	City		Yes – car or van	
2961	City		Yes – car or van	
2962	Village		Yes – car or van	
2963	Town		Yes – car or van	
2964	City		Yes – car or van	

	AH	AI	AJ	AK
2965	Town		Yes – car or van	
2966	City			
2967	Town		Yes – car or van	
2968	Town		Yes – car or van	
2969	Town		Yes – car or van	
2970	City		Yes – car or van	
2971	City			
2972	City		Yes – car or van	Yes – motorbike or moped
2973	Rural		Yes – car or van	
2974	Town		Yes – car or van	
2975	City		Yes – car or van	
2976	City		Yes – car or van	
2977	City		Yes – car or van	

	AH	AI	AJ	AK
2978	City		Yes – car or van	
2979	City			
2980	City		Yes – car or van	
2981	Village		Yes – car or van	
2982	Village		Yes – car or van	
2983	City			
2984	City		Yes – car or van	
2985	City			
2986	City			
2987	City			
2988	City		Yes – car or van	
2989	City		Yes – car or van	
2990	City			
2991				
2992	City			

	AH	AI	AJ	AK
2993	City		Yes – car or van	
2994	City		Yes – car or van	
2995	City			
2996	Town		Yes – car or van	
2997	City		Yes – car or van	
2998	City			
2999	Town		Yes – car or van	
3000	City			
3001	City			
3002	City			Yes – motorbike or moped
3003	Town	No		
3004	City			
3005	City		Yes – car or van	
3006	City			
3007	City			
3008	Village		Yes – car or van	
3009	Town			
3010	Rural		Yes – car or van	
3011				
3012				
3013	City		Yes – car or van	
3014	City			
3015	Rural		Yes – car or van	
3016	City		Yes – car or van	
3017	City			
3018	City		Yes – car or van	
3019	Town		Yes – car or van	

	AH	AI	AJ	AK
3020				
3021				

	AH	AI	AJ	AK
3022				
3023				

	AH	AI	AJ	AK
3024				
3025				
3026				
3027				

	AL	AM
1	Q17:3	Q18
2	Do you have access to a car, van, motorbike or moped, as ...	In the last 12 months, how often, on average, have you tr...
3		
4		
5		Once a week
6		Once a week
7		Once or twice a year
8		Less than once a month, but more than twice a year
9		Once or twice a year
10		
11		Five days a week or more
12	No – none of these	2-4 days a week
13		2-4 days a week
14		2-4 days a week
15	No – none of these	Five days a week or more
16	No – none of these	Never
17		Never
18	No – none of these	Once a week
19		Less than once a week, but at least once a month

	AL	AM
20		Once or twice a year
21		
22		Less than once a week, but at least once a month
23		Five days a week or more
24		Less than once a month, but more than twice a year
25	No – none of these	2-4 days a week
26		Less than once a month, but more than twice a year
27		Less than once a week, but at least once a month
28	No – none of these	Five days a week or more
29		Less than once a week, but at least once a month
30		Less than once a month, but more than twice a year
31	No – none of these	Five days a week or more
32	No – none of these	Five days a week or more
33	No – none of these	Less than once a week, but at least once a month
34	No – none of these	2-4 days a week
35		Five days a week or more
36		Less than once a week, but at least once a month
37	No – none of these	Less than once a week, but at least once a month
38		Less than once a month, but more than twice a year
39		Less than once a month, but more than twice a year
40		Once or twice a year
41		Less than once a week, but at least once a month
42		Once or twice a year
43		Once a week
44		Less than once a week, but at least once a month

	AL	AM
45		2-4 days a week
46	No – none of these	2-4 days a week
47		Less than once a month, but more than twice a year
48	No – none of these	Less than once a week, but at least once a month
49	No – none of these	2-4 days a week
50	No – none of these	Five days a week or more
51	No – none of these	2-4 days a week
52		Less than once a week, but at least once a month
53		Less than once a month, but more than twice a year
54	No – none of these	Less than once a week, but at least once a month
55		Less than once a week, but at least once a month
56	No – none of these	2-4 days a week
57		Never
58	No – none of these	2-4 days a week
59	No – none of these	2-4 days a week
60		2-4 days a week
61	No – none of these	Five days a week or more
62		2-4 days a week

	AL	AM
63	No – none of these	Once or twice a year
64		Less than once a week, but at least once a month
65		Less than once a week, but at least once a month
66		Once a week
67	No – none of these	Five days a week or more
68		2-4 days a week
69	No – none of these	Five days a week or more
70		Less than once a week, but at least once a month
71	No – none of these	Once or twice a year
72		2-4 days a week
73		Less than once a week, but at least once a month
74	No – none of these	2-4 days a week
75	No – none of these	Once a week
76		Once or twice a year
77	No – none of these	Once a week
78	No – none of these	Once a week
79	No – none of these	Less than once a month, but more than twice a year
80	No – none of these	Once a week
81		Less than once a week, but at least once a month
82		Less than once a week, but at least once a month
83		Once or twice a year
84	No – none of these	Less than once a week, but at least once a month
85		Once a week
86	No – none of these	Once a week
87	No – none of these	Five days a week or more
88	No – none of these	Five days a week or more

	AL	AM
89		Less than once a month, but more than twice a year
90	No – none of these	2-4 days a week
91	No – none of these	2-4 days a week
92		Once a week
93		2-4 days a week
94	No – none of these	2-4 days a week
95	No – none of these	Less than once a week, but at least once a month
96		Once a week
97		Never
98	No – none of these	2-4 days a week
99		
100	No – none of these	2-4 days a week
101	No – none of these	2-4 days a week
102		Less than once a month, but more than twice a year
103	No – none of these	Once or twice a year
104		Never
105		2-4 days a week
106		Less than once a month, but more than twice a year
107		Once a week
108		Less than once a week, but at least once a month
109		2-4 days a week
110	No – none of these	Five days a week or more
111	No – none of these	Five days a week or more

	AL	AM
112		Never
113		Less than once a month, but more than twice a year
114		Less than once a week, but at least once a month
115		Less than once a week, but at least once a month
116		2-4 days a week
117	No – none of these	2-4 days a week
118		
119		Less than once a week, but at least once a month
120	No – none of these	Five days a week or more
121		2-4 days a week
122		Once or twice a year
123		Less than once a week, but at least once a month
124		Five days a week or more
125		2-4 days a week
126	No – none of these	Once a week
127		2-4 days a week
128		Never
129		Less than once a week, but at least once a month
130		Once a week
131		Once a week
132		Once a week
133		

	AL	AM
134		Less than once a month, but more than twice a year
135	No – none of these	Once or twice a year
136		2-4 days a week
137		2-4 days a week
138		Once a week
139		Less than once a week, but at least once a month
140	No – none of these	2-4 days a week
141	No – none of these	Five days a week or more
142		Once or twice a year
143	No – none of these	2-4 days a week
144		Once a week
145		Never
146		Less than once a month, but more than twice a year
147		Once a week
148		Five days a week or more
149		Less than once a month, but more than twice a year
150	No – none of these	Less than once a week, but at least once a month
151		
152		Once a week
153		2-4 days a week
154	No – none of these	2-4 days a week
155		Less than once a week, but at least once a month
156	No – none of these	Less than once a week, but at least once a month
157	No – none of these	Once a week
158	No – none of these	2-4 days a week

	AL	AM
159		Less than once a week, but at least once a month
160	No – none of these	Once a week
161		Once a week
162	No – none of these	2-4 days a week
163	No – none of these	Five days a week or more
164		2-4 days a week
165		Less than once a month, but more than twice a year
166		Less than once a week, but at least once a month
167	No – none of these	2-4 days a week
168	No – none of these	Less than once a week, but at least once a month
169		Less than once a week, but at least once a month
170		Less than once a month, but more than twice a year
171		Five days a week or more
172		Once a week
173		2-4 days a week
174		Once a week
175		Five days a week or more
176		Once a week
177	No – none of these	Five days a week or more
178	No – none of these	2-4 days a week
179	No – none of these	2-4 days a week
180		Once a week
181	No – none of these	2-4 days a week
182	No – none of these	Once a week
183	No – none of these	Once a week
184	No – none of these	2-4 days a week
185		Less than once a month, but more than twice a year

	AL	AM
186	No – none of these	Once a week
187	No – none of these	2-4 days a week
188		Less than once a week, but at least once a month
189	No – none of these	Once a week
190		Never
191		Once or twice a year
192		2-4 days a week
193	No – none of these	Five days a week or more
194	No – none of these	2-4 days a week
195		Once or twice a year
196		Less than once a month, but more than twice a year
197	No – none of these	2-4 days a week
198	No – none of these	Less than once a week, but at least once a month
199		Less than once a week, but at least once a month
200		Once a week
201		
202		Five days a week or more
203	No – none of these	Once a week
204	No – none of these	Once a week
205		Once a week
206		Once or twice a year

	AL	AM
207		Less than once a week, but at least once a month
208	No – none of these	Less than once a week, but at least once a month
209		Less than once a month, but more than twice a year
210	No – none of these	Five days a week or more
211		2-4 days a week
212		Less than once a week, but at least once a month
213		Less than once a week, but at least once a month
214	No – none of these	Less than once a month, but more than twice a year
215	No – none of these	2-4 days a week
216	No – none of these	Less than once a week, but at least once a month
217	No – none of these	Five days a week or more
218		2-4 days a week
219	No – none of these	Five days a week or more
220		Less than once a month, but more than twice a year
221		Five days a week or more
222	No – none of these	Less than once a month, but more than twice a year
223		Five days a week or more
224	No – none of these	Once a week
225		Once or twice a year
226	No – none of these	Once a week
227		Never
228		Less than once a month, but more than twice a year
229		Once or twice a year

	AL	AM
230		Once a week
231		Less than once a week, but at least once a month
232		Less than once a week, but at least once a month
233		Once or twice a year
234	No – none of these	Five days a week or more
235	No – none of these	Five days a week or more
236	No – none of these	Once a week
237		Less than once a week, but at least once a month
238	No – none of these	Less than once a week, but at least once a month
239		Once or twice a year
240		Once a week
241	No – none of these	Five days a week or more
242		2-4 days a week
243	No – none of these	Less than once a week, but at least once a month
244		Less than once a month, but more than twice a year
245		Once a week
246	No – none of these	Five days a week or more
247	No – none of these	2-4 days a week
248		Less than once a week, but at least once a month
249		Never
250	No – none of these	2-4 days a week
251	No – none of these	Less than once a week, but at least once a month
252	No – none of these	Less than once a week, but at least once a month

	AL	AM
253		Less than once a month, but more than twice a year
254		2-4 days a week
255		Less than once a month, but more than twice a year
256		Once a week
257		Once a week
258		Less than once a month, but more than twice a year
259	No – none of these	2-4 days a week
260	No – none of these	Once or twice a year
261		Once or twice a year
262		Once a week
263		2-4 days a week
264		Less than once a week, but at least once a month
265		Less than once a month, but more than twice a year
266		Once a week
267		Less than once a week, but at least once a month
268		Less than once a week, but at least once a month
269	No – none of these	Less than once a month, but more than twice a year
270		Less than once a month, but more than twice a year
271	No – none of these	Once a week
272		Less than once a month, but more than twice a year
273		Once or twice a year

	AL	AM
274		Never
275		Less than once a month, but more than twice a year
276		Once or twice a year
277		Once a week
278	No – none of these	2-4 days a week
279	No – none of these	Less than once a week, but at least once a month
280	No – none of these	2-4 days a week
281		Less than once a month, but more than twice a year
282		2-4 days a week
283		Less than once a month, but more than twice a year
284		Never
285		Less than once a week, but at least once a month
286		Once a week
287		Five days a week or more
288		Less than once a week, but at least once a month

	AL	AM
289	No – none of these	Once a week
290	No – none of these	Five days a week or more
291		2-4 days a week
292		Less than once a week, but at least once a month
293	No – none of these	2-4 days a week
294	No – none of these	2-4 days a week
295	No – none of these	Five days a week or more
296	No – none of these	Five days a week or more
297		Once or twice a year
298		Less than once a week, but at least once a month
299	No – none of these	Less than once a month, but more than twice a year
300	No – none of these	Five days a week or more
301		2-4 days a week
302		2-4 days a week
303		Less than once a month, but more than twice a year
304	No – none of these	Five days a week or more
305	No – none of these	Once a week
306		
307		Less than once a month, but more than twice a year
308		Once a week
309	No – none of these	Five days a week or more
310	No – none of these	Once a week
311	No – none of these	Less than once a week, but at least once a month
312	No – none of these	Five days a week or more
313	No – none of these	Five days a week or more
314		Once a week
315		Once or twice a year

	AL	AM
316		Never
317		Less than once a week, but at least once a month
318	No – none of these	2-4 days a week
319		2-4 days a week
320	No – none of these	Five days a week or more
321		2-4 days a week
322		2-4 days a week
323		Less than once a week, but at least once a month
324	No – none of these	Less than once a month, but more than twice a year
325		Less than once a week, but at least once a month
326		Once a week
327		Once a week
328		Once a week
329	No – none of these	Less than once a month, but more than twice a year
330		Less than once a month, but more than twice a year
331	No – none of these	2-4 days a week
332		Once a week
333		Once or twice a year

	AL	AM
334		Once or twice a year
335	No – none of these	Less than once a month, but more than twice a year
336	No – none of these	Five days a week or more
337	No – none of these	Once a week
338		Once or twice a year
339		Less than once a month, but more than twice a year
340		Less than once a week, but at least once a month
341	No – none of these	Five days a week or more
342	No – none of these	Five days a week or more
343	No – none of these	Five days a week or more
344		Less than once a month, but more than twice a year
345		Once a week
346	No – none of these	Once a week

	AL	AM
347	No – none of these	Five days a week or more
348		2-4 days a week
349		Less than once a week, but at least once a month
350		Once a week
351		Once a week
352	No – none of these	Once a week
353	No – none of these	Five days a week or more
354		Never
355		Once a week
356		Less than once a week, but at least once a month
357	No – none of these	2-4 days a week
358	No – none of these	2-4 days a week
359	No – none of these	Less than once a week, but at least once a month
360	No – none of these	2-4 days a week
361		Once or twice a year
362	No – none of these	Five days a week or more
363		Less than once a week, but at least once a month
364		Once or twice a year
365		2-4 days a week
366		Once a week

	AL	AM
367		Less than once a week, but at least once a month
368	No – none of these	Five days a week or more
369		Less than once a week, but at least once a month
370		Less than once a week, but at least once a month
371	No – none of these	2-4 days a week
372		Less than once a month, but more than twice a year
373		Less than once a week, but at least once a month
374		Never
375	No – none of these	Five days a week or more
376	No – none of these	2-4 days a week
377	No – none of these	2-4 days a week
378	No – none of these	Less than once a week, but at least once a month
379		Five days a week or more
380		Less than once a month, but more than twice a year
381		Less than once a month, but more than twice a year
382	No – none of these	Five days a week or more
383	No – none of these	Less than once a month, but more than twice a year

	AL	AM
384	No – none of these	2-4 days a week
385	No – none of these	Once a week
386		2-4 days a week
387	No – none of these	2-4 days a week
388	No – none of these	Less than once a month, but more than twice a year
389	No – none of these	Five days a week or more
390		Once or twice a year
391	No – none of these	Less than once a week, but at least once a month
392		Less than once a week, but at least once a month
393		Never
394	No – none of these	Five days a week or more
395		Less than once a week, but at least once a month
396		Once a week
397		Five days a week or more
398		Less than once a week, but at least once a month
399		Once a week
400	No – none of these	Five days a week or more
401		2-4 days a week
402		Less than once a month, but more than twice a year
403	No – none of these	Less than once a week, but at least once a month
404		2-4 days a week

	AL	AM
405		Less than once a week, but at least once a month
406		Less than once a week, but at least once a month
407		Less than once a month, but more than twice a year
408		Once or twice a year
409		Less than once a week, but at least once a month
410		Less than once a week, but at least once a month
411		2-4 days a week
412		Less than once a week, but at least once a month
413		Once a week
414		Less than once a week, but at least once a month
415	No - none of these	2-4 days a week
416		2-4 days a week
417		Once a week

	AL	AM
418	No – none of these	Five days a week or more
419		Never
420		Five days a week or more
421		Less than once a week, but at least once a month
422	No – none of these	Less than once a week, but at least once a month
423	No – none of these	Never
424		Once a week
425		Less than once a month, but more than twice a year
426	No – none of these	2-4 days a week
427	No – none of these	2-4 days a week
428	No – none of these	2-4 days a week

	AL	AM
429		2-4 days a week
430		Less than once a week, but at least once a month
431	No – none of these	2-4 days a week
432	No – none of these	2-4 days a week
433		Less than once a month, but more than twice a year
434		Never
435		2-4 days a week
436	No – none of these	2-4 days a week
437		Less than once a week, but at least once a month
438		Less than once a month, but more than twice a year
439	No – none of these	Less than once a week, but at least once a month
440		Less than once a week, but at least once a month
441		Less than once a week, but at least once a month
442		Less than once a week, but at least once a month
443	No – none of these	Once or twice a year
444	No – none of these	
445		Less than once a week, but at least once a month
446		Less than once a month, but more than twice a year
447		Once or twice a year
448	No – none of these	2-4 days a week
449		Once or twice a year

	AL	AM
450		Once a week
451	No – none of these	Less than once a week, but at least once a month
452		Once a week
453	No – none of these	2-4 days a week
454	No – none of these	Once or twice a year
455		2-4 days a week
456		Less than once a month, but more than twice a year
457		Less than once a week, but at least once a month
458		2-4 days a week
459		Five days a week or more
460	No – none of these	Five days a week or more
461		Less than once a month, but more than twice a year
462	No – none of these	Five days a week or more
463		2-4 days a week
464		Less than once a week, but at least once a month
465		
466		2-4 days a week
467		Less than once a month, but more than twice a year
468	No – none of these	Less than once a month, but more than twice a year
469		Once a week
470	No – none of these	Less than once a week, but at least once a month
471	No – none of these	2-4 days a week

	AL	AM
472	No – none of these	Less than once a week, but at least once a month
473	No – none of these	Five days a week or more
474		Less than once a month, but more than twice a year
475		2-4 days a week
476	No – none of these	Five days a week or more
477		2-4 days a week
478		Never
479		Less than once a week, but at least once a month
480		2-4 days a week
481		Less than once a week, but at least once a month
482		Less than once a month, but more than twice a year
483		2-4 days a week
484		2-4 days a week
485		Five days a week or more
486		Once a week
487	No – none of these	Five days a week or more
488	No – none of these	Five days a week or more

	AL	AM
489	No – none of these	2-4 days a week
490	No – none of these	Less than once a month, but more than twice a year
491		2-4 days a week
492	No – none of these	2-4 days a week
493	No – none of these	2-4 days a week
494		Five days a week or more
495		Once or twice a year
496		Less than once a month, but more than twice a year
497	No – none of these	2-4 days a week
498		2-4 days a week
499		Never
500	No – none of these	Less than once a week, but at least once a month
501		Once a week
502		Less than once a month, but more than twice a year
503		Less than once a week, but at least once a month
504		2-4 days a week
505		Less than once a week, but at least once a month
506	No – none of these	2-4 days a week
507	No – none of these	2-4 days a week
508		
509	No – none of these	Five days a week or more
510	No – none of these	Five days a week or more
511		Less than once a week, but at least once a month
512	No – none of these	2-4 days a week

	AL	AM
513	No – none of these	Once a week
514	No – none of these	2-4 days a week
515	No – none of these	Once a week
516		Less than once a month, but more than twice a year
517	No – none of these	Five days a week or more
518	No – none of these	Once a week
519	No – none of these	2-4 days a week
520	No – none of these	2-4 days a week
521		Five days a week or more
522	No – none of these	Less than once a week, but at least once a month
523	No – none of these	Once or twice a year
524	No – none of these	2-4 days a week
525		Once a week
526	No – none of these	Five days a week or more
527	No – none of these	Less than once a month, but more than twice a year
528		Never
529		2-4 days a week
530		2-4 days a week
531	No – none of these	2-4 days a week
532		2-4 days a week
533		Once or twice a year
534		Once a week
535		Once or twice a year
536		Once a week
537		Less than once a week, but at least once a month
538	No – none of these	2-4 days a week
539	No – none of these	2-4 days a week
540	No – none of these	Less than once a week, but at least once a month

	AL	AM
541	No – none of these	Once or twice a year
542	No – none of these	Never
543	No – none of these	Less than once a week, but at least once a month
544	No – none of these	2-4 days a week
545	No – none of these	Less than once a month, but more than twice a year
546	No – none of these	Once a week
547	No – none of these	Once or twice a year
548		2-4 days a week
549		Less than once a week, but at least once a month
550		Once a week
551		Less than once a month, but more than twice a year
552	No – none of these	2-4 days a week
553	No – none of these	2-4 days a week
554	No – none of these	2-4 days a week
555		Never
556	No – none of these	Five days a week or more
557		Less than once a month, but more than twice a year
558	No – none of these	Less than once a week, but at least once a month
559	No – none of these	2-4 days a week
560	No – none of these	Five days a week or more
561	No – none of these	Once a week
562	No – none of these	Less than once a week, but at least once a month
563		Once a week
564		Five days a week or more
565	No – none of these	2-4 days a week
566		Less than once a month, but more than twice a year
567		Never
568		Once a week
569		2-4 days a week
570	No – none of these	Less than once a week, but at least once a month
571	No – none of these	Once or twice a year

	AL	AM
572	No – none of these	2-4 days a week
573		Once a week
574		Less than once a month, but more than twice a year
575	No – none of these	Five days a week or more
576	No – none of these	2-4 days a week
577	No – none of these	Less than once a month, but more than twice a year
578		Five days a week or more
579	No – none of these	Once or twice a year
580		Less than once a week, but at least once a month
581	No – none of these	Less than once a week, but at least once a month
582		Less than once a week, but at least once a month
583		Never
584		Once a week
585		Once or twice a year
586	No – none of these	Five days a week or more
587		Once a week
588		2-4 days a week
589	No – none of these	2-4 days a week
590	No – none of these	Five days a week or more
591	No – none of these	Once a week
592		2-4 days a week
593		2-4 days a week
594		Once a week
595		Once a week
596		Once a week
597		Less than once a month, but more than twice a year
598		Never
599	No – none of these	Less than once a month, but more than twice a year
600		2-4 days a week
601		Less than once a month, but more than twice a year
602	No – none of these	Less than once a week, but at least once a month
603		Once a week
604		Once a week
605		Less than once a month, but more than twice a year
606	No – none of these	2-4 days a week
607		2-4 days a week
608		2-4 days a week

	AL	AM
609		2-4 days a week
610	No – none of these	Less than once a month, but more than twice a year
611	No – none of these	Less than once a week, but at least once a month
612		2-4 days a week
613		2-4 days a week
614		Once a week
615	No – none of these	Five days a week or more
616	No – none of these	2-4 days a week
617		2-4 days a week
618	No – none of these	2-4 days a week
619		Once a week
620		Once or twice a year
621		Less than once a week, but at least once a month
622		2-4 days a week
623		Less than once a week, but at least once a month
624		Less than once a month, but more than twice a year
625	No – none of these	Less than once a week, but at least once a month
626		Never
627	No – none of these	2-4 days a week
628		Once or twice a year
629	No – none of these	Once or twice a year
630		Less than once a week, but at least once a month
631	No – none of these	Once a week
632		Once or twice a year
633		Never
634		Once a week
635	No – none of these	Five days a week or more
636		Less than once a week, but at least once a month

	AL	AM
637		Once a week
638		Once a week
639		2-4 days a week
640	No – none of these	2-4 days a week
641		Five days a week or more
642	No – none of these	Once a week
643	No – none of these	2-4 days a week
644		Once a week
645		Once a week
646	No – none of these	2-4 days a week
647		Once or twice a year
648		2-4 days a week
649	No – none of these	Less than once a week, but at least once a month
650	No – none of these	Once a week
651		2-4 days a week
652		2-4 days a week
653		Once a week
654		Less than once a week, but at least once a month
655		Never
656	No – none of these	2-4 days a week
657		Less than once a week, but at least once a month
658		Once a week
659		Once a week
660	No – none of these	Five days a week or more
661		Less than once a month, but more than twice a year
662	No – none of these	Five days a week or more

	AL	AM
663	No – none of these	Once a week
664	No – none of these	Five days a week or more
665	No – none of these	Five days a week or more
666		Less than once a month, but more than twice a year
667		2-4 days a week
668		Five days a week or more
669		Less than once a month, but more than twice a year
670	No – none of these	Once a week
671		Never
672		Less than once a month, but more than twice a year
673		2-4 days a week
674		Once a week
675	No – none of these	Five days a week or more
676	No – none of these	Five days a week or more
677		Once a week
678		2-4 days a week
679		Less than once a month, but more than twice a year
680	No – none of these	Once a week
681		Less than once a week, but at least once a month
682		Less than once a week, but at least once a month
683		Less than once a month, but more than twice a year
684		Less than once a month, but more than twice a year
685		Once a week
686		Less than once a week, but at least once a month
687	No – none of these	2-4 days a week
688	No – none of these	Five days a week or more
689	No – none of these	Five days a week or more
690		Less than once a week, but at least once a month
691	No – none of these	Less than once a week, but at least once a month
692	No – none of these	Never
693		
694		Less than once a month, but more than twice a year
695	No – none of these	2-4 days a week

	AL	AM
696	No – none of these	Once a week
697		Once a week
698	No – none of these	2-4 days a week
699	No – none of these	Five days a week or more
700	No – none of these	2-4 days a week
701		2-4 days a week
702	No – none of these	
703		Less than once a week, but at least once a month
704		Never
705	No – none of these	Less than once a week, but at least once a month
706	No – none of these	2-4 days a week
707		Less than once a week, but at least once a month
708		Less than once a week, but at least once a month
709	No – none of these	2-4 days a week
710	No – none of these	2-4 days a week
711	No – none of these	Five days a week or more

	AL	AM
712		Less than once a week, but at least once a month
713	No – none of these	Once or twice a year
714		Less than once a week, but at least once a month
715		Once or twice a year
716		Less than once a week, but at least once a month
717		2-4 days a week
718		Once a week
719		
720		Once a week
721		2-4 days a week
722	No – none of these	Once a week
723	No – none of these	Once a week
724		Once or twice a year
725		2-4 days a week
726		Less than once a week, but at least once a month
727		Less than once a week, but at least once a month
728		Five days a week or more
729	No – none of these	2-4 days a week
730		2-4 days a week
731		Once a week
732	No – none of these	Five days a week or more
733	No – none of these	Never
734	No – none of these	2-4 days a week
735	No – none of these	Once a week
736		Once a week
737		Less than once a week, but at least once a month
738	No – none of these	2-4 days a week
739		2-4 days a week
740	No – none of these	Less than once a week, but at least once a month
741	No – none of these	Less than once a week, but at least once a month

	AL	AM
742	No – none of these	2-4 days a week
743		Less than once a week, but at least once a month
744		2-4 days a week
745		2-4 days a week
746		2-4 days a week
747		Never
748		Less than once a week, but at least once a month
749		Once a week
750		2-4 days a week
751		Never
752	No – none of these	Five days a week or more
753	No – none of these	Once a week
754		2-4 days a week
755		2-4 days a week
756		Less than once a week, but at least once a month
757	No – none of these	Five days a week or more
758	No – none of these	2-4 days a week
759	No – none of these	Less than once a week, but at least once a month
760	No – none of these	2-4 days a week
761		2-4 days a week
762	No – none of these	2-4 days a week
763	No – none of these	2-4 days a week
764	No – none of these	2-4 days a week
765		Once a week
766	No – none of these	2-4 days a week
767	No – none of these	Less than once a week, but at least once a month
768	No – none of these	2-4 days a week
769		Less than once a month, but more than twice a year
770		Less than once a week, but at least once a month

	AL	AM
771		Less than once a week, but at least once a month
772		Never
773		Five days a week or more
774	No – none of these	Five days a week or more
775		2-4 days a week
776		2-4 days a week
777	No – none of these	2-4 days a week
778	No – none of these	2-4 days a week
779		Once a week
780		2-4 days a week
781		Once a week
782		Less than once a month, but more than twice a year
783	No – none of these	Five days a week or more
784	No – none of these	2-4 days a week
785		Once a week
786		Never
787		Less than once a month, but more than twice a year
788		
789	No – none of these	Once a week
790	No – none of these	2-4 days a week
791		Once a week
792		Less than once a month, but more than twice a year
793		Less than once a week, but at least once a month
794		Less than once a week, but at least once a month
795		Less than once a week, but at least once a month
796	No – none of these	2-4 days a week

	AL	AM
797	No – none of these	2-4 days a week
798	No – none of these	Five days a week or more
799		Less than once a month, but more than twice a year
800		2-4 days a week
801		2-4 days a week
802		Once a week
803		Once a week
804		Once a week
805		2-4 days a week
806		Five days a week or more
807		Less than once a week, but at least once a month
808		Less than once a week, but at least once a month
809		2-4 days a week
810		Once a week
811	No – none of these	Once a week
812	No – none of these	Five days a week or more
813		Less than once a month, but more than twice a year
814		2-4 days a week
815		Less than once a month, but more than twice a year
816		Once a week
817	No – none of these	Five days a week or more
818	No – none of these	Once a week

	AL	AM
819		2-4 days a week
820	No – none of these	Five days a week or more
821		Once a week
822	No – none of these	Five days a week or more
823	No – none of these	Five days a week or more
824		Less than once a week, but at least once a month
825	No – none of these	2-4 days a week
826	No – none of these	2-4 days a week
827	No – none of these	Once a week
828	No – none of these	Five days a week or more
829		Five days a week or more
830		Less than once a week, but at least once a month
831	No – none of these	2-4 days a week
832		Five days a week or more
833		2-4 days a week
834		2-4 days a week
835	No – none of these	Once a week
836	No – none of these	Five days a week or more
837		2-4 days a week
838	No – none of these	Five days a week or more
839		2-4 days a week
840		Once a week
841	No – none of these	2-4 days a week
842		Less than once a week, but at least once a month
843	No – none of these	2-4 days a week
844	No – none of these	Five days a week or more
845	No – none of these	Once a week
846	No – none of these	2-4 days a week
847	No – none of these	Five days a week or more
848		Five days a week or more

	AL	AM
849		2-4 days a week
850	No – none of these	Five days a week or more
851		Five days a week or more
852		Once a week
853	No – none of these	2-4 days a week
854		Less than once a week, but at least once a month
855		2-4 days a week
856	No – none of these	2-4 days a week
857	No – none of these	2-4 days a week
858		Less than once a month, but more than twice a year
859	No – none of these	Five days a week or more
860		Once a week
861	No – none of these	Less than once a month, but more than twice a year
862		Once or twice a year
863		2-4 days a week
864	No – none of these	Five days a week or more
865		2-4 days a week
866		
867	No – none of these	Once a week
868		Less than once a week, but at least once a month
869		2-4 days a week
870	No – none of these	2-4 days a week
871		2-4 days a week
872	No – none of these	Once a week
873	No – none of these	2-4 days a week
874		Less than once a week, but at least once a month

	AL	AM
875	No – none of these	2-4 days a week
876		Less than once a month, but more than twice a year
877		2-4 days a week
878	No – none of these	Once a week
879		Five days a week or more
880	No – none of these	Once a week
881	No – none of these	Once or twice a year
882	No – none of these	Once a week
883		2-4 days a week
884	No – none of these	Less than once a month, but more than twice a year
885		
886		Once a week
887	No – none of these	2-4 days a week
888		Less than once a week, but at least once a month
889		Five days a week or more
890		2-4 days a week
891	No – none of these	2-4 days a week
892		Less than once a week, but at least once a month
893	No – none of these	2-4 days a week
894		
895	No – none of these	2-4 days a week
896		Less than once a week, but at least once a month
897		Less than once a month, but more than twice a year
898		2-4 days a week

	AL	AM
899	No – none of these	2-4 days a week
900		2-4 days a week
901		2-4 days a week
902	No – none of these	Once a week
903		Once or twice a year
904	No – none of these	2-4 days a week
905		Less than once a week, but at least once a month
906	No – none of these	Five days a week or more
907		Once a week
908	No – none of these	Less than once a week, but at least once a month
909		Less than once a month, but more than twice a year
910	No – none of these	Five days a week or more
911	No – none of these	Five days a week or more
912		Less than once a week, but at least once a month
913		2-4 days a week
914		Five days a week or more
915	No – none of these	2-4 days a week
916	No – none of these	Less than once a week, but at least once a month
917	No – none of these	Once a week
918		Once or twice a year
919		Less than once a week, but at least once a month
920		Five days a week or more
921		Less than once a month, but more than twice a year

	AL	AM
922		Never
923		Once a week
924	No – none of these	2-4 days a week
925		Less than once a month, but more than twice a year
926		2-4 days a week
927	No – none of these	2-4 days a week
928		2-4 days a week
929		Once or twice a year
930		Less than once a week, but at least once a month
931		Less than once a month, but more than twice a year
932		Less than once a week, but at least once a month
933	No – none of these	Less than once a week, but at least once a month
934	No – none of these	Less than once a week, but at least once a month
935		Less than once a week, but at least once a month
936	No – none of these	Five days a week or more
937	No – none of these	Five days a week or more
938	No – none of these	2-4 days a week
939		Five days a week or more
940	No – none of these	Five days a week or more
941		2-4 days a week
942	No – none of these	Five days a week or more
943		2-4 days a week

	AL	AM
944	No – none of these	Five days a week or more
945	No – none of these	Five days a week or more
946		Five days a week or more
947		Less than once a month, but more than twice a year
948	No – none of these	2-4 days a week
949		Five days a week or more
950		Once a week
951		2-4 days a week
952	No – none of these	Five days a week or more
953		Once a week
954		Less than once a month, but more than twice a year
955	No – none of these	2-4 days a week
956		Less than once a week, but at least once a month

	AL	AM
957		2-4 days a week
958		Once or twice a year
959		Less than once a week, but at least once a month
960		Less than once a month, but more than twice a year
961		Once a week
962	No – none of these	2-4 days a week
963		Once a week
964	No – none of these	Once a week
965	No – none of these	2-4 days a week
966	No – none of these	Five days a week or more
967	No – none of these	2-4 days a week
968		Never
969		Less than once a week, but at least once a month
970		2-4 days a week
971		2-4 days a week
972	No – none of these	Less than once a week, but at least once a month
973		Less than once a week, but at least once a month
974		Once a week
975	No – none of these	Five days a week or more
976	No – none of these	Less than once a month, but more than twice a year
977		Less than once a month, but more than twice a year

	AL	AM
978	No – none of these	Five days a week or more
979	No – none of these	2-4 days a week
980		2-4 days a week
981		Less than once a week, but at least once a month
982		Less than once a week, but at least once a month
983	No – none of these	Once a week
984		2-4 days a week
985		Five days a week or more
986		Once a week
987	No – none of these	Less than once a week, but at least once a month
988		Less than once a week, but at least once a month
989		Less than once a month, but more than twice a year
990	No – none of these	2-4 days a week
991		Less than once a month, but more than twice a year
992		Once or twice a year
993		Less than once a month, but more than twice a year
994		Once a week
995		Less than once a week, but at least once a month
996		2-4 days a week

	AL	AM
997	No – none of these	2-4 days a week
998	No – none of these	Five days a week or more
999	No – none of these	2-4 days a week
1000	No – none of these	2-4 days a week
1001	No – none of these	Once a week
1002	No – none of these	2-4 days a week
1003		2-4 days a week
1004	No – none of these	2-4 days a week
1005	No – none of these	Five days a week or more
1006		Less than once a week, but at least once a month
1007	No – none of these	Once a week
1008	No – none of these	Once a week
1009		2-4 days a week
1010		2-4 days a week
1011	No – none of these	Five days a week or more
1012	No – none of these	2-4 days a week
1013	No – none of these	2-4 days a week
1014		Less than once a week, but at least once a month

	AL	AM
1015		2-4 days a week
1016	No – none of these	2-4 days a week
1017	No – none of these	2-4 days a week
1018	No – none of these	Once a week
1019		Once a week
1020	No – none of these	2-4 days a week
1021	No – none of these	2-4 days a week
1022		Once a week
1023		2-4 days a week
1024		Once a week
1025		Less than once a week, but at least once a month
1026	No – none of these	2-4 days a week
1027		Five days a week or more
1028		Less than once a week, but at least once a month
1029	No – none of these	Once or twice a year
1030		Less than once a week, but at least once a month
1031		Once a week
1032		Never

	AL	AM
1033		2-4 days a week
1034	No – none of these	Once a week
1035	No – none of these	Five days a week or more
1036		2-4 days a week
1037		Five days a week or more
1038		Less than once a month, but more than twice a year
1039		Less than once a month, but more than twice a year
1040		Once a week
1041		Once a week
1042	No – none of these	Five days a week or more
1043		Less than once a week, but at least once a month
1044		Once a week
1045		Five days a week or more
1046		
1047	No – none of these	Once a week
1048		Less than once a month, but more than twice a year
1049		Less than once a week, but at least once a month
1050		Five days a week or more
1051		Less than once a week, but at least once a month
1052		2-4 days a week
1053		Once a week
1054	No – none of these	Five days a week or more
1055		Less than once a week, but at least once a month
1056		2-4 days a week
1057		Five days a week or more

	AL	AM
1058		Less than once a month, but more than twice a year
1059		Less than once a month, but more than twice a year
1060		Once a week
1061		2-4 days a week
1062		Less than once a month, but more than twice a year
1063		Less than once a week, but at least once a month
1064	No – none of these	Once a week
1065	No – none of these	2-4 days a week
1066	No – none of these	Once a week
1067	No – none of these	Five days a week or more
1068		Once or twice a year
1069		Less than once a week, but at least once a month
1070	No – none of these	Five days a week or more
1071	No – none of these	Five days a week or more
1072	No – none of these	Five days a week or more
1073	No – none of these	2-4 days a week
1074	No – none of these	Five days a week or more
1075		Once a week
1076	No – none of these	2-4 days a week
1077	No – none of these	Less than once a week, but at least once a month
1078	No – none of these	2-4 days a week
1079		Once a week
1080	No – none of these	Five days a week or more

	AL	AM
1081	No – none of these	Less than once a week, but at least once a month
1082		Five days a week or more
1083		Less than once a week, but at least once a month
1084	No – none of these	Never
1085	No – none of these	Five days a week or more
1086	No – none of these	2-4 days a week
1087	No – none of these	Five days a week or more
1088	No – none of these	Five days a week or more
1089		Never
1090		Less than once a week, but at least once a month
1091		
1092		2-4 days a week
1093		Once or twice a year
1094		2-4 days a week

	AL	AM
1095	No – none of these	Once a week
1096		Less than once a month, but more than twice a year
1097	No – none of these	2-4 days a week
1098	No – none of these	2-4 days a week
1099		Less than once a month, but more than twice a year
1100	No – none of these	Once a week
1101	No – none of these	2-4 days a week
1102		2-4 days a week
1103		Once or twice a year
1104		2-4 days a week
1105		2-4 days a week
1106		2-4 days a week
1107		Less than once a week, but at least once a month
1108		Once a week
1109		Once or twice a year
1110	No – none of these	2-4 days a week
1111	No – none of these	2-4 days a week

	AL	AM
1112	No – none of these	2-4 days a week
1113	No – none of these	Five days a week or more
1114		Once a week
1115	No – none of these	Once or twice a year
1116	No – none of these	2-4 days a week
1117	No – none of these	2-4 days a week
1118		2-4 days a week
1119		2-4 days a week
1120	No – none of these	2-4 days a week
1121		Once a week
1122		2-4 days a week
1123	No – none of these	Less than once a week, but at least once a month
1124	No – none of these	Five days a week or more
1125		Once a week
1126	No – none of these	Five days a week or more
1127	No – none of these	Five days a week or more
1128		Once or twice a year
1129	No – none of these	2-4 days a week
1130		Less than once a week, but at least once a month
1131		Less than once a week, but at least once a month
1132		Less than once a month, but more than twice a year
1133		Once a week
1134		Once a week
1135		
1136		2-4 days a week
1137		2-4 days a week
1138		2-4 days a week
1139		Never
1140		Once or twice a year

	AL	AM
1141	No – none of these	Five days a week or more
1142		Once a week
1143		Once a week
1144		Less than once a month, but more than twice a year
1145		2-4 days a week
1146		Once a week
1147	No – none of these	2-4 days a week
1148		Five days a week or more
1149	No – none of these	2-4 days a week
1150	No – none of these	Less than once a week, but at least once a month
1151	No – none of these	Five days a week or more
1152		2-4 days a week
1153		2-4 days a week
1154	No – none of these	Once or twice a year
1155		Less than once a week, but at least once a month
1156		Five days a week or more
1157		Less than once a week, but at least once a month
1158	No – none of these	Less than once a week, but at least once a month
1159	No – none of these	Five days a week or more
1160		Less than once a month, but more than twice a year
1161		Less than once a week, but at least once a month
1162		Once a week
1163		Less than once a month, but more than twice a year
1164	No – none of these	Five days a week or more
1165		
1166	No – none of these	2-4 days a week
1167		2-4 days a week
1168	No – none of these	2-4 days a week
1169		Once a week

	AL	AM
1170	No – none of these	Five days a week or more
1171		Once a week
1172		Five days a week or more
1173		Less than once a week, but at least once a month
1174	No – none of these	Five days a week or more
1175	No – none of these	2-4 days a week
1176		Never
1177	No – none of these	2-4 days a week
1178		Less than once a week, but at least once a month
1179	No – none of these	Once a week
1180		Once a week
1181		Less than once a week, but at least once a month
1182		Less than once a week, but at least once a month
1183		2-4 days a week
1184	No – none of these	Five days a week or more
1185		Less than once a month, but more than twice a year
1186	No – none of these	Once a week
1187	No – none of these	Five days a week or more
1188	No – none of these	2-4 days a week
1189		Once or twice a year
1190	No – none of these	Five days a week or more
1191		Once a week
1192		Less than once a week, but at least once a month
1193		2-4 days a week

	AL	AM
1194	No – none of these	Once a week
1195	No – none of these	2-4 days a week
1196		Once a week
1197	No – none of these	2-4 days a week
1198	No – none of these	Five days a week or more
1199	No – none of these	2-4 days a week
1200		Once or twice a year
1201		Less than once a week, but at least once a month
1202		Once a week
1203		Less than once a month, but more than twice a year
1204	No – none of these	Less than once a week, but at least once a month
1205		Less than once a month, but more than twice a year
1206		Once a week
1207		2-4 days a week
1208	No – none of these	2-4 days a week
1209		Less than once a month, but more than twice a year
1210	No – none of these	2-4 days a week
1211	No – none of these	Five days a week or more
1212		Once a week
1213	No – none of these	2-4 days a week
1214	No – none of these	Once a week
1215		Once a week
1216		Less than once a month, but more than twice a year
1217		2-4 days a week

	AL	AM
1218	No – none of these	Less than once a month, but more than twice a year
1219	No – none of these	Once a week
1220	No – none of these	2-4 days a week
1221		Less than once a week, but at least once a month
1222		2-4 days a week
1223	No – none of these	Five days a week or more

	AL	AM
1224		Less than once a month, but more than twice a year
1225		Once or twice a year
1226		
1227		Less than once a week, but at least once a month
1228	No – none of these	2-4 days a week
1229		Five days a week or more
1230	No – none of these	Less than once a month, but more than twice a year
1231	No – none of these	2-4 days a week
1232	No – none of these	Less than once a month, but more than twice a year
1233		Less than once a week, but at least once a month
1234		Less than once a week, but at least once a month
1235		2-4 days a week
1236		2-4 days a week
1237	No – none of these	2-4 days a week
1238		Once a week

	AL	AM
1239	No – none of these	Once a week
1240		Once a week
1241	No – none of these	Once a week
1242		Once or twice a year
1243	No – none of these	2-4 days a week
1244	No – none of these	Never
1245		Once a week
1246	No – none of these	Five days a week or more
1247	No – none of these	2-4 days a week
1248	No – none of these	Less than once a week, but at least once a month
1249		Once or twice a year
1250		Once a week
1251		Less than once a month, but more than twice a year
1252		2-4 days a week
1253		Less than once a week, but at least once a month
1254		Once a week
1255	No – none of these	Less than once a month, but more than twice a year
1256	No – none of these	2-4 days a week
1257		Once or twice a year
1258		2-4 days a week
1259		Less than once a month, but more than twice a year
1260	No – none of these	Once a week
1261	No – none of these	Five days a week or more
1262		Once or twice a year

	AL	AM
1263	No – none of these	Less than once a week, but at least once a month
1264	No – none of these	2-4 days a week
1265		2-4 days a week
1266		2-4 days a week
1267		2-4 days a week
1268		Five days a week or more
1269	No – none of these	Once or twice a year
1270	No – none of these	2-4 days a week
1271	No – none of these	2-4 days a week
1272		Once a week
1273		2-4 days a week
1274	No – none of these	Less than once a week, but at least once a month
1275	No – none of these	Less than once a week, but at least once a month
1276		Once a week
1277	No – none of these	Less than once a month, but more than twice a year
1278	No – none of these	Once a week
1279		Less than once a week, but at least once a month
1280		Once a week
1281		Once a week
1282		Once or twice a year
1283		2-4 days a week
1284		Never
1285	No – none of these	2-4 days a week
1286	No – none of these	Once a week
1287		2-4 days a week
1288		2-4 days a week
1289	No – none of these	Five days a week or more
1290	No – none of these	2-4 days a week

	AL	AM
1291		2-4 days a week
1292		2-4 days a week
1293	No – none of these	2-4 days a week
1294		Less than once a week, but at least once a month
1295		Never
1296	No – none of these	Five days a week or more
1297		Once a week
1298		2-4 days a week
1299		Once or twice a year
1300		Less than once a month, but more than twice a year
1301	No – none of these	Five days a week or more
1302		Once a week
1303		Less than once a month, but more than twice a year
1304	No – none of these	2-4 days a week
1305	No – none of these	Five days a week or more
1306	No – none of these	2-4 days a week
1307		
1308	No – none of these	Less than once a week, but at least once a month
1309		Less than once a week, but at least once a month
1310		Less than once a week, but at least once a month
1311	No – none of these	Once or twice a year
1312		2-4 days a week
1313		Less than once a week, but at least once a month
1314	No – none of these	Less than once a week, but at least once a month
1315	No – none of these	2-4 days a week
1316		Less than once a week, but at least once a month
1317		Less than once a month, but more than twice a year
1318	No – none of these	2-4 days a week
1319		Five days a week or more
1320	No – none of these	Five days a week or more
1321		Less than once a month, but more than twice a year
1322		Once or twice a year

	AL	AM
1323		Once a week
1324		Once a week
1325		2-4 days a week
1326		2-4 days a week
1327	No – none of these	2-4 days a week
1328		Once a week
1329	No – none of these	2-4 days a week
1330	No – none of these	2-4 days a week
1331		2-4 days a week
1332	No – none of these	2-4 days a week
1333		Less than once a week, but at least once a month
1334		Once or twice a year
1335		Once a week
1336		Less than once a month, but more than twice a year
1337		Once a week
1338	No – none of these	Once or twice a year
1339		Five days a week or more
1340		Once or twice a year
1341	No – none of these	2-4 days a week
1342		Once a week
1343	No – none of these	Less than once a week, but at least once a month
1344		Once a week
1345		Five days a week or more
1346		Once a week
1347	No – none of these	2-4 days a week
1348		2-4 days a week
1349		2-4 days a week
1350	No – none of these	2-4 days a week
1351	No – none of these	2-4 days a week
1352		2-4 days a week
1353		2-4 days a week
1354		

	AL	AM
1355	No – none of these	2-4 days a week
1356		Five days a week or more
1357		2-4 days a week
1358	No – none of these	2-4 days a week
1359		Less than once a week, but at least once a month
1360		Less than once a month, but more than twice a year
1361		Less than once a month, but more than twice a year
1362		Five days a week or more
1363	No – none of these	Once a week
1364	No – none of these	2-4 days a week
1365		Once a week
1366		2-4 days a week
1367		Once or twice a year
1368		Once or twice a year
1369		Never
1370		2-4 days a week
1371	No – none of these	Less than once a month, but more than twice a year
1372	No – none of these	Less than once a week, but at least once a month
1373	No – none of these	2-4 days a week
1374		Less than once a week, but at least once a month
1375	No – none of these	Less than once a month, but more than twice a year

	AL	AM
1376		Less than once a month, but more than twice a year
1377		Less than once a week, but at least once a month
1378	No – none of these	Once a week
1379	No – none of these	Once a week
1380		Less than once a week, but at least once a month
1381		Less than once a week, but at least once a month
1382		Less than once a week, but at least once a month
1383		Less than once a month, but more than twice a year
1384		2-4 days a week
1385		Less than once a week, but at least once a month
1386		Once or twice a year
1387		2-4 days a week
1388		Once a week
1389	No – none of these	Five days a week or more
1390		Once a week
1391		Once a week
1392	No – none of these	Five days a week or more
1393	No – none of these	Five days a week or more
1394		Once a week
1395		Once a week
1396		Once a week
1397	No – none of these	Once a week
1398		Once or twice a year
1399	No – none of these	2-4 days a week
1400		Less than once a month, but more than twice a year
1401	No – none of these	2-4 days a week
1402	No – none of these	Five days a week or more
1403		Less than once a month, but more than twice a year
1404		Less than once a week, but at least once a month

	AL	AM
1405	No – none of these	Five days a week or more
1406		Less than once a week, but at least once a month
1407	No – none of these	Five days a week or more
1408		Once or twice a year
1409	No – none of these	Five days a week or more
1410		Once or twice a year
1411	No – none of these	Less than once a week, but at least once a month
1412	No – none of these	Never
1413		2-4 days a week

	AL	AM
1414		Less than once a month, but more than twice a year
1415	No – none of these	Once a week
1416	No – none of these	Less than once a week, but at least once a month
1417	No – none of these	2-4 days a week
1418	No – none of these	2-4 days a week
1419	No – none of these	Five days a week or more
1420		Once a week
1421	No – none of these	Less than once a month, but more than twice a year
1422		Once or twice a year
1423		Once or twice a year
1424		Once or twice a year
1425	No – none of these	2-4 days a week
1426		Less than once a week, but at least once a month
1427		Once a week
1428	No – none of these	2-4 days a week
1429	No – none of these	Less than once a month, but more than twice a year
1430		Less than once a week, but at least once a month
1431		Less than once a week, but at least once a month

	AL	AM
1432	No – none of these	2-4 days a week
1433	No – none of these	2-4 days a week
1434		Less than once a week, but at least once a month
1435		Less than once a month, but more than twice a year
1436	No – none of these	Less than once a week, but at least once a month
1437	No – none of these	Less than once a week, but at least once a month
1438	No – none of these	2-4 days a week
1439	No – none of these	Five days a week or more
1440		2-4 days a week
1441		Less than once a week, but at least once a month
1442		Once a week
1443		Less than once a month, but more than twice a year
1444		Once a week
1445	No – none of these	2-4 days a week
1446	No – none of these	2-4 days a week
1447		Less than once a week, but at least once a month
1448	No – none of these	2-4 days a week
1449		Once or twice a year
1450		Less than once a month, but more than twice a year
1451	No – none of these	Once a week
1452		Never
1453	No – none of these	Five days a week or more
1454		Less than once a week, but at least once a month
1455		2-4 days a week
1456		Less than once a week, but at least once a month

	AL	AM
1457		Less than once a month, but more than twice a year
1458		2-4 days a week
1459	No – none of these	Five days a week or more
1460		Less than once a month, but more than twice a year
1461		
1462		Once or twice a year
1463	No – none of these	2-4 days a week
1464		Less than once a week, but at least once a month
1465		Less than once a week, but at least once a month
1466		Less than once a month, but more than twice a year
1467	No – none of these	2-4 days a week
1468		2-4 days a week
1469	No – none of these	Once a week
1470	No – none of these	Five days a week or more
1471	No – none of these	Once a week
1472		Once or twice a year
1473	No – none of these	Five days a week or more

	AL	AM
1474	No – none of these	Five days a week or more
1475		Less than once a month, but more than twice a year
1476	No – none of these	Less than once a week, but at least once a month
1477	No – none of these	2-4 days a week
1478		Less than once a week, but at least once a month
1479	No – none of these	Less than once a month, but more than twice a year
1480	No – none of these	Five days a week or more
1481	No – none of these	Less than once a month, but more than twice a year
1482	No – none of these	Five days a week or more
1483		Less than once a week, but at least once a month
1484	No – none of these	Once or twice a year
1485	No – none of these	Once or twice a year
1486	No – none of these	2-4 days a week
1487		Less than once a week, but at least once a month
1488	No – none of these	2-4 days a week
1489	No – none of these	Five days a week or more
1490	No – none of these	Five days a week or more
1491		Once a week
1492	No – none of these	Five days a week or more
1493		Less than once a week, but at least once a month
1494		Less than once a week, but at least once a month
1495		Less than once a week, but at least once a month
1496		Once or twice a year

	AL	AM
1497		Once a week
1498	No – none of these	2-4 days a week
1499		Less than once a week, but at least once a month
1500	No – none of these	2-4 days a week
1501		Less than once a week, but at least once a month
1502		Never
1503	No – none of these	Five days a week or more
1504		Five days a week or more
1505	No – none of these	Once a week
1506	No – none of these	2-4 days a week

	AL	AM
1507		Once a week
1508		Less than once a week, but at least once a month
1509	No – none of these	2-4 days a week
1510	No – none of these	Once a week
1511		Less than once a week, but at least once a month
1512		Less than once a week, but at least once a month
1513	No – none of these	2-4 days a week
1514	No – none of these	Five days a week or more
1515	No – none of these	Five days a week or more
1516	No – none of these	Five days a week or more
1517		2-4 days a week
1518	No – none of these	Less than once a week, but at least once a month
1519	No – none of these	Five days a week or more
1520	No – none of these	Five days a week or more
1521		Less than once a week, but at least once a month
1522		Once a week
1523	No – none of these	Less than once a month, but more than twice a year

	AL	AM
1524	No – none of these	Less than once a week, but at least once a month
1525	No – none of these	2-4 days a week
1526		Less than once a week, but at least once a month
1527		Less than once a week, but at least once a month
1528	No – none of these	2-4 days a week
1529		Once a week
1530		Once or twice a year
1531	No – none of these	Five days a week or more
1532		
1533		Less than once a month, but more than twice a year
1534	No – none of these	2-4 days a week
1535	No – none of these	2-4 days a week
1536	No – none of these	2-4 days a week
1537		Once a week
1538	No – none of these	Five days a week or more
1539		Once a week

	AL	AM
1540	No – none of these	Five days a week or more
1541		Five days a week or more
1542		Once a week
1543		2-4 days a week
1544		Five days a week or more
1545		Never
1546		2-4 days a week
1547	No – none of these	Five days a week or more
1548		2-4 days a week
1549	No – none of these	2-4 days a week

	AL	AM
1550		Never
1551		Once a week
1552	No – none of these	Less than once a week, but at least once a month
1553	No – none of these	Five days a week or more
1554		Less than once a week, but at least once a month
1555	No – none of these	2-4 days a week
1556		Once or twice a year
1557		Less than once a month, but more than twice a year
1558		Five days a week or more
1559		2-4 days a week
1560		Less than once a week, but at least once a month
1561		2-4 days a week
1562		Never
1563		Less than once a month, but more than twice a year
1564	No – none of these	2-4 days a week
1565	No – none of these	Five days a week or more
1566	No – none of these	Five days a week or more
1567		2-4 days a week
1568	No – none of these	2-4 days a week

	AL	AM
1569		2-4 days a week
1570	No – none of these	2-4 days a week
1571		2-4 days a week
1572		Once a week
1573		Less than once a month, but more than twice a year
1574	No – none of these	Once a week
1575	No – none of these	2-4 days a week
1576		Less than once a week, but at least once a month
1577	No – none of these	Five days a week or more
1578		2-4 days a week
1579		Once a week
1580		2-4 days a week
1581	No – none of these	Less than once a month, but more than twice a year
1582		Once or twice a year
1583	No – none of these	2-4 days a week
1584	No – none of these	Once or twice a year
1585	No – none of these	Five days a week or more
1586		Less than once a week, but at least once a month
1587		Less than once a week, but at least once a month
1588	No – none of these	2-4 days a week
1589	No – none of these	Five days a week or more
1590		2-4 days a week
1591	No – none of these	2-4 days a week

	AL	AM
1592	No – none of these	2-4 days a week
1593	No – none of these	Less than once a month, but more than twice a year
1594		Less than once a week, but at least once a month
1595	No – none of these	Once a week
1596	No – none of these	2-4 days a week
1597		2-4 days a week
1598		Once a week
1599	No – none of these	Five days a week or more
1600		Less than once a week, but at least once a month
1601		
1602		Once a week
1603		Never
1604		Once a week
1605	No – none of these	2-4 days a week
1606		Less than once a month, but more than twice a year
1607	No – none of these	Once a week

	AL	AM
1608	No – none of these	2-4 days a week
1609		2-4 days a week
1610	No – none of these	Five days a week or more
1611		
1612		Once or twice a year
1613		Less than once a month, but more than twice a year
1614	No – none of these	2-4 days a week
1615		Less than once a week, but at least once a month
1616		Once a week
1617		2-4 days a week
1618	No – none of these	Once a week
1619	No – none of these	Less than once a week, but at least once a month
1620		2-4 days a week
1621		Once a week
1622	No – none of these	Less than once a week, but at least once a month
1623	No – none of these	Less than once a week, but at least once a month
1624	No – none of these	Once a week
1625	No – none of these	2-4 days a week
1626		Once a week
1627		2-4 days a week
1628		Less than once a week, but at least once a month

	AL	AM
1629	No – none of these	Five days a week or more
1630	No – none of these	2-4 days a week
1631		2-4 days a week
1632	No – none of these	Once a week
1633		Less than once a week, but at least once a month
1634		Once a week
1635		Less than once a week, but at least once a month
1636		Five days a week or more
1637		Less than once a week, but at least once a month
1638	No – none of these	Once a week
1639	No – none of these	Once or twice a year

	AL	AM
1640	No – none of these	Less than once a week, but at least once a month
1641		
1642		2-4 days a week
1643		2-4 days a week
1644		Less than once a week, but at least once a month
1645		Five days a week or more
1646	No – none of these	Less than once a month, but more than twice a year
1647		Less than once a month, but more than twice a year
1648	No – none of these	2-4 days a week

	AL	AM
1649		Once a week
1650	No – none of these	Less than once a week, but at least once a month
1651	No – none of these	Less than once a week, but at least once a month
1652		2-4 days a week
1653		2-4 days a week
1654		Once a week
1655	No – none of these	2-4 days a week
1656	No – none of these	Five days a week or more
1657	No – none of these	Less than once a week, but at least once a month
1658		2-4 days a week
1659		Five days a week or more
1660	No – none of these	Less than once a week, but at least once a month
1661		Once a week
1662	No – none of these	Five days a week or more
1663	No – none of these	Five days a week or more
1664		2-4 days a week
1665		2-4 days a week
1666	No – none of these	2-4 days a week
1667		2-4 days a week

	AL	AM
1668	No – none of these	Less than once a month, but more than twice a year
1669		Less than once a week, but at least once a month
1670	No – none of these	Once or twice a year
1671	No – none of these	Once a week
1672		Once a week
1673		Less than once a month, but more than twice a year
1674	No – none of these	Less than once a week, but at least once a month
1675		2-4 days a week
1676	No – none of these	2-4 days a week
1677	No – none of these	2-4 days a week

	AL	AM
1678	No – none of these	Once a week
1679		Less than once a month, but more than twice a year
1680	No – none of these	Once a week
1681	No – none of these	2-4 days a week
1682		Less than once a week, but at least once a month
1683		2-4 days a week
1684	No – none of these	2-4 days a week
1685	No – none of these	Once a week
1686		Less than once a week, but at least once a month
1687		Once a week
1688		Once a week
1689	No – none of these	Once a week
1690	No – none of these	2-4 days a week
1691	No – none of these	2-4 days a week
1692	No – none of these	2-4 days a week
1693	No – none of these	Less than once a month, but more than twice a year
1694	No – none of these	2-4 days a week
1695		Once a week
1696		Never
1697	No – none of these	2-4 days a week

	AL	AM
1698		Less than once a month, but more than twice a year
1699		Less than once a month, but more than twice a year
1700		Once a week
1701	No – none of these	Five days a week or more
1702	No – none of these	Less than once a week, but at least once a month
1703		Once a week
1704	No – none of these	Less than once a week, but at least once a month
1705	No – none of these	2-4 days a week
1706		2-4 days a week
1707		Less than once a week, but at least once a month
1708	No – none of these	2-4 days a week
1709	No – none of these	2-4 days a week
1710		2-4 days a week
1711	No – none of these	Once a week

	AL	AM
1712		2-4 days a week
1713	No – none of these	2-4 days a week
1714		2-4 days a week
1715	No – none of these	Five days a week or more
1716		Less than once a month, but more than twice a year
1717		2-4 days a week
1718	No – none of these	Once a week
1719	No – none of these	Five days a week or more
1720	No – none of these	2-4 days a week
1721		Once a week
1722		Once a week
1723	No – none of these	2-4 days a week
1724		Once a week
1725		2-4 days a week
1726		
1727		Once a week

	AL	AM
1728		Less than once a week, but at least once a month
1729		Once a week
1730	No – none of these	Five days a week or more
1731	No – none of these	2-4 days a week
1732	No – none of these	2-4 days a week
1733		Once a week
1734		Once a week
1735		2-4 days a week
1736		2-4 days a week
1737	No – none of these	Less than once a week, but at least once a month
1738		Less than once a week, but at least once a month
1739	No – none of these	2-4 days a week
1740		Five days a week or more
1741	No – none of these	2-4 days a week
1742	No – none of these	Once a week
1743		Five days a week or more
1744		Less than once a month, but more than twice a year
1745		Once a week
1746		Less than once a week, but at least once a month
1747		Once or twice a year
1748		2-4 days a week
1749	No – none of these	Five days a week or more

	AL	AM
1750	No – none of these	2-4 days a week
1751	No – none of these	Five days a week or more
1752	No – none of these	2-4 days a week
1753		2-4 days a week
1754		Once a week
1755		Five days a week or more
1756		Less than once a week, but at least once a month
1757	No – none of these	Once a week
1758		Once a week
1759	No – none of these	Five days a week or more
1760		Never
1761	No – none of these	Once or twice a year
1762		2-4 days a week
1763		2-4 days a week
1764	No – none of these	Less than once a month, but more than twice a year
1765		Less than once a week, but at least once a month
1766	No – none of these	Once a week
1767		Never
1768		Once a week
1769		Once a week
1770		Less than once a week, but at least once a month
1771	No – none of these	2-4 days a week
1772		Once a week

	AL	AM
1773	No – none of these	Five days a week or more
1774	No – none of these	2-4 days a week
1775	No – none of these	Never
1776	No – none of these	Less than once a week, but at least once a month
1777		Less than once a month, but more than twice a year
1778		Less than once a month, but more than twice a year
1779	No – none of these	2-4 days a week
1780		2-4 days a week
1781		Less than once a week, but at least once a month
1782		Less than once a week, but at least once a month
1783		2-4 days a week
1784		Less than once a month, but more than twice a year
1785		2-4 days a week
1786		2-4 days a week
1787		2-4 days a week
1788	No – none of these	Once a week
1789		2-4 days a week

	AL	AM
1790		Less than once a week, but at least once a month
1791		Less than once a week, but at least once a month
1792	No - none of these	Once a week
1793	No - none of these	2-4 days a week
1794	No - none of these	2-4 days a week
1795		2-4 days a week
1796	No - none of these	Five days a week or more

	AL	AM
1797		Once a week
1798	No – none of these	Five days a week or more
1799		2-4 days a week
1800		Once a week
1801		Once a week
1802	No – none of these	Five days a week or more
1803		Once a week
1804		2-4 days a week
1805		Once a week
1806	No – none of these	2-4 days a week
1807		Once a week
1808		Once a week
1809		Less than once a week, but at least once a month

	AL	AM
1810	No – none of these	2-4 days a week
1811		Five days a week or more
1812		Once a week
1813		2-4 days a week
1814	No – none of these	2-4 days a week
1815	No – none of these	Less than once a week, but at least once a month
1816	No – none of these	Less than once a month, but more than twice a year
1817		Five days a week or more
1818	No – none of these	Five days a week or more
1819		2-4 days a week
1820		Once or twice a year
1821		Less than once a week, but at least once a month
1822		Five days a week or more
1823	No – none of these	Five days a week or more
1824	No – none of these	2-4 days a week
1825	No – none of these	Five days a week or more
1826	No – none of these	Less than once a month, but more than twice a year
1827		Once a week
1828		2-4 days a week
1829		Once a week

	AL	AM
1830		Less than once a month, but more than twice a year
1831	No – none of these	Five days a week or more
1832	No – none of these	2-4 days a week
1833	No – none of these	2-4 days a week
1834	No – none of these	2-4 days a week
1835	No – none of these	2-4 days a week
1836	No – none of these	Less than once a week, but at least once a month
1837		Less than once a month, but more than twice a year

	AL	AM
1838		2-4 days a week
1839		Less than once a week, but at least once a month
1840	No – none of these	Once a week
1841		2-4 days a week
1842		Less than once a month, but more than twice a year
1843	No – none of these	Less than once a week, but at least once a month
1844	No – none of these	Once a week
1845	No – none of these	Less than once a week, but at least once a month
1846	No – none of these	Five days a week or more
1847	No – none of these	2-4 days a week
1848		Less than once a month, but more than twice a year
1849		Five days a week or more
1850		Less than once a month, but more than twice a year
1851		Less than once a week, but at least once a month
1852	No – none of these	Once a week
1853	No – none of these	2-4 days a week
1854	No – none of these	Less than once a month, but more than twice a year
1855	No – none of these	Less than once a week, but at least once a month
1856	No – none of these	Once or twice a year
1857	No – none of these	2-4 days a week

	AL	AM
1858		Less than once a week, but at least once a month
1859	No – none of these	Five days a week or more
1860		2-4 days a week
1861		Five days a week or more
1862	No – none of these	Five days a week or more
1863	No – none of these	2-4 days a week
1864		Five days a week or more
1865		Less than once a week, but at least once a month
1866	No – none of these	Never
1867	No – none of these	Once a week
1868		Less than once a week, but at least once a month
1869		Less than once a week, but at least once a month
1870		Less than once a week, but at least once a month
1871		2-4 days a week
1872		Less than once a week, but at least once a month
1873		Less than once a month, but more than twice a year
1874	No – none of these	Five days a week or more
1875	No – none of these	Less than once a week, but at least once a month
1876		2-4 days a week
1877		2-4 days a week
1878	No – none of these	2-4 days a week
1879		Less than once a week, but at least once a month
1880	No – none of these	Five days a week or more
1881	No – none of these	Once a week
1882	No – none of these	Less than once a month, but more than twice a year
1883	No – none of these	Less than once a month, but more than twice a year

	AL	AM
1884		Five days a week or more
1885	No – none of these	Once a week
1886	No – none of these	2-4 days a week
1887		Less than once a month, but more than twice a year
1888	No – none of these	2-4 days a week
1889		Less than once a month, but more than twice a year
1890		2-4 days a week
1891		Less than once a week, but at least once a month
1892	No – none of these	Five days a week or more
1893		Once or twice a year
1894	No – none of these	2-4 days a week

	AL	AM
1895		2-4 days a week
1896		Once or twice a year
1897	No – none of these	Less than once a week, but at least once a month
1898	No – none of these	Less than once a month, but more than twice a year
1899		Once a week
1900		Less than once a week, but at least once a month
1901		Less than once a week, but at least once a month

	AL	AM
1902		Less than once a month, but more than twice a year
1903		Five days a week or more
1904		Once a week
1905	No – none of these	Once a week
1906	No – none of these	Less than once a week, but at least once a month
1907	No – none of these	Less than once a week, but at least once a month
1908	No – none of these	Five days a week or more

	AL	AM
1909		Less than once a week, but at least once a month
1910	No – none of these	Less than once a month, but more than twice a year
1911	No – none of these	2-4 days a week
1912		2-4 days a week
1913	No – none of these	Five days a week or more
1914		Less than once a week, but at least once a month
1915	No – none of these	Less than once a month, but more than twice a year
1916		Once a week
1917	No – none of these	Five days a week or more
1918		Less than once a week, but at least once a month
1919	No – none of these	Less than once a month, but more than twice a year
1920	No – none of these	2-4 days a week
1921	No – none of these	Less than once a week, but at least once a month
1922		Once or twice a year
1923	No – none of these	2-4 days a week
1924		
1925		Once a week
1926	No – none of these	2-4 days a week
1927		Once a week
1928		

	AL	AM
1929		
1930	No – none of these	Less than once a week, but at least once a month
1931	No – none of these	2-4 days a week
1932	No – none of these	Less than once a week, but at least once a month
1933	No – none of these	Five days a week or more
1934		
1935		Less than once a week, but at least once a month

	AL	AM
1936		Less than once a week, but at least once a month
1937		Less than once a week, but at least once a month
1938	No – none of these	Five days a week or more
1939	No – none of these	2-4 days a week
1940	No – none of these	2-4 days a week
1941		Less than once a week, but at least once a month
1942	No – none of these	2-4 days a week
1943		2-4 days a week
1944		2-4 days a week
1945		2-4 days a week
1946		Once a week
1947		Less than once a week, but at least once a month
1948	No – none of these	Once a week
1949		2-4 days a week
1950		2-4 days a week
1951	No – none of these	Five days a week or more
1952		Less than once a month, but more than twice a year
1953		Less than once a month, but more than twice a year
1954	No – none of these	2-4 days a week
1955		Never
1956		Less than once a month, but more than twice a year
1957		Less than once a week, but at least once a month
1958		Less than once a week, but at least once a month
1959	No – none of these	Five days a week or more
1960	No – none of these	Less than once a month, but more than twice a year
1961	No – none of these	Less than once a month, but more than twice a year

	AL	AM
1962	No – none of these	2-4 days a week
1963	No – none of these	2-4 days a week
1964	No – none of these	2-4 days a week
1965		Never
1966		Once a week
1967		Once a week
1968	No – none of these	2-4 days a week
1969		Less than once a month, but more than twice a year
1970	No – none of these	2-4 days a week
1971		Once a week
1972		2-4 days a week

	AL	AM
1973	No – none of these	Five days a week or more
1974		Once a week
1975		Less than once a month, but more than twice a year
1976		Less than once a week, but at least once a month
1977		Once a week
1978	No – none of these	Never
1979		2-4 days a week
1980		Once a week
1981		Once a week
1982	No – none of these	Once a week

	AL	AM
1983		Once a week
1984	No – none of these	Less than once a month, but more than twice a year
1985		Less than once a month, but more than twice a year
1986		Once a week
1987	No – none of these	Five days a week or more
1988		Once a week
1989		Less than once a month, but more than twice a year
1990	No – none of these	Five days a week or more
1991		Less than once a week, but at least once a month
1992		2-4 days a week
1993		Never
1994		Less than once a week, but at least once a month
1995		Five days a week or more
1996	No – none of these	Five days a week or more
1997	No – none of these	Never
1998	No – none of these	Once a week
1999		Less than once a week, but at least once a month
2000		Less than once a week, but at least once a month
2001	No – none of these	Once a week
2002	No – none of these	2-4 days a week
2003	No – none of these	2-4 days a week
2004		2-4 days a week
2005		Once or twice a year
2006		Once a week

	AL	AM
2007		Less than once a week, but at least once a month
2008	No – none of these	2-4 days a week
2009		2-4 days a week
2010	No – none of these	Five days a week or more
2011	No – none of these	Five days a week or more
2012		2-4 days a week
2013		Less than once a week, but at least once a month
2014	No – none of these	Less than once a week, but at least once a month
2015		Once or twice a year
2016		Less than once a week, but at least once a month
2017		2-4 days a week
2018		Five days a week or more
2019		2-4 days a week
2020		Less than once a week, but at least once a month
2021		Less than once a week, but at least once a month
2022		Less than once a week, but at least once a month
2023		2-4 days a week
2024		Less than once a week, but at least once a month
2025		Less than once a month, but more than twice a year
2026		2-4 days a week
2027	No – none of these	Five days a week or more

	AL	AM
2028		Less than once a week, but at least once a month
2029		Less than once a week, but at least once a month
2030	No – none of these	2-4 days a week
2031		
2032		Less than once a week, but at least once a month
2033		Once a week
2034	No – none of these	Five days a week or more
2035	No – none of these	2-4 days a week
2036	No – none of these	Once a week
2037		Five days a week or more
2038	No – none of these	2-4 days a week
2039	No – none of these	2-4 days a week
2040		Five days a week or more
2041	No – none of these	Less than once a week, but at least once a month
2042	No – none of these	Five days a week or more
2043		
2044		2-4 days a week
2045		Less than once a month, but more than twice a year
2046		Less than once a week, but at least once a month
2047	No – none of these	Less than once a week, but at least once a month
2048		Once a week
2049		2-4 days a week
2050	No – none of these	Once a week

	AL	AM
2051		Less than once a month, but more than twice a year
2052	No – none of these	Five days a week or more
2053	No – none of these	Once a week
2054		Less than once a week, but at least once a month
2055	No – none of these	Once or twice a year
2056	No – none of these	Five days a week or more
2057		Once or twice a year
2058		Once a week
2059		Less than once a month, but more than twice a year
2060	No – none of these	Less than once a week, but at least once a month
2061		Once or twice a year
2062	No – none of these	Once a week
2063		
2064		Less than once a week, but at least once a month
2065		Once a week
2066	No – none of these	Once or twice a year
2067		Less than once a month, but more than twice a year
2068		Less than once a week, but at least once a month
2069		Less than once a week, but at least once a month
2070	No – none of these	2-4 days a week
2071		2-4 days a week
2072		Once a week

	AL	AM
2073	No – none of these	Five days a week or more
2074		Never
2075	No – none of these	Less than once a week, but at least once a month
2076	No – none of these	2-4 days a week
2077	No – none of these	Less than once a week, but at least once a month
2078		Once a week
2079	No – none of these	Once a week
2080	No – none of these	Once a week
2081	No – none of these	Once a week
2082	No – none of these	2-4 days a week
2083		Once or twice a year
2084	No – none of these	2-4 days a week
2085		2-4 days a week
2086		
2087	No – none of these	2-4 days a week
2088		Once a week
2089		Less than once a month, but more than twice a year
2090	No – none of these	Five days a week or more
2091	No – none of these	Less than once a week, but at least once a month
2092		2-4 days a week
2093		Less than once a week, but at least once a month
2094		Once a week
2095		2-4 days a week
2096		Once a week
2097		
2098	No – none of these	2-4 days a week
2099		Once a week
2100		Never
2101		Less than once a month, but more than twice a year

	AL	AM
2102		Less than once a week, but at least once a month
2103	No – none of these	Five days a week or more
2104	No – none of these	Five days a week or more
2105		Once a week
2106		Once a week
2107		
2108		Once a week
2109		2-4 days a week
2110	No – none of these	Less than once a week, but at least once a month
2111		Once a week
2112	No – none of these	Once a week
2113	No – none of these	Once a week
2114		Once or twice a year
2115		Less than once a month, but more than twice a year
2116		
2117		2-4 days a week
2118		Less than once a month, but more than twice a year
2119		Once a week
2120	No – none of these	Five days a week or more
2121	No – none of these	Once a week
2122		Less than once a week, but at least once a month
2123		Less than once a week, but at least once a month
2124	No – none of these	Five days a week or more
2125		Less than once a month, but more than twice a year
2126		Once a week
2127		

	AL	AM
2128	No – none of these	2-4 days a week
2129	No – none of these	Less than once a week, but at least once a month
2130		2-4 days a week
2131		Less than once a month, but more than twice a year
2132	No – none of these	Five days a week or more
2133		Once a week
2134		2-4 days a week
2135		Once a week
2136		Five days a week or more
2137	No – none of these	Once a week
2138	No – none of these	Less than once a month, but more than twice a year
2139	No – none of these	Once a week
2140		Once a week

	AL	AM
2141		Five days a week or more
2142	No – none of these	2-4 days a week
2143	No – none of these	2-4 days a week
2144		
2145	No – none of these	Five days a week or more
2146	No – none of these	Less than once a month, but more than twice a year
2147	No – none of these	2-4 days a week
2148		2-4 days a week
2149		Once or twice a year
2150	No – none of these	2-4 days a week
2151	No – none of these	2-4 days a week
2152		2-4 days a week
2153		Once or twice a year
2154	No – none of these	Five days a week or more
2155		Less than once a week, but at least once a month
2156	No – none of these	Once a week
2157	No – none of these	2-4 days a week
2158	No – none of these	Five days a week or more

	AL	AM
2159	No – none of these	2-4 days a week
2160		Once a week
2161	No – none of these	Less than once a week, but at least once a month
2162	No – none of these	Five days a week or more
2163		2-4 days a week
2164	No – none of these	2-4 days a week
2165		Never
2166		Less than once a month, but more than twice a year
2167	No – none of these	2-4 days a week

	AL	AM
2168		2-4 days a week
2169		Five days a week or more
2170		Less than once a week, but at least once a month
2171		Once or twice a year

	AL	AM
2172		Five days a week or more
2173		2-4 days a week
2174		Once a week
2175	No – none of these	Less than once a week, but at least once a month
2176		
2177	No – none of these	Once a week
2178	No – none of these	Five days a week or more
2179		

	AL	AM
2180		
2181		2-4 days a week
2182		Once or twice a year
2183	No – none of these	2-4 days a week
2184		2-4 days a week
2185		2-4 days a week
2186	No – none of these	Five days a week or more
2187	No – none of these	Five days a week or more
2188	No – none of these	Five days a week or more
2189	No – none of these	Five days a week or more
2190		2-4 days a week
2191		Less than once a month, but more than twice a year
2192		2-4 days a week

	AL	AM
2193		Less than once a week, but at least once a month
2194		2-4 days a week
2195		Once a week
2196		Once a week
2197		Once a week
2198		Less than once a week, but at least once a month
2199	No - none of these	Five days a week or more
2200		Less than once a week, but at least once a month
2201		Once a week
2202		Five days a week or more
2203		Once a week
2204		2-4 days a week
2205		Less than once a week, but at least once a month
2206		Less than once a week, but at least once a month
2207		Five days a week or more
2208		Less than once a week, but at least once a month
2209		2-4 days a week
2210		Once a week
2211		Less than once a month, but more than twice a year

	AL	AM
2212		Less than once a week, but at least once a month
2213		Once a week
2214		Less than once a week, but at least once a month
2215		2-4 days a week
2216		2-4 days a week
2217		Less than once a week, but at least once a month
2218		Less than once a week, but at least once a month
2219		Less than once a week, but at least once a month
2220		Once a week
2221		Less than once a month, but more than twice a year
2222		Once a week
2223		Once a week
2224		Once a week
2225		Once a week
2226		Once a week
2227		2-4 days a week
2228		Once a week
2229		Once a week
2230		Less than once a week, but at least once a month
2231		2-4 days a week
2232		Less than once a week, but at least once a month
2233	No – none of these	Five days a week or more
2234		Less than once a week, but at least once a month

	AL	AM
2235		Less than once a month, but more than twice a year
2236	No – none of these	Five days a week or more
2237		Once a week
2238		Less than once a week, but at least once a month
2239	No – none of these	2-4 days a week
2240	No – none of these	2-4 days a week
2241		Less than once a week, but at least once a month
2242	No – none of these	2-4 days a week
2243		2-4 days a week
2244		Once a week
2245		Once a week
2246		Less than once a week, but at least once a month
2247		2-4 days a week
2248		Less than once a week, but at least once a month
2249	No – none of these	2-4 days a week
2250		Once a week
2251		Less than once a week, but at least once a month
2252		Once a week
2253		Five days a week or more
2254	No – none of these	2-4 days a week
2255	No – none of these	Less than once a month, but more than twice a year
2256	No – none of these	Five days a week or more
2257		Once a week
2258	No – none of these	2-4 days a week
2259	No – none of these	Five days a week or more
2260	No – none of these	Five days a week or more
2261	No – none of these	Five days a week or more
2262		Five days a week or more
2263	No – none of these	Five days a week or more
2264	No – none of these	Five days a week or more

	AL	AM
2265	No – none of these	Five days a week or more
2266		Less than once a week, but at least once a month
2267		2-4 days a week
2268		Less than once a week, but at least once a month
2269	No – none of these	2-4 days a week
2270		Once a week
2271		Less than once a week, but at least once a month
2272		Once a week
2273	No – none of these	Once a week
2274		2-4 days a week
2275	No – none of these	2-4 days a week
2276		2-4 days a week
2277	No – none of these	Five days a week or more
2278		Once a week
2279		2-4 days a week
2280		2-4 days a week
2281		2-4 days a week
2282	No – none of these	Five days a week or more
2283	No – none of these	2-4 days a week
2284		Once a week
2285		2-4 days a week
2286	No – none of these	Five days a week or more
2287		2-4 days a week

	AL	AM
2288		Once a week
2289		Once or twice a year
2290		Less than once a month, but more than twice a year
2291	No – none of these	2-4 days a week
2292		Less than once a week, but at least once a month
2293	No – none of these	2-4 days a week
2294		Less than once a month, but more than twice a year
2295		Once a week
2296		Once a week
2297		Less than once a week, but at least once a month
2298		Less than once a week, but at least once a month
2299		Once or twice a year
2300		Once a week
2301	No – none of these	2-4 days a week
2302	No – none of these	2-4 days a week
2303		Five days a week or more
2304		Once a week
2305		Less than once a week, but at least once a month
2306		2-4 days a week
2307	No – none of these	2-4 days a week
2308		2-4 days a week
2309		Less than once a month, but more than twice a year
2310	No – none of these	2-4 days a week
2311		2-4 days a week
2312	No – none of these	Five days a week or more
2313		Less than once a month, but more than twice a year
2314		Less than once a week, but at least once a month
2315		Less than once a week, but at least once a month
2316	No – none of these	Less than once a week, but at least once a month
2317		Five days a week or more
2318		Less than once a week, but at least once a month
2319		Once a week
2320	No – none of these	Once a week
2321		Five days a week or more

	AL	AM
2322		Less than once a week, but at least once a month
2323		Less than once a month, but more than twice a year
2324	No – none of these	2-4 days a week
2325		2-4 days a week
2326		Less than once a week, but at least once a month
2327	No – none of these	2-4 days a week
2328	No – none of these	Less than once a month, but more than twice a year
2329		Once or twice a year
2330		Never
2331		Once a week
2332		Once a week
2333	No – none of these	Five days a week or more
2334	No – none of these	Five days a week or more
2335	No – none of these	Once a week
2336		Less than once a week, but at least once a month
2337	No – none of these	Once a week
2338	No – none of these	2-4 days a week
2339		Once a week
2340		Less than once a week, but at least once a month

	AL	AM
2341		Less than once a week, but at least once a month
2342	No – none of these	2-4 days a week
2343		Less than once a week, but at least once a month
2344		2-4 days a week
2345		Once a week
2346		Less than once a week, but at least once a month
2347		Less than once a week, but at least once a month
2348		Once a week
2349		Less than once a week, but at least once a month
2350		2-4 days a week
2351		Less than once a week, but at least once a month
2352		Five days a week or more
2353		2-4 days a week
2354	No – none of these	Five days a week or more
2355		2-4 days a week
2356		Once a week
2357	No – none of these	2-4 days a week
2358		Once a week
2359		Once a week
2360	No – none of these	2-4 days a week
2361		Once a week
2362		Less than once a week, but at least once a month
2363		Less than once a week, but at least once a month
2364		Once a week

	AL	AM
2365		2-4 days a week
2366		Less than once a week, but at least once a month
2367	No – none of these	2-4 days a week
2368	No – none of these	2-4 days a week
2369		2-4 days a week
2370		Less than once a week, but at least once a month
2371		2-4 days a week
2372		Less than once a week, but at least once a month
2373	No – none of these	Five days a week or more
2374		Less than once a month, but more than twice a year
2375		2-4 days a week
2376		Once or twice a year
2377		2-4 days a week
2378		Once or twice a year
2379		2-4 days a week
2380	No – none of these	Less than once a week, but at least once a month
2381	No – none of these	2-4 days a week
2382		2-4 days a week
2383		2-4 days a week
2384		Once a week
2385	No – none of these	2-4 days a week
2386	No – none of these	2-4 days a week
2387		Once a week
2388		2-4 days a week

	AL	AM
2389		
2390		2-4 days a week
2391		Once a week
2392		2-4 days a week
2393		
2394	No – none of these	Five days a week or more
2395		2-4 days a week
2396		Less than once a week, but at least once a month
2397		2-4 days a week
2398	No – none of these	Five days a week or more
2399		Less than once a week, but at least once a month
2400	No – none of these	2-4 days a week
2401		2-4 days a week
2402		Once a week
2403		Once a week
2404		Less than once a month, but more than twice a year
2405		Less than once a week, but at least once a month
2406		Less than once a week, but at least once a month
2407		Less than once a week, but at least once a month
2408		Less than once a week, but at least once a month
2409		Less than once a month, but more than twice a year
2410	No – none of these	Once a week

	AL	AM
2411		Less than once a week, but at least once a month
2412	No – none of these	Less than once a week, but at least once a month
2413		Less than once a week, but at least once a month
2414		
2415	No – none of these	Less than once a week, but at least once a month
2416		2-4 days a week
2417	No – none of these	Once a week
2418		Less than once a month, but more than twice a year
2419		Once a week
2420		Once a week
2421	No – none of these	Never
2422		Less than once a month, but more than twice a year
2423		Once a week
2424		2-4 days a week
2425	No – none of these	Once a week
2426		2-4 days a week
2427		Less than once a month, but more than twice a year

	AL	AM
2428	No – none of these	Once a week
2429	No – none of these	Five days a week or more
2430		Less than once a week, but at least once a month
2431		2-4 days a week
2432		2-4 days a week
2433		Once a week
2434		Once a week
2435		Less than once a month, but more than twice a year
2436		Less than once a week, but at least once a month
2437		2-4 days a week
2438		2-4 days a week
2439		Less than once a week, but at least once a month
2440	No – none of these	Five days a week or more
2441		2-4 days a week
2442		2-4 days a week
2443		2-4 days a week
2444	No – none of these	Once a week

	AL	AM
2445		2-4 days a week
2446		Less than once a week, but at least once a month
2447		2-4 days a week
2448		Less than once a month, but more than twice a year
2449		Less than once a week, but at least once a month
2450		Once a week
2451		Once a week
2452		Less than once a week, but at least once a month
2453		Less than once a week, but at least once a month
2454		Less than once a week, but at least once a month
2455		2-4 days a week
2456		Once a week
2457		Five days a week or more

	AL	AM
2458		
2459		Once a week
2460		Once a week
2461		2-4 days a week
2462		Once a week
2463		Less than once a week, but at least once a month
2464	No - none of these	Once a week
2465		Less than once a week, but at least once a month
2466		Once a week
2467		Once a week

	AL	AM
2468		Once a week
2469		Less than once a week, but at least once a month
2470		Once a week
2471	No – none of these	Five days a week or more
2472		Once a week
2473		Less than once a week, but at least once a month
2474		2-4 days a week
2475		
2476		Less than once a week, but at least once a month
2477	No – none of these	2-4 days a week
2478		2-4 days a week
2479		Once a week
2480		Less than once a week, but at least once a month
2481	No – none of these	2-4 days a week
2482		2-4 days a week
2483		2-4 days a week
2484		Once or twice a year

	AL	AM
2485		Once a week
2486		Once a week
2487	No – none of these	2-4 days a week
2488		2-4 days a week
2489	No – none of these	Once a week
2490		2-4 days a week
2491	No – none of these	2-4 days a week
2492		Less than once a week, but at least once a month
2493		
2494	No – none of these	Five days a week or more
2495		2-4 days a week
2496		Less than once a week, but at least once a month
2497		Less than once a week, but at least once a month
2498		Five days a week or more
2499	No – none of these	Five days a week or more
2500		2-4 days a week
2501		2-4 days a week
2502	No – none of these	2-4 days a week
2503	No – none of these	2-4 days a week
2504		Once a week
2505		2-4 days a week
2506	No – none of these	Once or twice a year
2507		Once a week

	AL	AM
2508		Less than once a week, but at least once a month
2509	No – none of these	Less than once a month, but more than twice a year
2510	No – none of these	Five days a week or more
2511		Once a week
2512	No – none of these	Five days a week or more
2513		2-4 days a week
2514	No – none of these	2-4 days a week
2515		Five days a week or more
2516		Less than once a week, but at least once a month
2517		Once or twice a year
2518	No – none of these	Five days a week or more
2519	No – none of these	Less than once a week, but at least once a month
2520	No – none of these	2-4 days a week
2521		Five days a week or more
2522		2-4 days a week
2523	No – none of these	Five days a week or more
2524	No – none of these	Less than once a week, but at least once a month
2525		Less than once a week, but at least once a month
2526	No – none of these	Once a week
2527		Once a week
2528		Once a week
2529		Once a week
2530		Once a week
2531		2-4 days a week

	AL	AM
2532	No – none of these	2-4 days a week
2533		Less than once a month, but more than twice a year
2534	No – none of these	Once a week
2535	No – none of these	Five days a week or more
2536		Once a week
2537		Less than once a month, but more than twice a year
2538		Once a week
2539	No – none of these	Five days a week or more
2540	No – none of these	Five days a week or more
2541		Five days a week or more
2542	No – none of these	Five days a week or more
2543	No – none of these	Once a week
2544	No – none of these	2-4 days a week
2545		Less than once a week, but at least once a month
2546	No – none of these	2-4 days a week

	AL	AM
2547	No – none of these	2-4 days a week
2548		Once a week
2549		2-4 days a week
2550		Once a week
2551		Once a week
2552		Never
2553	No – none of these	2-4 days a week
2554	No – none of these	Never
2555		Less than once a month, but more than twice a year
2556	No – none of these	2-4 days a week
2557		2-4 days a week
2558		Once a week
2559		Less than once a week, but at least once a month
2560	No – none of these	Five days a week or more
2561		Once or twice a year
2562		Less than once a week, but at least once a month
2563	No – none of these	Once a week
2564	No – none of these	Five days a week or more
2565		Five days a week or more
2566	No – none of these	Never

	AL	AM
2567		Less than once a month, but more than twice a year
2568	No – none of these	Less than once a week, but at least once a month
2569		2-4 days a week
2570	No – none of these	Five days a week or more
2571	No – none of these	Once a week
2572		Once a week
2573		Less than once a month, but more than twice a year
2574		Once or twice a year
2575	No – none of these	2-4 days a week
2576	No – none of these	Five days a week or more
2577		Once a week
2578	No – none of these	2-4 days a week
2579		2-4 days a week
2580	No – none of these	Five days a week or more
2581		Once a week
2582	No – none of these	Once a week
2583	No – none of these	Five days a week or more
2584		Less than once a week, but at least once a month
2585		2-4 days a week
2586		Once a week
2587		Once a week
2588	No – none of these	Five days a week or more
2589	No – none of these	Never
2590		Less than once a week, but at least once a month
2591		Once or twice a year
2592	No – none of these	Less than once a week, but at least once a month
2593		Once a week
2594	No – none of these	Less than once a month, but more than twice a year
2595	No – none of these	2-4 days a week
2596		Less than once a week, but at least once a month
2597		Once a week

	AL	AM
2598		Less than once a week, but at least once a month
2599	No – none of these	Less than once a month, but more than twice a year
2600		2-4 days a week
2601		Once a week
2602		2-4 days a week
2603		Once or twice a year
2604	No – none of these	2-4 days a week
2605		2-4 days a week
2606	No – none of these	Less than once a month, but more than twice a year
2607		2-4 days a week
2608		Once a week
2609		2-4 days a week
2610	No – none of these	Less than once a week, but at least once a month
2611		Less than once a week, but at least once a month
2612	No – none of these	Less than once a week, but at least once a month
2613		Once or twice a year
2614		Less than once a month, but more than twice a year
2615	No – none of these	2-4 days a week
2616		2-4 days a week
2617	No – none of these	
2618		Five days a week or more
2619	No – none of these	Five days a week or more
2620	No – none of these	Five days a week or more
2621	No – none of these	Less than once a week, but at least once a month
2622	No – none of these	2-4 days a week
2623		Once a week
2624		Once a week
2625		Less than once a week, but at least once a month
2626		2-4 days a week
2627		Less than once a week, but at least once a month
2628		Once or twice a year
2629	No – none of these	Five days a week or more

	AL	AM
2630		Less than once a month, but more than twice a year
2631	No – none of these	Once a week
2632		Once a week
2633		
2634		Less than once a month, but more than twice a year
2635		2-4 days a week
2636		Less than once a week, but at least once a month
2637		2-4 days a week
2638	No – none of these	Five days a week or more
2639		Once a week
2640		Less than once a month, but more than twice a year
2641	No – none of these	2-4 days a week
2642		Five days a week or more
2643		Less than once a week, but at least once a month
2644		2-4 days a week
2645	No – none of these	2-4 days a week
2646	No – none of these	2-4 days a week
2647		Once a week
2648		Once or twice a year
2649	No – none of these	2-4 days a week
2650		Less than once a week, but at least once a month
2651	No – none of these	2-4 days a week
2652		2-4 days a week
2653	No – none of these	Once a week
2654	No – none of these	Less than once a month, but more than twice a year
2655	No – none of these	2-4 days a week
2656		Less than once a week, but at least once a month
2657		Once a week
2658		Once a week
2659	No – none of these	2-4 days a week
2660		2-4 days a week
2661		Once a week
2662		2-4 days a week
2663	No – none of these	Once or twice a year
2664		Less than once a month, but more than twice a year

	AL	AM
2665		Once a week
2666		Never
2667		Once a week
2668		Less than once a week, but at least once a month
2669		Less than once a week, but at least once a month
2670	No – none of these	Once a week
2671		Once a week
2672		Less than once a week, but at least once a month
2673		Once a week
2674	No – none of these	2-4 days a week
2675	No – none of these	Five days a week or more
2676		2-4 days a week
2677		Less than once a month, but more than twice a year
2678		Once or twice a year
2679	No – none of these	2-4 days a week
2680		Less than once a week, but at least once a month
2681	No – none of these	2-4 days a week
2682		Less than once a week, but at least once a month
2683	No – none of these	2-4 days a week

	AL	AM
2684		2-4 days a week
2685	No – none of these	2-4 days a week
2686		Once a week
2687	No – none of these	2-4 days a week
2688		
2689		2-4 days a week
2690		Once a week
2691		Less than once a week, but at least once a month
2692		Less than once a month, but more than twice a year
2693		2-4 days a week
2694		
2695	No – none of these	2-4 days a week
2696		2-4 days a week
2697	No – none of these	Five days a week or more
2698		Once a week
2699	No – none of these	Less than once a week, but at least once a month
2700		Once a week
2701		Once a week
2702		
2703		Five days a week or more
2704	No – none of these	Five days a week or more
2705		Less than once a week, but at least once a month
2706	No – none of these	Five days a week or more

	AL	AM
2707		Five days a week or more
2708	No – none of these	Less than once a week, but at least once a month
2709	No – none of these	Less than once a week, but at least once a month
2710		Less than once a month, but more than twice a year
2711	No – none of these	2-4 days a week
2712		Less than once a week, but at least once a month
2713	No – none of these	2-4 days a week
2714	No – none of these	Five days a week or more
2715		Five days a week or more
2716		2-4 days a week
2717		2-4 days a week
2718	No – none of these	2-4 days a week
2719	No – none of these	2-4 days a week
2720		Less than once a week, but at least once a month
2721		Less than once a month, but more than twice a year
2722		Less than once a week, but at least once a month
2723		2-4 days a week
2724		Less than once a week, but at least once a month
2725	No – none of these	2-4 days a week
2726		Five days a week or more
2727		Five days a week or more

	AL	AM
2728	No – none of these	Five days a week or more
2729	No – none of these	2-4 days a week
2730		Less than once a week, but at least once a month
2731		Once a week
2732	No – none of these	2-4 days a week
2733		2-4 days a week
2734	No – none of these	Less than once a month, but more than twice a year
2735	No – none of these	Less than once a week, but at least once a month
2736		Less than once a week, but at least once a month
2737	No – none of these	Once a week
2738		Once a week

	AL	AM
2739		Less than once a week, but at least once a month
2740	No – none of these	Five days a week or more
2741		Less than once a month, but more than twice a year
2742		Five days a week or more
2743		2-4 days a week
2744		Less than once a month, but more than twice a year
2745	No – none of these	Once a week
2746		Less than once a week, but at least once a month
2747		2-4 days a week
2748	No – none of these	2-4 days a week
2749	No – none of these	Five days a week or more
2750	No – none of these	2-4 days a week
2751	No – none of these	2-4 days a week
2752		Once a week
2753	No – none of these	2-4 days a week
2754		

	AL	AM
2755	No – none of these	Less than once a week, but at least once a month
2756		2-4 days a week
2757	No – none of these	Less than once a week, but at least once a month
2758		Once a week
2759		Less than once a week, but at least once a month
2760		2-4 days a week
2761		Once a week
2762	No – none of these	Five days a week or more
2763		

	AL	AM
2764	No – none of these	Five days a week or more
2765		2-4 days a week
2766	No – none of these	Once a week
2767	No – none of these	2-4 days a week
2768	No – none of these	2-4 days a week
2769		Less than once a week, but at least once a month

	AL	AM
2770	No – none of these	2-4 days a week
2771	No – none of these	Once a week
2772	No – none of these	2-4 days a week
2773		Less than once a week, but at least once a month
2774		Once a week
2775		2-4 days a week
2776	No – none of these	2-4 days a week
2777		Once a week
2778		2-4 days a week
2779	No – none of these	Once or twice a year
2780		Once a week
2781		Less than once a week, but at least once a month
2782		Once a week
2783		Once a week

	AL	AM
2784		Less than once a week, but at least once a month
2785		2-4 days a week
2786		2-4 days a week
2787		2-4 days a week
2788		2-4 days a week
2789		
2790		Once a week
2791		2-4 days a week

	AL	AM
2792	No - none of these	Once a week
2793		2-4 days a week

	AL	AM
2794	No – none of these	Once a week
2795		Once a week
2796	No – none of these	2-4 days a week
2797		Once a week
2798	No – none of these	Five days a week or more
2799		Once a week
2800		Less than once a month, but more than twice a year
2801		Less than once a week, but at least once a month
2802	No – none of these	2-4 days a week
2803	No – none of these	2-4 days a week
2804		Once a week

	AL	AM
2805		Five days a week or more
2806		2-4 days a week
2807		Once or twice a year
2808	No – none of these	2-4 days a week
2809	No – none of these	2-4 days a week
2810		Less than once a week, but at least once a month
2811		Once a week
2812		Less than once a week, but at least once a month
2813		Less than once a month, but more than twice a year
2814	No – none of these	Less than once a month, but more than twice a year
2815		Once a week
2816		Five days a week or more
2817		Less than once a week, but at least once a month
2818		Five days a week or more
2819		Less than once a week, but at least once a month
2820	No – none of these	Less than once a month, but more than twice a year
2821		
2822		Once a week
2823	No – none of these	2-4 days a week
2824		Less than once a week, but at least once a month
2825	No – none of these	Five days a week or more

	AL	AM
2826	No – none of these	Once a week
2827	No – none of these	Less than once a week, but at least once a month
2828	No – none of these	Less than once a month, but more than twice a year
2829		Less than once a week, but at least once a month
2830		2-4 days a week
2831		Less than once a week, but at least once a month
2832		Less than once a week, but at least once a month
2833		Less than once a week, but at least once a month
2834	No – none of these	2-4 days a week
2835	No – none of these	Five days a week or more
2836		2-4 days a week
2837		Less than once a month, but more than twice a year
2838	No – none of these	2-4 days a week
2839		Less than once a week, but at least once a month
2840	No – none of these	2-4 days a week
2841	No – none of these	2-4 days a week
2842		Less than once a month, but more than twice a year
2843		2-4 days a week
2844		Once a week
2845		Once a week

	AL	AM
2846	No – none of these	Never
2847	No – none of these	2-4 days a week
2848		Once a week
2849		Once a week
2850		Less than once a week, but at least once a month
2851	No – none of these	2-4 days a week
2852		Once a week
2853	No – none of these	Less than once a month, but more than twice a year
2854		Once a week
2855		2-4 days a week
2856	No – none of these	Five days a week or more
2857	No – none of these	Once a week
2858	No – none of these	2-4 days a week
2859		2-4 days a week
2860		2-4 days a week
2861		Once or twice a year
2862		Once or twice a year
2863	No – none of these	Less than once a week, but at least once a month
2864		Less than once a week, but at least once a month
2865		2-4 days a week
2866		2-4 days a week
2867	No – none of these	2-4 days a week
2868	No – none of these	Once a week
2869		Less than once a month, but more than twice a year
2870		Less than once a month, but more than twice a year
2871	No – none of these	Once or twice a year
2872	No – none of these	2-4 days a week
2873		Once a week
2874		2-4 days a week

	AL	AM
2875		Once a week
2876		Less than once a week, but at least once a month
2877		Once a week
2878		Five days a week or more
2879	No – none of these	Less than once a week, but at least once a month
2880		Once a week
2881		Less than once a month, but more than twice a year
2882		Less than once a week, but at least once a month
2883	No – none of these	Five days a week or more
2884	No – none of these	Less than once a month, but more than twice a year
2885	No – none of these	2-4 days a week
2886	No – none of these	2-4 days a week
2887		2-4 days a week
2888	No – none of these	Less than once a week, but at least once a month
2889		2-4 days a week
2890	No – none of these	Five days a week or more
2891	No – none of these	Five days a week or more
2892	No – none of these	2-4 days a week

	AL	AM
2893		Less than once a week, but at least once a month
2894		
2895		Once a week
2896		Never
2897		Less than once a week, but at least once a month
2898		Less than once a month, but more than twice a year
2899	No – none of these	Five days a week or more
2900		Once or twice a year
2901		2-4 days a week
2902	No – none of these	Less than once a month, but more than twice a year
2903		Less than once a week, but at least once a month
2904		Less than once a month, but more than twice a year
2905		Less than once a month, but more than twice a year
2906		2-4 days a week
2907		Once a week
2908	No – none of these	Five days a week or more
2909		Once a week
2910		Less than once a week, but at least once a month
2911		2-4 days a week
2912		Less than once a week, but at least once a month
2913		Once a week
2914		
2915		2-4 days a week
2916		Less than once a week, but at least once a month
2917		Once a week
2918	No – none of these	Once or twice a year
2919		Less than once a week, but at least once a month

	AL	AM
2920		Less than once a week, but at least once a month
2921	No – none of these	Five days a week or more
2922		Once a week
2923	No – none of these	2-4 days a week
2924		2-4 days a week
2925		Less than once a week, but at least once a month
2926	No – none of these	2-4 days a week
2927		2-4 days a week
2928		Less than once a week, but at least once a month
2929		2-4 days a week
2930	No – none of these	Less than once a week, but at least once a month

	AL	AM
2931		Less than once a week, but at least once a month
2932		Once a week
2933		2-4 days a week
2934		Five days a week or more
2935	No – none of these	2-4 days a week
2936		Less than once a month, but more than twice a year
2937		Once a week
2938		Less than once a week, but at least once a month
2939		2-4 days a week
2940	No – none of these	Once a week
2941		2-4 days a week
2942		2-4 days a week
2943		2-4 days a week
2944		2-4 days a week
2945	No – none of these	Five days a week or more
2946		Once a week
2947		2-4 days a week
2948		Once a week
2949		Five days a week or more
2950		2-4 days a week
2951		Less than once a week, but at least once a month
2952		Less than once a month, but more than twice a year
2953		2-4 days a week
2954		Once a week

	AL	AM
2955		
2956		Never
2957	No - none of these	Five days a week or more
2958		Less than once a month, but more than twice a year
2959	No - none of these	Five days a week or more
2960		2-4 days a week
2961		Once or twice a year
2962		Once a week
2963		Less than once a week, but at least once a month
2964		2-4 days a week

	AL	AM
2965		Less than once a month, but more than twice a year
2966	No – none of these	Five days a week or more
2967		Once a week
2968		Less than once a month, but more than twice a year
2969		2-4 days a week
2970		Less than once a week, but at least once a month
2971	No – none of these	Less than once a month, but more than twice a year
2972		Once or twice a year
2973		Once a week
2974		Once a week
2975		2-4 days a week
2976		Once a week
2977		Never

	AL	AM
2978		Less than once a month, but more than twice a year
2979	No – none of these	Less than once a month, but more than twice a year
2980		2-4 days a week
2981		2-4 days a week
2982	No – none of these	Less than once a week, but at least once a month
2983	No – none of these	Five days a week or more
2984		2-4 days a week
2985	No – none of these	Five days a week or more
2986	No – none of these	Five days a week or more
2987	No – none of these	Once a week
2988		Once a week
2989		2-4 days a week
2990	No – none of these	Five days a week or more
2991	No – none of these	Once or twice a year
2992	No – none of these	2-4 days a week

	AL	AM
2993		Once a week
2994		2-4 days a week
2995	No – none of these	2-4 days a week
2996		Less than once a week, but at least once a month
2997		2-4 days a week
2998	No – none of these	Five days a week or more
2999		2-4 days a week
3000	No – none of these	2-4 days a week
3001	No – none of these	2-4 days a week
3002		2-4 days a week
3003	No – none of these	Once a week
3004	No – none of these	Five days a week or more
3005		2-4 days a week
3006	No – none of these	Once a week
3007	No – none of these	Five days a week or more
3008		Less than once a week, but at least once a month
3009	No – none of these	Less than once a week, but at least once a month
3010		Less than once a week, but at least once a month
3011		
3012		
3013		Once a week
3014	No – none of these	Once a week
3015		Less than once a week, but at least once a month
3016		Less than once a month, but more than twice a year
3017	No – none of these	Once a week
3018		Less than once a week, but at least once a month
3019		Less than once a week, but at least once a month

	AL	AM
3020		
3021		

	AL	AM
3022		
3023		

	AL	AM
3024		
3025		
3026		
3027		

	AN
1	Q19
2	Finally, if you have any further comments related to the ...
3	
4	The strategy document is clearly biased towards franchising and provides no evidence bus services will improve under this model. The lack clarity about what it will cost the public purse is indicative of the public sector's inability to grasp the cost of operating buses or recognise the investment private operators have and continue to make in improving fleets to transition to zero emission operations.
5	I drove to Lenzie and took the train into Glasgow, sheer luxury, warm, comfortable and no jarring potholes. Also on time with no cancellations. Match that with the busses.
6	
7	All people want is is a bus service that is on time 98% of the time and the buses fit for purpose. I strongly disagree that bus fares have risen more than the cost of private car. That cannot be correct. Bus fares should rise with inflation, provided service is right. In my view the service can be more efficient from rural villages with smaller buses gong direct to Glasgow apart from drop offs therefore making the service quicker. The same idea on the return journey with no drop offs but pick ups only and going the quickest direct route. I would use the bus, if I was confident it was on time, the buses were in good condition and the fastest route used. If not why would I use them? Regarding costs, insurance, fuel, road tax, parking have all significantly increased. That should drive people on to buses / trains, but it needs to be accepted that good service will cost money.
8	Make routes clearer and get a working, integrated app that tells you which bus goes where, showing routes. Main reason new people don't use buses is that they've no idea where they can get on them and where they go. Where is the nearest bus stop that will take me to X destination? Clearly number bus stops with massive numbers so they can be identified easily.
9	
10	
11	I believe SPT should explore investing in a bus service that mirrors that seen in Edinburgh.
12	
13	
14	
15	take a big step forward and bring the bus service into public ownership
16	Have not used bus transport because there is NO useful bus service where I live.
17	Don't forget the suburbs of small towns
18	
19	

	AN
20	
21	Bus travel needs to be smarter with ticketless operations and a touch in and touch out system using bank cards
22	
23	
24	I have been totally frustrated in obtaining a bus service into our community by diverting existing services on a slight detour. At the same time it would eliminate a safety issue regarding the nearest bus stop to our community which is dangerous. I have highlighted this safety issue to various bodies including bus operator who have all ignored it.
25	
26	
27	Please stop running down the clock on this issue. SPT has avoided the franchise model for long enough, its time for action.
28	
29	
30	I would love to get a reliable and affordable bus more. That is impossible in Glasgow under current circumstances, you look at Edinburgh and the moderate success they have had in the buses, that is before actually having ambitious plans like what is seen in Germany or even parts of Brazil. However a joint up approach including the subway and trains and ferrys also are paramount.
31	
32	
33	SPT's cade for change outlined what all bus users already know. The current bus network doesn't deliver for customers. The recommendations in this consultation, centred around franchising, offer the best chance to deliver the radical change required to arrest further patronage decline.
34	we need to see a much better and improved rural bus service to connect with trains and other bus services
35	
36	
37	
38	
39	
40	Hugely impressed with SPT's approach here - showing strength and confidence in the face of narrow-minded and self-interested opposition
41	
42	Buses need to have enough routes that they are true alternative to driving
43	
44	

	AN
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47	
48	A petition calling on SPT to "Take Strathclyde's Buses Back into Public Control" was submitted to SPT with close to 10,000 signatures - including mine - on 23 February 2024. See details here: https://www.megaphone.org.uk/p/BetterBuses This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT "rejects the idea of entering into a so-called 'Bus Service Improvement Partnership' with the private operators which would simply maintain the status quo." If SPT ignores this demand, and moves forward with the misguided proposal to set up a BSIP, it will be a betrayal of these 10,000 people, not to mention all those rejecting the BSIP proposal in this public consultation. What is the point of consulting us at all, if you don't listen and act on what we say?
49	Please make sure you increase the frequency and operating hours of the busses! Additional bus infrastructure and removing parking from bus would be hugely beneficial to increasing reliability and ridership too.
50	
51	The assessments and consultation make no mention of the reduction in air pollution in helping to meet climate change targets that could result from more and better bus services and fewer private vehicles on the road. A serious oversight. There is no 'Submit' below! I'll try next
52	
53	
54	
55	
56	Be ambitious - buses, whilst not glamorous or exciting, have a big part to play.
57	Buses must become properly accessible for all wheelchair users not just a select few small wheelchairs. My only transport where I live is my van, if I am not well enough to drive I am completely stuck and unable to get anywhere. No buses or taxis will take my powered wheelchair
58	The bus and rail network in Strathclyde are a joke. Take lessons from cities like Berlin, everything is integrated and one ticket does all. SPT areca joke, they have done nothing for years. The Zonecard, why isn't this available on a phone? Why don't we have an Oyster card? Utter joke of an organisation
59	
60	
61	I just want a system that works better than what we've got. I've been a bus user for 10 years and now I'm wanting to drive because the buses are so terrible, but there are no lessons available so I am stuck with poor bus service.
62	

	AN
63	To maximise capacity, improve reliability, and drive environmental sustainability, busEd must be supported by light rail infrastructure. In addition to the proposed, we can not neglect reinstating our tram network.
64	Timetables need to coincide with train times
65	
66	
67	
68	Connectivity improvements are essential for journeys from my village to Glasgow or Edinburgh via Biggar and Lanark.
69	
70	I would travel much more by bus if a bus was available from Elsrickle or Biggar to - Carluke, Corsairs and Glasgow. Also buses should run more frequently from Biggar to Edinburgh especially later in the evening. Transport across the country is very poor in terms of connecting Biggar and surrounding villages with the west - Carluke, Corsairs and Glasgow.
71	I don't use busses in the city because the horrible state of them. There need who be one ticket for all. And better routes that fit the people and not what is most profitable for the companies
72	
73	Good for you doing this. We have seen high fares, unreliability and a focus on profit and not customer needs. I read about services being lost all of the time and yet good profits at the plc companies
74	I believe taking forward Franchising I best method I see, as more can be done if an operator is running a poor service and an bus operators would put more into offering a better service so not to risk losing the franchise.
75	
76	
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79	I very much welcome the current work on making the bus network more efficient, reliable and more economic Having multiple operators make certain journeys expensive and it can be difficult to have a clear understanding on how to travel from A to B
80	I believe bus services have to improve in my local area because 1 bus an hour either way is terrible
81	You should have asked, if I ride a bike.
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86	Glasgow's current public transit is pathetic compared to the rest of the UK and Europe, taking the power from the corporations is an essential step to ensure that our public transport puts the people first.
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	AN
89	I have a bus stop 3 minutes walk from my front door, but i elect to walk 30 minutes to the train station because it is almost 50% cheaper, more reliable, takes the same length of time to get into the city including the 30min walk, and comes about as often as the bus. I hope this consultation results in real change to the bus services in the greater glasgow area, because the current monopoly culture that bus operators enjoy is not sustainable.
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94	I live in Abington where the bus service has reduced in the recent years. It is almost impossible to rely on a bus to get to and from work in the nearest towns. Also very difficult to rely on bus for medical treatment. I don't see anything in any of your proposals which would address the bus service in the Abington area. Therefore I found survey difficult to complete, I expect many others who like me have had to to rely on a miserable service will continue to not be heard.
95	
96	
97	There is no bus service available in the village I live in
98	
99	Community Transport Operators who are quality checked, should be considered for taxpayer funded individual services such as my bus, group services and other lower pax numbers specialised routes. These services are vital locally and best delivered within the community. With a bit more support in terms of licence obligations or permits, this should be a consideration for any franchise or other model.
100	
101	Local price cap on bus fare would be a good idea. Moreover, nightbuses should be introduced throughout a whole week. Weekend ones mostly cater to the going out culture and it leaves out the needs of workers who may have to return from late shifts and have very limited transport options that are affordable and efficient.
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106	I have a disability, so I tend to travel by car.
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109	This consultation should be easier to find. I only knew about it because there was an article in the Glasgow Times, which did not have a link. I had to, knowing it existed, come to the SPT site and type "Consultation" into the search term to find it. If you're taking an impartial survey, then the language used shouldn't be so bias. The Survey clearly hasn't been thought through properly, as the "Don't / Do" of the questions switches between pages. "Rule out" on the first page, switches to "Take forward" on the second page - meaning that the responses are switched to the opposite meaning.
110	I truly wish franchising gets implemented for the current situation with the buses is disgraceful.
111	To be able to use a travel app that covers all services would be a great help.

	AN
112	
113	Symington train station needs to be reopened. In the 21st century, it should not take over an hour to travel 29 miles to our capital city. Our children are being deprived of educational and vocational opportunities because we do not have adequate public transport. We live in South Lanarkshire but have similar transport facilities as the Outer Hebrides. The trains run through Symington already so why not simply re-open the station? It would probably be more cost effective than another bus service that won't even take us to Glasgow!
114	
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116	Manchester are including local trains in their plans for an integrated transport system. Will SPT include the rail network in Strathclyde in the transport strategy? Should be a tap on/tap off on bus train and underground with a maximum daily cap. It's astonishing that Glasgow does not have this already
117	Please bring forward plans for integrated ticketing across multiple modes of transport.
118	
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120	I really wish the x36 would run through Castlecary and wardpark again rather than go down the motorway
121	
122	
123	Profiteering of private bus companies whilst failing to provide a suitable service cannot continue. I am a driver who actively wants to utilise public transport more often but I cannot do so until the service improves. The buses need to be more regular and reliable and ticketing needs to make economical sense.
124	We need a bus service in the village of Langbank
125	
126	
127	Things need to change drastically. Bus services are appalling. We live in G53, Pollok, and my son goes to Glasgow Uni, there is no direct bus route from G53 to the west end. The strategy of promoting public transport use, all these endless bus lanes etc, is nonsensical when the routes needed for local people don't even exist.
128	Understand living rurally bus services would be sparse but my understanding is 0 service provision where I live
129	
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131	Buses cost disproportionately more than trains but it's my only accessible option with a buggy. That and if I need to switch buses having to pay again means I am always more likely to take the car where I could take the bus
132	Whilst they are still in operation from different companies buses should have a unique number. Currently both McGills and First have a number 3 bus which goes through Shawlands but do not have the same ongoing route - this is confusing for many people including the elderly.
133	

	AN
134	
135	The bus services in my area are totally inadequate. There is a skeleton service in the evening & no service at peak time 5/6pm. I walk rather than use the bus, which means I am confined to only doing things during daylight hours. Services need to be more frequent, run throughout the day and be cheap to encourage people away from car use.
136	I worked for the Scottish railways for the last 20yrs, I've seen many franchises come and go in our company, full of promises that never materialised, actually better now with the Scottish government, also the shareholders will want private as its a bigger gain to them but not the staff, who should be commended for the stressful job they do, ,
137	When looking at strategies can you look at buses to the hospitals and how they run on public holidays. I had to walk 45 mins to work over the Christmas period for 7 days as the usual bus didn't start running till after 8 so I was late for my shift starting at 7 30. Just a thought to ensure there is at least one bus an hour which serves the workers in the hospitals all year round!
138	I'm using the bus less since service cuts
139	Schools should be separate from public transport because the abuse you have to stand and lack of seating
140	In my own area, Whitelees in cumbernauld, the only bus service was the 49 which is now being withdrawn. This area has a large number of older people who depend on the local service, myself included. The nearest bus stop is on Oak Road Abronhill, which is a fair distance, more so in winter conditions with snow and ice. Anyone with mobility problems, again myself included, a local bus service to and from the town centre is not just a requirement, but a necessity. I can understand that the bus companies need to make money and some routes may not make as much as required, but with the addition of increased shopping facilities in the Westway estate, I believe that there a real opportunity for a local service to run profitable.
141	
142	If the retail park had been opened before the beginning of 2024 I would have used the bus service - local people now have a destination to go to and use your no 49 bus
143	
144	It would be great to have accountability for routing by a public body.
145	
146	
147	We had to mount a public campaign to save our bus from the local town to our nearest city. At present I have to walk or drive to a "hub" where I can catch a bus. If I did not drive I would be left with a walk only option and as I become more elderly and there are no pavements available on my walk to the "hub" I am not able to do this. At the moment I can not do this in dark mornings or evenings already. I will be forced to move home. I already have my NEC travel card and make excellent use of it
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151	Houston Community Council will continue to lobby for improved bus services which are crucial to our desire to decrease car usage in what has become a dormitory suburb.
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157	Busses need to be made safer from the increase in anti social behaviour since the free bus passes for under 22 was introduced.
158	Bus links to railway stations are also very important. It's currently difficult to get from Abronhill to the local railway station early in the morning

	AN
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160	As someone who is retired I have a concession card, which is a benefit. I think the extension of this to young people has been successful. I think cheaper pricing, multimodal ticketing and fare capping are essential.
161	
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163	I am so glad that you are doing something to try to improve the buses :)
164	
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166	Please just get on with improving our bus service.
167	
168	I would use the bus five days a week but its too unreliable where I am. I usually get stuck standing in the rain and phoning a taxi.
169	I need to use my car because bus service does not go the route I require
170	
171	N?A
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179	Girvan may be near the edge of the Strathclyde border and when these changes happen Girvan shouldn't be left out, the bus services have declined over the years, the vehicles are worse, the routes got slower, less frequency (and a huge gap between 18:20-20:20 from ayr to girvan).
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185	With regards to access to other forms of transport, you have said "select all that apply" but used radio buttons which means only one can be selected. I needed to select two options. We have often elected to take the car as over £10 (2 adults) return on the bus for a ~25 minute trip is an expensive joke.

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188	I would travel more by bus if it was reliable and not more expensive than train
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200	Our bus service has gradually degraded since we moved to current house over 20 years ago culminating in the removal of the late bus and halving some of the trains.
201	Discussions with local people, having local people represented (and not by local authorities) when reviewing proposals for continuation/revision of services are important.
202	No
203	
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205	I would get the bus more often if it was more reliable - I'd rather not drive to work, but was finding that getting home in the evening at a sensible time was a complete lottery depending on whether a bus turned up at all. I also think there should be more lateral routes (across areas without going into the city centre) and more evening/night services.
206	

	AN
207	The bus is a fortune compared to the train and is unreliable. It would be better if it was all integrated. Other cities have done this and have much better services as a result.
208	I used to use buses daily but the train is now cheaper and more reliable for commuting
209	
210	
211	I read the consultation doc but couldn't see impact statements - not in same doc or on the page. Please can we just have a system like London, where you have one card, you tap it on and off bus, train, subway and you don't have to faff about with calculating fares but it is capped? Also, don't make it all digital - some people can't afford mobile phones, let alone the data to run a bus ticket. They are the people who need to use the bus. The routes and timetables have to be joined up to make journeys by bus the first option, not the last. Also, don't forget about tourists - our system is opaque and complicated, compared to that of Edinburgh, with simple route maps on bus stops, simple cheap fares and which even runs on Xmas day for all those visitors!
212	
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214	I only travel by active travel or public transport. The bus options where I stay don't go where I need them to do I rarely get the bus. For a recent journey it would have taken an hour and three buses for me to get to my destination, luckily I am able bodied enough to cycle which only took 30 minutes however I worry about the impact on my quality of life should I become injured or unable to cycle for another reason as this would limit my mobility through the city. This is already a reality for many people and it's not fair.
215	Get the private bus companies that are failing us out and a new strategy in
216	
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218	
219	I would rather the bus networks be nationalised like ScotRail and make it easier to get in between areas in Scotland
220	
221	Buses fine as are
222	I chose to live where I do due to the public transport provision in the area and the bus services did not factor into that decision at all. I do not own a car and so make all my travel by public transport yet I get the bus a handful of times a year despite living next to a bus station. This is because the buses are expensive, complicated and unreliable. This is a huge opportunity to shape the future of the region, please do not make the same mistakes those in the past have made.
223	
224	
225	Would travel by bus more however takes 1.5 hours to go a 20 min car journey to work due to poor routes, no ticket connectivity between services and high costs
226	
227	I used to be a regular bus user but the service is becoming more and more expensive and much less reliable.
228	I would really like to use public transport more, but the way fares are structured makes it totally unaffordable - it costs the same for me to jump on the bus for 5 mins as for 30, and as soon as a bus change is required it costs a full day ticket, which is more expensive than car parking fees. I strongly believe in driving less around the city, but at the moment the incentives are completely the wrong way around: e.g. for me and my partner to take our child swimming 10 mins down the road, it would cost £10 to go by bus, so we either have to walk for an hour or drive if it is raining or we don't have an extra 2hrs spare to do the walk!
229	

	AN
230	If the services were better connected, I would use buses more often.
231	
232	Both of the major operators within Glasgow are not fit for purpose
233	I don't use buses often as they just aren't available so need to drive to get to a train station etc
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239	Radical rethink needed for rural villages. 4 buses a day between 08:15 and 15:30 and then a single service at 18:15 which frequently doesn't run is ridiculous and doesn't meet the needs of commuters or school pupils wanting to access after school study/clubs
240	I am glad to see SPT making the move towards taking the buses in Strathclyde back under their control. Glasgow and the broader region has so much potential, but the existing disjointed transport network really impacts the city negatively. Having just returned from 2 weeks in Vienna, I was blown away by their affordable, integrated transport network of Metro's, buses and trams. This is the type of model that SPT should be aspiring towards.
241	
242	A better more reliable bus service will get people out of their cars as long as there isn't it wont.
243	
244	I rarely use the bus because the service to my area has been cut so often over the years that is ineffective for getting about
245	It's time to end private company profiteering and provide a sustainable transport service that serves the people and the environment.
246	we must do everything we can to remove the profiteering middleman from public transport! the only way to have a functional public transport system is for it to be fully linked and owned by the local transport authority.
247	
248	
249	Strathclyde's bus provision is embarrassingly poor. The whole system should be scrapped in favour of a franchise or public operator.
250	We really need a radical change and there are some areas even in the city centre which are underserved by bus routes, one of my recommendations would be to reroute either the 60 or 61 along St George's road to Sauchiehall street and add a stop outside the PureGym/pool hall, however this is done would be great
251	
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	AN
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254	My local bus route is essentially useless due to lack of frequency once an hour, i think once every 15-30 minutes would suit that route much better. It costs more than driving. Also who is going to use a bus service that stops at 5pm and only runs form 8am, it's usually not good enough for commuting and or much else. theres no buses on a Sunday so i don't see people giving up there cars for a bus service that poor.
255	
256	I plan on using bus services more frequently now but would find real time trackers in ALL buses very helpful. Also it would be better if the buses were better coordinated between each other and the rail network. I can't the last train home because there is no matching bus
257	
258	I mostly use the subway and when I have to use the bus i prefer using my car. This is all because the ticketing system is not unified. I'm would much rather buy a monthly ticket and travel across the city by public transport, but if I'm spending money on subway AND have to buy a separate ticket for a bus, it is very demanding for my budget. Integration is the key (for me).
259	Would like to see increase in services during peak times (like school run or 5 PM-7 PM). A reliable night service for workers and SPT-wide season tickets that we can use on all services.
260	if the bus service will be cared for in the same manner as the NHS, I would prefer to never see a bus again.
261	From Paisley Grammer to Glasgow Southside it can take nearly 2 hours by bus. By car it's 15-20 minutes. That is an abject failure by the private services to run routes that work for the citizen. I cannot get rid of my car until that very basic principle is met, you should be able to get anywhere you can get with a car in 20 minutes, via public transport in <30.
262	Should look at everyone paying some money to travel. Perhaps buy a cheap ticket monthly that always you to travel on all forms of public transport for that month. Don't think people should be travelling for free (and yes I have a " codger card") but think we should all pay a token amount to travel. Think Germany trialled this and it was successful. But transport needs to be joined up for this to happen.
263	
264	Needs to form part of an integrated network for all public transport. At least per city.
265	I live in Uplawmoor. Current public transport is so inadequate that it is virtually unused. It is impossible to travel to work or education by public transport if you live in Uplawmoor. I understand that this is a subsidised bus service yet is not in any way usable.
266	
267	I don't travel by the bus due to the fact that for me it's quicker to walk to West Street or Bridge street to get to the West End for university. It's not a short walk either, usually taking about 25-30 minutes, however this is often still faster and considerably cheaper than paying for a bus ticket.
268	
269	This survey was very poorly worded in a way to make it very difficult to understand what answer makes it clear buses should not be run privately as a for-profit system like we're currently experiencing.
270	
271	
272	Need to move away from reliance on cars. I use the train a lot but need a car to get to either station I can use!
273	The survey was very confusing and seems to be quite poorly worded. Particularly the first few questions which are difficult to understand how I should answer. The survey also asks to select all modes of transport available to you but due to using radio buttons, consultees can only click one option.

	AN
274	I strongly support extending the bus network in favour of cars. The bus network first needs be watertight, affordable and enticing, and ONLY THEN can we look at removing parking or making it unaffordable. I support any action that works towards this goal.
275	
276	I use the bus in cities that have integrated, franchised bus networks. I don't use the bus in places that don't, most people I know are the same. Franchise it fast and everyone will benefit.
277	
278	Please make this a priority. I am astounded by how dreadful the service here is as it regularly prevents me from taking part in things in my free time or causes me to struggle to attend appointments. It should not take me two hours to travel slightly over 6 miles!
279	
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283	Lothian Buses has delivered profit for Edinburgh Council and has been a huge success. I implore SPT and Glasgow Council to make use of the lessons learned from both organisations to deliver a regionally owned bus network
284	Don't have a bus service that goes to a urban area
285	There will obviously be vested interests against change. These should be ignored. A change to provision of bus services may be one way to stop the decline in the city hospitality Industry as it is clear that GCC are anti car
286	
287	Carmunnock has one of the poorest bus services in the City which does not encourage the residents to give up their cars and use public bus services, this could be greatly improved by extending the 34a terminus from Ardenraig Road(by one stop) to Carmunnock (less than 2 minutes) providing links to Castlemilk (library, shopping centre, sports facilities, churches etc.) Cathcart, Battlefield, Shawlands, Mossspark and most important direct access to Victoria and Queen Elisabeth Hospitals I am confident that if the appropriate application to integrating this to Carmunnock it would provide joined up journeys with other bus routes East to West and also rail services from urban railway stations. I trust this proposal is given due diligence and the value to the village would certainly improve the level of the public transport services.
288	

	AN
289	Your wording is really confusing in those survey and it's going to put people off.
290	This area used to have a superb bus service but now down to limited choice and less frequency with higher fares. Timetable is never adhered too and frequently buses don't turn up.
291	
292	None
293	If privatisation worked, you wouldn't be running this consultation in the first place, so don't let a bus company tell you that franchising or a municipal bus company is not needed. London, Manchester, Edinburgh, Liverpool, Leeds etc. have all switched to franchising or municipal ownership. It clearly is a model that works and is needed for a big city region like Glasgow, if we do not get a decent public transport system we will suffer economically.
294	
295	Please, please don't be put off by McGills threat of legal action. Good luck!
296	
297	
298	Affordability is the biggest issue affecting our bus network. It is ultimately a significantly lower standard of service than that offered 20 years ago, at a significantly increased cost. It is more cost effective for the majority of people to drive cars, which have contribute hugely more greenhouse gas emissions per person than buses and cause immense congestion, which lowers local air quality. There's a severe lack of serious commuter and single journey intermodal options, which other cities put Glasgow to shame on. A "nice to have" would be supporting people to take low/no carbon journeys through allowing the stowage of bikes on buses. I understand there are safety issues around the solutions bus services around the world have used (i.e. stowing bikes in the front or back of the bus exterior), but there are potential options for internal stowage that should be looked at - and could be mandated through the approaches SPT is minded to take through greater regulation.
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304	Buses important. Need reliable, well planned and well regulated services
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311	Things have to change. Where I live the only regular service to Silverburn is the 10, operated by one provider who regularly fail to turn up, run early or just drive by stops, there's no competition and no enforcement to stop this behaviour. Operators need to be held legally accountable by people we elect to represent us, so the public have a way of holding operators to account for poor service. If you want to have more bus drivers you need to make it an attractive career with decent pay and conditions, then you can run reliable services which in conjunction with making car or taxi journeys more of a hassle, will draw more passengers to use reliable bus services
312	Private companies have been the ruination of Glasgow's bus network. I'm glad to see real effort being made to improve things.
313	
314	
315	I travel by car as there is little or no public reasonable transport available.

	AN
316	Please consider the limited bus provision in Uplawmoor. There are hardly any buses and they are unreliable. This impacts on the community as it increases reliance on cars and reduces opportunities for young people to travel independently to access after school activities, sports facilities and social opportunities.
317	
318	I am very relieved that SPT has chosen to use the powers given by ScotParl to seek to improve the bus network. This needs to be done properly as many people depend on a functioning network. This is especially important for glaswegians as many of us don't own personal vehicles and rely on public transportation for work, study, socialising.
319	I'd love to see bus services operating like Lothian transport or TfL, and the public being able to hold those operators responsible for providing a reliable, frequent service over a vastly connected network.
320	
321	This survey is biased. Double negatives will confuse anyone filling the form. I would suggest scraping this and starting again with adding option of full scale public transport company like in many successful cities in the world. I think whoever designed the questions is afraid of work needing to provide 21st century public transport for Glasgow.
322	
323	
324	I don't use the buses now as the service in my area is unaffordable and not pleasant
325	
326	Great to see something finally happening and hope this goes all the way to a functioning, integrated municipal transport system
327	Set up a municipal bus company and start to follow Edinburgh and have every bus route under local control and start to offer 24hr services, why does Edinburgh offer this but Glasgow doesnt we have the larger population
328	
329	This city cannot afford to be humstrung by its current bus system any longer. Local services franchising (with a municipal company competing) should have been brought in decades ago. The poeple and economy of this city have suffered under the present system for far too long. Move as fast as you possibly can. Good luck.
330	
331	
332	To use my car less I would need public transport to be reliable and cheaper. The timetabling is crucial when I need to use more than one bus to complete a journey.
333	

	AN
334	You need to get the costs of journey down - it's too expensive
335	
336	Give the public a say on the public transport and do not let a company that clearly are only interested in lining there pockets keep doing this as far as i am aware McGills bus service charge tbe highest fares for local journeys in the west of Scotland and this is not fare or acceptable
337	I would use the bus service far more regularly if it weren't so extortionately expensive and unreliable. I bought a bicycle to get to work purely because the bus service is not a viable option. This needs to change. Private companies should not be running public services - their goals do not serve the public.
338	Having grown up in Torrance as a child, we had one bus an hour which finished at 6pm. In a modern Scotland, that is unacceptable. The economic benefits of better and more frequent bus service has been demonstrated. Scotland is an outlier in comparison to the rest of Europe. It falls on SPT to remedy this in respect of Strathclyde. What I will also say is, a focus on night bus services should be encouraged. In the West of Scotland, a general perception has developed that taking a bus home from a night out/dinner/drinks is 'naff'. The poor quality of bus services has helped to denigrate the perception of taking the bus. SPT should work to reduce taxi and car dependency by providing assistance to the development of the night time and hospitality sector by improving night bus services. The recent criticism of SPT in respect of Sunday events at Bellahouston Park last year demonstrates there is a stronger appetite for change. In comparison to the current situation in Glasgow, in London the majority of citizens take buses or the underground home from events. SPT needs to encourage a cultural change (including the Subway) in this respect. Again, the transport strategy of SPT needs to help develop Glasgow and Strathclyde into a "24 hour city" to ensure it attracts talent, industry and economic stimulation to want to live and work in Glasgow/Strathclyde. The current situation, at all levels of government including agencies such as SPT, is a disgrace.
339	North Ayrshire to Glasgow bus services are badly required. The removal of the X34 & X44 from Irvine, the main town to Glasgow has serious impacts on the local community. A bus service which could run Irvine - Girdle Toll - Perceton - Stewarton - M77 - Glasgow would be seriously welcomed. It would provide a quicker, cheaper and more direct service to Glasgow for so many communities, and so many I have spoken to along this proposed route would leave their cars and get the bus if the service was frequent enough i.e. every 60-90 mins
340	It would be great if all public transport services could be brought under a single service, allowing the use of all using a single ticket. This includes bus, rail, underground and ferry. Where I live to visit family I need to buy separate bus, ferry, train and underground tickets. For this reason I usually drive as it ends up cheaper, even though I'd prefer to use public transport.
341	
342	Buses should be entirely in public control. One ticket for all types of transport. Copy London oyster system. Lines and rows much clearer. More frequency.
343	We only have a bus every 2 or 3 Hours mon - fri Sat every 3 hrs elderly People rely on this service for doctor and hospital appointments we ned dependable and reliable service on this route ROUTE 365 Shotts - Morningside - Wishaw
344	
345	SPT are wasting money on consultation after consultation. Spend the money on on the ground passenger benefits.
346	

	AN
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351	I and many others would use the buses if we had a better service. The 31 bus is not reliable and we are like prisoners . We can't go anywhere in the evening or on a Sunday unless we walk through an unlit path to Castlemilk. They have an abundance of busses which refuse to come into our village. We have no route to Rutherglen or Clarkston or Busby again you need to be fit to walk. There are is no transport suitable for secondary school as our children are spread across different authorities. First bus tell us they run a business not a service. Yes we have a nice village but becoming very depressing if you don't drive to escape. I don't care who or what provides a service as long as it works.
352	
353	
354	I'm use trains. I would use buses more if they operated at times that suited me and the routes existed. Public transport in north Lanarkshire is a disgrace.
355	There's no joined up service for public transport. If I miss my last bus (which is early af) then I need to use 2 other companies services, costing 3 times as much and taking ages to cover a 10 minute drive. Fix the transport you useless fucks.
356	As much should be done to implement a system like Londons with integrated ticketing with the trains and subway
357	We must give back the buses to the people. We must create a more affordable, sustainable and accessible for everyone.
358	
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361	I would love to use the buses more and leave the car at home. I visit London frequently and though not perfect, the itegrated transport system works very well for most people. It is a system that is designed to work for all, not a basic system that 'will do' for those who have no other option. The bus system needs to be made a attractive alternative to cars, traffic jams and parking problems
362	please contact me if you would like more information. I have always used the bus, it's the only way out of Glenboig 😊
363	As long as Council continue to marginalise the motor car, travelling by bus is increasingly important and has got to be good for the city's health. Glasgow is in a terrible mess compared to 25 years ago, and decent transport is essential.
364	Please create a unified public transport system with one ticket for bus and train travel. I firmly believe this would transform public transport useage.
365	
366	I believe there's no reason Glasgow cannot have world class public transport. It may not be simple or easy, but it has such a potential to make people's lives easier, and I strongly believe in the long run fixing the bus system will pay for itself many times over.

	AN
367	I would love to see the classic orange Strathclyde Red colours back on the buses and I have been a huge passion for transport particaly in Glasgow.
368	
369	
370	I only wish there were available funds to create a publicluy owned sevice quickly but understand the constraints. I look forward to the initial phases of change and an increase in service coupled with fairer pricing. I will be using buses much more frequently fairly soon and am very aware of the current limitations and issues. Buses are absolutely vital if we want to get more people using them. I want to stop using the car but cannot at this point due to the limitations of the current services.
371	
372	
373	
374	I don't travel by bus due to the lack of service in my area & I don't drive, I feel there should be better options so I don't have to rely on a car.
375	
376	We need regular buses going from.local areas to the main attractions town centre, cinema, theatre railway and access to connections without crossing a main road. And a 10 min service not waiting in the cold for half an hour
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379	I use buses daily but the lack of service information and frequency curtails my abilities to make the most of my access to leisure facilities in the city - I often miss my lunchtime gym class as the bus is late and I return to work instead, I am less able to take my child to visit local parks, museums, etc because we have to take multiple connecting buses which are unreliable / infrequent. We need to carry bus and subway passes to go out for the day - this is not the experience I had living in other European cities where integrated and local infrastructures are prioritised for city-centre living. I also object to public transport being a 'vehicle' for shareholder profit making rather than being a citizen-focussed basic entitlement provision like housing and healthcare. Even our capital city Edinburgh has cheaper buses, in Glasgow the signage, fares and frequency rates for main services are really poor.
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382	Please bring back proper night services
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389	Nationalise the bus services - public services ran for and by the public
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391	I try to avoid buses because they are unreliable and I moved to an area where I can walk out just use the subway. It would be amazing to have an integrated interconnected system
392	I never drive in the city, but I always find myself using the train over the bus. it's so much cheaper and more reliable. if I could one day use train, subway and bus as one system, with one ticket the city would be so much more open and easy to get around.
393	
394	Include obligation for improved support for mobility impaired users
395	Evening bus service to our village is only once an hour. The proposed change in Glasgow parking charges to 10pm would essentially exclude us from going to the theatre, cinema or restaurants in the city in the evening as the journey home would be torturous. If we had a more regular service we would use it more.
396	
397	Government should cover outskirts of glasgow if franchises do not meet their commitments and reinforce to relieve motorways and roads for people on rural remote areas which really need it
398	
399	Franchised and publicly run buses are the way forward. I will never be convinced to take the bus more often if the way it's structured currently remains. Would also like to see bus infrastructure improvements progressed ASAP including full bus rapid transit lines installed along key routes
400	I Live in Carluke South Lanarkshire which I is well served with a bus every 15 minutes Lanark to Hamilton vi Motherwell and Wishaw Monday to Saturday Daytime There is no Evening or Sunday Service Leaving missing important Links of Lanarkshire Towns i have already raised this with the Scottish government and partners hopefully De regulation of the buses would reinstate An Evening and Sunday Bus Service In Lanark Carluke Wishaw Motherwell and Hamilton
401	
402	A direct and regular bus service would mean I'd use the service regularly. Current service is once an hour and then switch to another bus to get any further than locally
403	Bud and rail travel and fares must be integrated ask Berlin city to show you how to do this efficiently
404	

	AN
405	We just want a Glasgow version of Lothian buses. Surely with a bit of political will that can be delivered in less than 7 years?!
406	I strongly believe in Franchising the bus and making it more reliable and affordable for the Glasgow community.
407	
408	The operators that run the local bus services are woefully inadequate and highly unreliable. This has been going on for years where vital services have been changed, cut and altered. Local commu cities don't just want a bus into Glasgow, they need to get to the nearby villages also; especially in regards to schools. Something drastic needs to happen to vastly improve the poor state of public lic bus service that are operating just now.
409	
410	Ensure that any changes are fully funded for at least 5 years
411	Fix the roads on which the buses travel. Train drivers in smooth driving improve suspension. Zero tolerance for antisocial passenger behaviour. Penalties for arbitrary cancellation of buses. Stop asking pensioner their destination (tap off will do).
412	
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414	The reason I don't use the bus on a regular basis is that there are no transport links to the places I want to go to, or the service is so poor I cannot make the whole journey by bus.
415	Public transport should be affordable, dependable and safe. Private companies have maximised profits whilst leaving people dependant on their service no choice but to pay up and to put up with the state of the service whether undependable timetables, unclean buses or an unsafe environment that nothing is done about.
416	
417	Bus services where I live are terrible. They come when they want, hours and hours in between buses and they are so expensive. Bus services were much better years ago. In my town if you don't have a car you are stranded.

418 I welcome this public consultation wholeheartedly; for better or worse I have too much to say about this issue and I apologise in advance to the SPT members of staff who are tasked with monitoring and collating responses from the public.

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421 Lack of bus services locally mean have to travel by car

422 Dont travel by bus because there are no busses from Blackwood Cumbernauld to Glasgow

423 I rely on train as no direct bus service runs from Kilmaurs to Glasgow

424 This strategy is poorly expressed and lacks any insight of a rigorous appraisal of the problems relating to climate change or demonstrates any rigorous appraisal of any clear methodology to improve the provision of reliable bus services to both dormitory living areas or rural areas to improve access to Centre. A much more clear headed, radical approach is need to address problems of access to public transport. A half hearted attempt to address a major local problem.

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426 To meet climate targets, a proper joined up transport service is needed, if we want to reduce car usage

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	AN
429	Do not let First carry on and make sure we get a service
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434	Stewarton has no bus service to Glasgow or I would use frequently
435	The privatization of the transport network has been a proven disaster. I had to learn to drive as I could no longer reliably take public transport to get there on time. We need the services run for the people with lower prices and better services. All profits reinvested in services and staff.
436	Lothian buses seems to be better service than First Glasgow
437	
438	The devil as always in the detail. The idea of greater weight to govern bus transport arrangements sounds good, reduced fares, integrated services- however what is likelihood of being able to deliver these? The detail would need to be explained before any strong commitment given by me you support it- costings/ structure etc, but to confirm- in principle this is of course how it should be run, im just not sure if theres capital /will/capability to do this successfully.
439	
440	There needs to be an economic analysis of 1. how efficient these services will be, and 2. how non-excludable these services would be under local authority ownership. In my view, if the bus services were to be ran through the local authority, I would expect fares to be affordable relative to the area's income. I know a lot of people who stopped using the bus after their U22's pass expired. Young people, like myself, are driving, and or taking the train because it's cheaper and quicker. Some of the local routes such as the 240 are so long and timely for the cost. It is cheaper and quicker for me to get the train. Please think about the consumer trade-offs people make when it comes to public transport especially now that the trains have been nationalise in scotland and are reducing in price.
441	The consultation is a good thing but I think for those of us that live in locations that are off the beaten track so to speak access to the bus network can be challenging and when you are able to travel the routes available tend to be such that you have to travel into a central location to then get another bus out to where you need to get to. I'm not sure that there is an easy answer to this but travelling between the smaller communities is really only possible if you have access to a private vehicle or can afford a taxi.
442	Natural monopolies have to be in public ownership, its a basic tenet of economics.
443	I use light/heavy rail and the subway to get around, would use the busses if they were any good! I use Lothian busses all the time when in Edinburgh.
444	See my response to question 11.
445	It is important that any branding created for the purpose of franchising or municipal control gives suitable visibility to Gaelic in its corporate identity in order to promote the language, particularly given that all the partner councils in SPT have a statutory Gaelic language plan and where Gaelic medium education is very strong.
446	
447	Reason I have infrequently used a bus is due to the location of the nearest bus stop to our estate which is over a mile away and on an uphill and exposed road.
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450	I am in favour of your plans for an integrated transport network. I do hope this also includes new and expanded park and ride facilities. As a rural dweller I would like to make more use of the bus network. My nearest bus "hub" is Eurocentral Maxim Park where there is no freely available park and ride facility. I would hope your plans and strategy would improve this.
451	As with many UK conurbations most routes are radial so that people often have to travel into Glasgow, then change to get to where they want to be. There is a need for more public transport that bypasses the City Centre. Similar to the 89 and 90 bus routes but with greater frequency and more routes North-South, East-West
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455	Please help provide a bus service where the emphasis is on 'service' rather than profit. Bring back the night buses.
456	I think most people have access to a car and therefore travelling by bus is always more expensive. You can remove this barrier entirely by making buses free and funding centrally. This simplifies everything for the individual and allows proper route planning.
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462	Having a one ticket for all transport makes more sense, every other city that i have visited over the world has this in place.
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465	Impact assessments did not seem to be available on the website so we have been unable to comment on these.
466	
467	You have the opportunity to transform Glasgow for the better. Please please please do it!!!
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470	It would be good for buses to start earlier in the morning so that people can get to work. Have a bus start at 8 am is not good as you are often required to get 2 bus to work and will not get there on time
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472	I do not travel on the busses more frequently because here in ML7 they are so unreliable. Provide us with a better service and I would be happy to use them more.
473	While I appreciate this consultation is focused on busses, I would strongly urge SPT to acknowlage the vital role that the built environment, active travel, and integrated tram / train has on the potential reach of public transportation. Busses are, in optimal use, best suited to "full gaps" between heavier transport modes such as trams for core routes, and to branch into areas too low in population or frequency to justify rail. I would be pleased to see this aknowlaged more strongly in the sections describing future plans such as the Clyde Metro or new heavy rail. Overall though I am very pleased with the majority of this document and the boldness with which SPT is approaching radical reform.
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477	Please make changes, SPT don't have the best track record when it comes to taking action but the but network is holding our city back.
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479	There are so many things that need doing. Franchising will be great, but you also have to thin out the number of stops - particularly in populated areas - to allow buses to move more quickly. My earlier point about the fairness of fares is also relevant: I like using public transport but I do feel like everyone in society is getting a freebie or a discount except me (45 year old) and this feels unfair. You need to narrow the subsidy gap across all age groups to get everyone on the side of public transport.
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482	The reason I have used the bus so little is due to current service levels being unreliable and unfit for purpose. I have family who live 30 mins from Berlin city centre and they rarely use a car such is the provision of public transport. This can't be a band aid we need a complete re-think
483	Communities have come to depend on an excellent bus service that has been provided over the years. I don't see why this should be questioned. Im sure there is more important issues needing attention than a service that has already proved to be invaluable
484	One bus running from largs to glasgow no bus from Gourock to hospital people have to travel to greenock to get the hospital bus
485	More needs to be done by councils and local government before these proposals go ahead. address the issues that cause delays such as roadworks and bad parking etc before going for the nuclear option
486	
487	We need better. We had a great bus service may years ago but now anymore. No buses at all on Sundays now. Not good enough
488	McGills buses need to be controlled/watched more as there is no one doing it now and they can just do what they want with fares and services and are let away with the high fares late/not turn up buses and they must have hundreds of complaints which nothing is done about.

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496	No bus service in my area now as was withdrawn by McGill's
497	I hope this consultation brings about change into how bus operators will be able to provide transport and consult with passengers on any changes and listen to their feedback and in the passengers best interest rather than their own.
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500	I am a young person who went through Gaelic medium education. Strathclyde contains a very large percentage of Scotland's Gaelic speakers and learners. It is important that a new bus system for the region takes account of Gaelic in logo/livery, travel cards etc and on any website/app provision in line with Scottish Government support for Gaelic. Please also note that all the partner councils in SPT have statutory Gaelic language plans, something which should be taken into account in developing a modern bus network.
501	Please don't issue another report deferring any sort of meaningful improvements to the bus network and wider public transport network for another 5 years.
502	Public transport needs to be run for the people, not for profit. Look to cities like London, Prague or Amsterdam to see how it can be better.
503	The lack of my use of local bus services and services to Glasgow is principally due to the withdrawal of services to Glasgow during/post-Covid - no service= lack of use! Also, bus services to local train stations are inadequate - either non-existent, poorly timed (i.e. arrive just after train has left or 20+ minutes before next train/ no services , particularly in evening/night time). Further, bus services between towns in North Lanarkshire are effectively non-existent after 28 years of North Lanarkshire being established!
504	
505	Although I do not use the bus frequently in Glasgow ...I would if it was improved. I previously lived in Edinburgh and the Lothian model is very good .it encourages car drivers to use public transport since it is so so good and convenient.
506	
507	Buses control themselves. They need penalties where they are inefficient. If there's 15m available, done can be used to help them.
508	There needs to be a complete overhaul of the bus services that are available to rural communities outwith the larger towns.
509	Go for it.
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517	Needs to focus on delivery and reliability of service, on connectivity between neighbourhoods and settlements and on linkages with rail transport connections.
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521	Do not stop inverkip buses
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525	Bring back public transport into public control
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527	I would travel by bus much more frequently if I could trust they would run on time, have space for me, and not be twice as expensive as other public transport!
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529	The PTE must proceed towards full scale franchising of the network as soon as possible! The deregulated system is broken, full of flaws and with certain operators, full of corrupt practices and manipulation! This system needs to come to an end as soon as possible, to benefit, both the travelling public, and the staff that work within the industry!!
530	
531	What we have is sub par, even compared to other parts of the UK, which is generally sub par by European standards. It is wild that we allow private companies to plan essential services around profit making and let them profiteer off a vital public service.
532	Need to offer more orbital routes to make it less necessary to go into the city centre then travel back out
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535	I used to live in London and was a frequent bus user as the buses were reliable affordable convenient and clear to use. I find the buses in Glasgow expensive and a bit confusing especially with the different companies on different routes. I would use buses more if there was a simple fare structure and it wasn't more expensive than the subway
536	Integrate buses trains and underground tickets please!
537	Less than once a week because the bus doesn't go to the train station at certain times of the day when i would like to use it
538	Other cities in the UK have franchised buses, I see no reason why it should be left for over 7 years to get them here.
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541	busses are essential to me as i do not drive but i am often unable to get out of tge house due to my own personal mobility. i intend to use the buss services whenever i need to reach a health appointment or other essential tasks
542	I grew up in Glasgow and since I lived somewhere near an underground station, grew up avoiding buses because they are complicated, expensive, and unreliable. Nothing has changed in the 40 years since. It took my vising other countries and then Edinburgh to realise that buses can be decent, cheap, and reliable.
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555	I would regularly travel by bus if the service wasn't so terrible. I am quicker walking
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557	Lothian buses turned a profit and reinvested it, Strathclyde/Glasgow can do the same
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560	The buses In Glasgow are an absolutely disgrace, especially the dominant operator first. I have lived in the Westend since 2007 and they have made my daily commute a misery for the last 17 years with the disgrace of a service they operate
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565	We want a single bus operator, not several
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577	Please have an oyster style card like London and Manchester to use on trains, subway and bus
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579	I never use buses because they're expensive and/or unreliable, if they were better I would use them more
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585	Glasgow needs to follow a similar model to Edinburgh which has a great bus service with reasonable fares. Buses need to run later as well to help service workers get home
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591	Please bring franchising forward as soon as possible - and please make sure this includes uniform branding (as every serious city on earth has uniform branding for buses).
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610	I live beside a bus garage, a place you'd think would have a great bus service. I need to rely on taxis to get to places that take 10 mins by car, not far. 2 buses, sometimes 3 to get to my local hospital. Of the few buses that are scheduled, I've lost count how many times the bus either doesn't show or passes by displaying 'not in service' unacceptable and unreliable.
611	I use the bus infrequently because it's a poor service. I have a bike which I use all the time, and I would often like to use the bus but it runs infrequently and unreliably, there are no live departure time boards (anywhere in Summerston), the buses are overpriced and run by different operators so return tickets don't always work (making it even more expensive), the buses get caught in traffic because of the poor prioritisations thus making them slower, and because they run too infrequently the buses are often full to capacity. If the private operators were operating to support the public benefit they would increase the number of services. There is a low car ownership rate in Summerston so the buses are busy, but the area is very poorly served.
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621	I'd use the bus far more (and the car correspondingly less), as I used to before the pandemic, if the ventilation was better, and/or if people were encouraged to wear masks - especially if they're coughing or unwell.
622	We are the third largest city in the UK not including greater Glasgow. Embarrassing it's been left to come to this.
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633	Service 31 East Kilbride - Glasgow was withdrawn and replace by a local min-bus service which leaves the Stewartfield area without a direct link to the city; I demand this service is reinstated as I now have no alternative but to use my car. Public ownership and a proper transport network is vital to all - no area of a town like East Kilbride should be deprived of this!
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637	I strongly support the formation of a municipal bus company. By the way I think your survey questions are very poorly worded and the whole survey is very badly designed. Combining two issues for consideration in one question may be confusing for respondents. It is not accessible and may result in skewed or incomplete returns. . I would scrap it and redesign the whole thing. Poor show guys
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645	Municipal travel companies are a very good idea!
646	Though tangential to this specifically, the bus strategy and operational system should be integrated with other modes, e.g. Subway/metro, ferries and rail. Though I appreciate this is still very challenging,
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649	Current pricing is too high, passenger numbers have plummeted because of the cost. This is supposed to be a public service.
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654	Please save our bus routes - they're currently inefficient, time-consuming, and over-expensive. We have much poverty in this city and we need a decent bus service as a basic city infrastructure.
655	Where I live, the rail network is brilliant - as long as you have a car to get to the station! Our local bus services are poor. There's no longer a local service that goes to Glasgow ... a drive to the town centre is needed to access that option. So obviously people will drive to the train station where a train takes you in to the city in less than 15 minutes. Reliable, regular buses to the train station would be a good start.
656	
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658	Don't often use bus as not reliable and doesn't run in evening when needed.
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661	I am one of more than 10,000 people who have signed the petition calling on SPT to "Take Strathclyde's Buses Back into Public Control", which was formally presented to SPT's Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT "rejects the idea of entering into a so-called 'Bus Service Improvement Partnership' with the private operators which would simply maintain the status quo". It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.
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	AN
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664	Make transport fair, inclusive, efficient and for residents rather than shareholders, truly PUBLIC transport that lets every whine get everywhere always.
665	
666	I would travel by bus more often if the service was better
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668	I'm hoping these proposals can be implemented sooner rather than later, I'm not entirely sure why Glasgow's reform of buses is happening slower and later than other cities like Edinburgh or Manchester.
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673	Far too many cutbacks, fewer buses running and far too many buses running late due to tighter running boards imposed by management & decline in driving standard's. I'm an ex Bus Driver & left because of tighter timetables.
674	With improved Bus services, ticket prices etc I would use the service more often than currently do. I use the train more, due to better value in fare price.
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681	Public transport particularly buses needs to become more affordable, more frequent and more reliable and better serve outlying estates if more people are to be encouraged to use buses. simply bringing in more parking charges and restricted zones won't get people away from using cars unless the alternatives are made more appealing and better promoted. Information on bus services is often confusing to understand.
682	
683	I use the bus infrequently because of the poor services.
684	The reason for my low bus use is a result of cost and unreliability
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687	Control over Glasgow's bus services must be taken away from unaccountable, greedy private bus companies like First and McGills.
688	I would like buses to run later in the day as they stop runing at 5 o.clock every evening.
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694	I would travel by bus more if it was more convenient. At the moment services feel highly gendered with the need to travel into Centre to travel out again.
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702	This is the worst survey I have ever seen deliberately confusing
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708	I would categorically use the bus service more if it was frequent and reliable, only option in a small town like Kilbirnie is to drive or take (difficult to get) taxis
709	I am one of more than 10,000 people who have signed the petition calling on SPT to “Take Strathclyde’s Buses Back into Public Control”, which was formally presented to SPT’s Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT “rejects the idea of entering into a so-called ‘Bus Service Improvement Partnership’ with the private operators which would simply maintain the status quo”. It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need
710	I am one of more than 10,000 people who have signed the petition calling on SPT to “Take Strathclyde’s Buses Back into Public Control”, which was formally presented to SPT’s Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT “rejects the idea of entering into a so-called ‘Bus Service Improvement Partnership’ with the private operators which would simply maintain the status quo”. It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. There has been huge support for the BBS petition. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people will be 100% behind you. The campaign will then turn its attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.
711	This may not be relevant to the consultation generally, but the synchronisation between Council and bus companies like First Bus has been shocking the past few months. There have been constant roadworks from Shawlands to the city centre and First Bus does not give any information about this on their website. It has become impossible to travel from the city centre as there is no way of knowing which buses are running where. Bringing buses back under public control would hopefully bring this information together under one organisation.

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714	It would be fantastic to have a model similar to Switzerland. Bus and rail services are timed to integrate. Also, a Swedish or Danish model for ticketing would make life so much easier for everyone. One app, easy to understand fares.
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720	As you can see we do not use the bus service a lot as they are not reliable. I don't know how many times that we have stood in the rain waiting either the 19 or the 38c. ble
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725	The bus fares in Glasgow are far too high & inhibit green choices. Additionally, in areas of deprivation & areas without supermarkets or shops providing fresh produce, folk on low incomes have additional expense to use buses to go to nearest vendor of fresh produce. First Bus App does not function properly which is frustrating when planning journeys or waiting for buses that don't turn up.
726	Bus Services should be fully owned and operated by the municipalities / councils
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737	Need a fully owned Govt service
738	Improved apps that give real time information on bus movements so passengers know when to expect their bus to arrive. Waiting for a bus that never appears just kills the service.
739	I was one of those who signed the petition calling on SPT to "Take Strathclyde's Buses Back into Public Control". It is obvious a public owned body would be more effective than several different companies being expected to co-operate and co-ordinate at the expense of their individual profits. A properly co-ordinated service would be more efficient, more used and save energy.
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744	I am one of more than 10,000 people who have signed the petition calling on SPT to “Take Strathclyde’s Buses Back into Public Control”, which was formally presented to SPT’s Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible
745	TFL / Manchester or hybrid solution would be a vast improvement.
746	
747	Make it known that ordinary people can have input into bus service planning.
748	No further comments
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750	Buses to outlying areas finish ridiculously early particularly at weekends. Keep being told local businesses need support but unable to get transport to and from at night. This will be worse when parking restrictions increased in the city
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762	I am one of more than 10,000 people who have signed the petition calling on SPT to “Take Strathclyde’s Buses Back into Public Control”, which was formally presented to SPT’s Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT “rejects the idea of entering into a so-called ‘Bus Service Improvement Partnership’ with the private operators which would simply maintain the status quo”. It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.
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769	I would use the bus much more if the service was frequent enough to be effective. On the island of Arran the population has a lot of older people with free bus travel, but they are still using cars because the bus service is no frequent enough. Also the buses are too large. Many more smaller buses would give better flexibility and frequency of service.
770	Would like to travel more by bus but have no bus routes near ne.

	AN
771	Glasgow desperately needs change in terms of public transport. Too expensive and too difficult to get around currently
772	In the 80s and 90s ALL communities in Glasgow or Lanarkshire were served well. Now it is all about profit and sticking to main routes mostly.
773	The precedents in England and Edinburgh suggest that public ownership is the best model.
774	Get it back to public ownership, no shareholder dividends
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778	Our bus services are vital, have been using them for over 45 years and never been so bad. Shameful for a great city to have such limited services.
779	Improving public transport is vitally important for so many reasons. We need to get on with it!
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782	these vital services are critical to any population and allow working population to be more flexible for work
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786	I currently work in the main from home but this may change in near future, I use my car as it is cheaper than the odd bus journey and in fact we are the most expensive country to travel by public transport so this needs to change. I can put £30 petrol in my car and it can get me and my passengers if applicable to where ever I want whenever I want so that's why I prefer a car, a bus will never do that in the same timescales and cost. If buses are not getting the same passengers use smaller buses, its not rockets science. However bigger buses need used at peak times for commuters to and from school and work. We also need more direct buses, this getting two and sometimes three buses to places is a joke. I worked in Airdrie for years and at first I tried the bus, soon got sick of trying to catch two buses a day and it taking an hour or more in commute each way. I can drive there in 20mins by car. I'll never give up my car for a bus until I need to because I am old.
787	As can be seen by response to petition, there is huge public support for ending the failed prioritisation and taking buses back under public control. I want my money to be used to improve Glasgows buses and not be used to improve the publicly owned transport systems of other countries!
788	
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791	a more joined up transport system would be welcomed
792	I would use the bus far more if it didn't only go to one destination from where I live, and only once an hour, starting too late and finishing too early for me to have a day out. Now that I can't take my car into the centre of Glasgow (LEZ), I need better buses to live as I wish. For instance, I cannot get from Kilmarnock to Glasgow for connections elsewhere early on a Saturday, because the first bus from Kilmarnock is at 9 o'clock, far later than during the week. So I end up driving (train also no good; would have to catch one before 7). I approve of public ownership in general, and for transport it's vital. You have the opportunity to create a really good service; please take it.
793	I would like to see all bus services in Scotland run in a similar way to the City of Manchester.
794	
795	Buses in Edinburgh are great - Scotlands biggest city should have a similar opportunity - regular reliable cheap buses - to support the economy and improve people lives significantly.
796	

	AN
797	I would stress the need for properly integrated services, reasonable fares, and due regard to environmental matters.
798	We need our bus service back in public ownership and get rid of First Bus monopoly in Glasgow , where the bus service is appalling. Buses go missing but show up on the app as coming. Numerous “not in Service” buses back to back. Constantly late as the buses sits at the terminus
799	I have tried to use bus services to get work (south side to west end) on starting in a new job in the past two years. Finally gave up after four months of trying having spent far too long waiting at bus stops for buses that never turned up - I'd have at least one day a week when it took more than two hours to get home because of buses not turning up, and I was only in the office three days a week. Gave up and changed to subway park and ride; yes it is more expensive but it is significantly less stressful, faster and I can reliably schedule to pick up kids from childcare or make plans for the evening without having to leave work early. I've used buses occasionally since when the need arises and the experience is much the same. The bus-stop digital signs are mostly fictional schedules and doesn't matter if it's First Bus or Stagecoach, they're both massively unreliable and (in my experience) their phone apps are comically bad at predicting when a bus may or may not turn up.
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802	I used to use the bus around more often than once a week but in the last couple of years it has got so bad, I've started to use the car again. Why? Because you can never rely on the bus coming on time, or often, not at all, so it's impossible to plan an arrival time without making more time than I used to need to arrive on time. Why car use? So I can get to work appointments on time, even though it costs to park, or get to a film or concert or other travel connection on time.
803	
804	Would use buses much more if there was a regular reliable service which ran at the times I need to travel.
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807	cars are a privilege
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811	Publicize more and make it clear in the survey (maybe bold it) about the question of "How much do you support/oppose". I almost think it was rating each of the instance discussed.
812	
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815	All good thanks
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818	First bus for profit model has decimated bus services in East Renfrewshire and South Lanarkshire. My elderly parents no longer have a bus service near there home and now need to rely on expensive taxis.

	AN
819	We need public accountability for the provision of essential services to the public. The delivery of those services by private companies, whose main business purpose is to make profits which can be passed to their shareholders rather than to deliver the best, most reliable and most affordable services to the public, which would be the duty of a local authority whose elected members have been chosen by the people living in their area. The delivery of publicly-controlled bus services in Edinburgh and elsewhere shows that far more accessible, affordable, regular and timely services are provided: the difference in the level of fares between, for example, Edinburgh and Glasgow, is significant.
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824	Would use buses more if they were available, especially allowing me to go out in evening as eyesight issues prevent my driving in the dark.
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832	None
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836	Bus services must be vast, accurate, cheap, and efficient. The current state is untenable and makes Glasgow a laughing stock in terms of transportation. Other large cities have big, comprehensive transport systems that encourage travel and tourism. It is incredibly frustrating trying to navigate Glasgow as a disabled person reliant on public transport to live and work in the city.
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843	Scrap the BSIP and make some long lasting changes. We are already proud of our Education system and NHS in Scotland, and we can be proud of this too. A decent public model will pave the way for other LA's to follow, and could be envied and copied in other countries. We have the chance now to use our power to invoke positive change for our future generations. Drive talent to come to the region by providing a transport network that's positively heralded.
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853	I live in East Kilbride, one of the largest towns in Scotland. We have no local service, only buses which are linked to . This means that part of our town is not served by buses at all.
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856	I am one of more than 10,000 people who have signed the petition calling on SPT to “Take Strathclyde’s Buses Back into Public Control”, which was formally presented to SPT’s Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT “rejects the idea of entering into a so-called ‘Bus Service Improvement Partnership’ with the private operators which would simply maintain the status quo”. It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.
857	
858	
859	Bus fares need to be cheaper or free. Timetables are a joke at the moment, buses are either timetabled to close together or too far apart.
860	Look at timing as well as frequency. Too many routes are minimal or finished by early evening
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864	We badly need a reliable bus service as first bus are not doing there job properly
865	N/A
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869	Would have travelled more to Glasgow bus service was withdrawn. Service from nearby Dalry has been watered down
870	
871	I sincerely hope that the reorganisation of public transport in Strathclyde results in a responsive service for the residents and a reduction in private car use throughout the region.
872	
873	The sooner the bus service is brought under control the better. The aim should be to provide transport for everyone in the community at a reasonable cost.
874	Service should benefit people, not shareholders.

	AN
875	Please make them more reliable and improve the costs of single and all trips. Please ensure the ticket price is the same each time for the same journey and no matter which payment method you choose.
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881	I haven't been able to use bus services for a while as they've been removed from routes me and my family need. Please, please re-establish routes to and between hospitals.
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884	Please note that I avoid travelling by bus because the area coverage is woefully inadequate, yet the fares are extortionately high. I cannot get to where I need to go, in part because the service does not adequately cover my area, and in part because it shuts down by 6 pm. Please, please, please fix this problem. I have a visual impairment and cannot drive; decent public transport would be a huge improvement to my daily life.
885	
886	Be bold and think big to effect change. Glasgow should be ashamed of its failure to have a 24 hour transport service which is also integrated
887	I think it's absolutely shocking that you can't get a bus from beith to Glasgow after 4pm and you can't get back to being from Glasgow after 5 I understand there is a train but as my daughter now starting her adult life being 18 I don't want her hanging around train stations or bus stops late at night where it's very quiet SPT have to put on a better service for the Garnock valley. That connects us to Glasgow .
888	I would gladly travel on the bus more often if I had not had repeated bad experiences of being left waiting with two young children or denied entry because I had a pram. while buses should be a huge part of solving many transport, travel, healthier lifestyle issues at a community level they need to work better to be useful.
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892	It is well overdue for Councils to inform Bus Companies what we want covered and for them to cover the needs of the community not their opinion of what we need.
893	Buses must be returned to public ownership as privatisation has been a disaster for bus users.
894	
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897	I'd use bus services if they went where I need to go and were affordable. They fail on both these criteria right now.
898	Public transport must be operated as a SERVICE to the public not a way of making profit.

	AN
899	Members of the public who are dependent on bus services, should not be held to ransom, by a sole transport provider, the current operational status of transport providers, does not meet the needs and requirements of their said passengers, their bus routes and timetables are not fit for purpose, they are creating exclusions within communities, the frail, the vulnerable and the disabled are being isolated, this is totally unacceptable.
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903	Please don't discount the views of those who don't use the bus services all that often - I don't use the service *because* it's too infrequent and expensive and poorly thought out, and a proper holistic public solution could well change that!
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913	Local services in my area have been drastically cut making travelling by bus less convenient. A look at anyway to improve services for everyone can only be a good thing.
914	This is the 21st century. Strathclyde almost had an effective, comprehensive bus service in the 1980s until the disaster of deregulation struck. People and the planet have suffered as a result. Please reconsider the municipal bus operation model for its sustainability benefits in keeping with a modern, progressive city region. Thank you.
915	It is so obvious that de-regulation does not work and merely serves to benefit the private bus companies and not passengers.
916	I am one of more than 10,000 people who have signed the petition calling on SPT to "Take Strathclyde's Buses Back into Public Control", which was formally presented to SPT's Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT "rejects the idea of entering into a so-called 'Bus Service Improvement Partnership' with the private operators which would simply maintain the status quo". It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.
917	
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919	Reinstate link between Houston and Paisley.
920	Free bus travel for over 60 and under 22 has been a huge success. Hopefully just stepping stones towards free public transport for all, financed by higher payments for car ownership, most likely parking. However, services need to be of required standard most obviously in rural areas
921	

	AN
922	Our bus service used to take us to Glasgow now it only goes to Kilsyth.
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929	The big problem with buses is that it takes so long to get anywhere. As an example I can travel by car from my home to place of work in Paisley in 14 minutes, door-to-door. The same journey by bus takes 70 minutes plus 15 minutes walk to the nearest bus stop. That is the reason I almost never use the bus.
930	I would use the buses more if they were more connected in the city centre
931	Any plans for a new bus system for Strathclyde should include appropriate use of Gaelic - in logos, publicity etc. I would suggest that SPT consult with Bòrd na Gàidhlig on this matter. This is vital for a national language that has many thousands of speakers in the Strathclyde area.
932	
933	A viable & affordable option is needed to get people out of cars.
934	I typically take the train as cheaper than the bus.
935	
936	There needs to be a change - current service providers are not providing a reasonable service and it's getting to be very expensive
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939	sick of firstbus and McGills why do they bother with a timetable at all.Why are they subsidised?
940	We need a decent bus service! We don't have one currently.
941	Bring busses back in to public ownership, we have been ripped off and had abysmal service for to long, PUBLIC OWNERSHIP is the only solution!!
942	
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944	Please don't waste this opportunity to actually take the first step to fixing our buses. Please don't pursue BSIPs.
945	I am one of more than 10,000 people who have signed the petition calling on SPT to "Take Strathclyde's Buses Back into Public Control", which was formally presented to SPT's Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT "rejects the idea of entering into a so-called 'Bus Service Improvement Partnership' with the private operators which would simply maintain the status quo". It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.
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948	Just look at the way Lothian Buses has been a success!
949	
950	The ideal would be a commercially viable municipal service -- like the Glasgow Corporation trams were, all those years ago!
951	
952	First bus is an absolute jokenof a service we are the only city I the world to have to beg to get the buses put down so we the disabled can access the vehicle and we have to wait sometimes for hours for a bus 45 minutes every time for my bus the 64 parkheaf
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956	Public ownership of the bus network so that bus services meet need across the network is the best model

	AN
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959	I would travel more by bus if there was a more reliant service
960	It would improve mobility greatly for myself and others if buses were more affordable
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963	I am one of more than 10,000 people who have signed the petition calling on SPT to “Take Strathclyde’s Buses Back into Public Control”, which was formally presented to SPT’s Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT “rejects the idea of entering into a so-called ‘Bus Service Improvement Partnership’ with the private operators which would simply maintain the status quo”. It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.
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967	DO THE RIGHT THING!
968	No buses that go to glasgow from my area
969	We have had decades of capitalism, its time as a country we do what is right for everyone relying on public transport and stop lining the pockets of corporates and shareholders at the expense of the public. Time to make public transport cheaper and affordable.
970	In comparison with buses in other countries I have visited the bus between Hamilton and Glasgow becomes unacceptably filthy as the day goes on. Quite often the 255 service simply fails to turn up with 'no driver turned up' as the most often-used excuse.
971	
972	Take public transport back into public hands, it is working with ScotRail.
973	
974	Please get our buses back, we need local and affordable public transport
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979	We need a reliable public bus service that suits the needs of the public and not a private bus service run purely for profit.
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983	I hope at least part of the strategy involves an element of being publicly owned, for the benefit of the public.
984	I am never confident that my bus will turn up. Evening services are every 30 minutes, with only one option for me. I often end up waiting an hour when a bus is cancelled, usually in the rain. Occasionally, I just end up going home if it is the outward journey. It ruins my evening. I lived in London during the Ken Livingstone years in the early 1980s, when his very successful bus initiative was sabotaged for political reasons.
985	
986	I think this is a good exercise to enable SPT to judge the depth and breadth of feeling and opinions on our transportation services.
987	An all-day ticket on the Subway with a smartcard is almost the same price as a single ticket with First Bus in Glasgow. Crazy. The buses are also very unpredictable after early morning, which causes chaos for people using buses to get to work.
988	"Power to your elbow"
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992	I am in my 70s and won't be driving much longer. The current bus service in my area is rubbish. I need something similar to what Edinburgh has
993	
994	Desperately important that control over buses and their networks is taken back under public control, not rapacious business interests. Re-regulating public transport in Glasgow and the West of Scotland is essential for it's citizens and their environment to thrive. Scrap BSIPs! Thanks, Tom Worthington
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	AN
997	Coordinate Glasgow's public transport system so that a single journey across the city involving interchanges between bus/subway/local rail is capped at an affordable price to the passenger with a contactless credit card tap-in interface
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1003	I presently live in Edinburgh but come originally from Whiteinch, in Glasgow. However I visit Glasgow regularly and am appalled by the state of the present chaotic bus services which does nothing to enhance the city's image
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1014	If the busses were managed properly then people like me with a car would use them, Edinburgh has a decent bus system run by the council so why can't this approach be followed

AN	
1015	The lack of options for local authority areas outside the SPT boundary highlights how poorly SPT understands the travel patterns to, from and across the region. I live in Perthshire but commute and use the bus (and train) very regularly in Glasgow. I also work in Glasgow, but as a heavy user but non resident, are my views not valid? Find a way to actually help deliver more reliable and punctual services for customers by allocating some road space, investing in the promotion and marketing of bus based travel options, sort out the hopelessly outdated zonecard system, open some travel shops, produce some publicity, open some park and rides in sensible commuter locations to attract car users, spend some money improving rural services, but spending £70m+ each year more for basically the same service levels with the same reliability and punctuality because of your lack of investment in the bus passenger road space is a waste of my taxpayer money.
1016	I am one of more than 10,000 people who have signed the petition calling on SPT to “Take Strathclyde’s Buses Back into Public Control”, which was formally presented to SPT’s Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT “rejects the idea of entering into a so-called ‘Bus Service Improvement Partnership’ with the private operators which would simply maintain the status quo”. It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.
1017	
1018	Connected travel via one ticket/card across all modes of transport similar to 'Leap Card' in Dublin
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1022	The current arrangements fail many. The bus is an expensive slow alternative to other modes. Bringing services back into local control, providing wider access, and more convenience, is essential. I’ve travelled in other UK cities - Glasgow buses are an embarrassment.
1023	
1024	In these days I feel it is essential for us to have a car as the bus service is so unreliable. We do use the bus when we can but if we have to go to an appointment or some other thing where being on time is necessary then it has to be by car to ensure we get there on time. Leaving earlier does not always work as sometimes as you sometimes find that subsequent schedules are not being adhered to and can easily be an hour late.
1025	
1026	They should be more widely publicised
1027	Before moving to commute from East Ayrshire I was a commuter in Glasgow for 30 years, I have extensive experience of pros and cons of using public transport in Glasgow and Strathclyde
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1031	Climate change is rapidly unfolding. Transport currently contributes to approx 30% of carbon emissions. Reducing this is a priority. Unless the bus service is significantly improved then we won't achieve the cultural shift required. This cannot be left in the hands of the private sector.
1032	I do not travel by bus as it is more expensive than car and require 2/3 buses to travel only a few miles taking up precious time. A 10 minute journey can take 1 hour.

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1041	Things need to change. Bus services under municipal control. This is embarrassing, buses are more expensive than in London. This is ridiculous and shameful.
1042	Complete franchise of buses in the greater Glasgow area is greatly needed in my opinion, people not only want frequent services but price must be reflective - a % profit per mile model of pricing is more rational and sustainable
1043	Like many, I support the Better Buses for Strathclyde petition which wants the buses to be taken back into public control. I don't believe everyone should own a car - we need to stop using cars and instead use public transport. It will be better for our health, our economy, our planet and our future. Currently the buses are completely unreliable and unaffordable. A joined up system where people pay for a single journey (even if they have to use a bus, a train and the subway) and where buses can be relied upon to all areas - is only possible with public control. Why are we paying subsidies to private bus companies who make profits and let us down every day?
1044	I would use the bus much more (as opposed to car) if the service were better.
1045	I strongly oppose BSIPS!
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1049	Residents must have a say in the placement of bus shelters and must have redress when these shelters become the focal point of gangs of youths creating a public nuisance disorder
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1053	A flexible service with decent coverage is required. Glasgow public transport is currently unavailable after about midnight. This does not support shift workers or the night time economy. In addition to improving bus services, connecting outlying towns, there should be improvement overall in the public transport system.
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1059	You might want to look at pricing, bus fares are not competitive with train fares.
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1070	No more private bus companies making profit increase in fares and poor service
1071	
1072	A publicly owned bus company would mean that high standards could be set, and journeys able to be better integrated.
1073	SPT MUST TAKE CONTROL OF THE BUS NETWORK BEFORE THE PUBLIC TRANSPORT SYSTEM BECOMES BROKEN BEYOND REPAIR. OTHERWISE SOCIETY'S MOBILITY WILL BE SIGNIFICANTLY REDUCED WHICH WILL ALSO HAVE AN ECONOMIC & ENVIRONMENTAL IMPACT ACROSS THE WHOLE OF SCOTLAND
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1080	Please consult with the Scottish government to speed things up. It seems absurd that it should take up to 7 years to set up franchising. Glasgow is in dire need of better buses, now.

	AN
1081	I would use the bus as my primary mode of transport if it were better organised and more efficiently operated, as is possible with a municipally administered service. Such operations have been demonstrated with great success in Manchester and Edinburgh.
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1084	Privatisation could have worked & not just for transport but the experience of the last 40 years has convinced me that it does not work within the current U.K. context. There are many factors involved, including pedantic political ideology but when it comes to bus services & my experience of them, I have to conclude that there must be better options than the profit motive.
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1088	Consider access for disabled passengers.
1089	I live in a big town but have to walk a considerable distance to access the nearest bus route. Therefore, I am forced to drive when I would much prefer the bus.
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1092	I feel that the bus service in my area and further afield has deteriorated since the private bus companies took over. I now have to use different bus companies to get around different areas within Inverclyde and the west coast. The late buses in my area are now getting worse and now routes are being merged into one large route which means you are on the bus a lot longer.
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1095	<p>Currently I cannot trust that the buses will get me to my destination on time or at all. The passenger information on timetables, signs and apps is wildly inconsistent and unreliable. I regularly wait at stops in the dark or in the cold or rain only for one or more buses to not come when they say they should, or to arrive late. Other routes are so infrequent they aren't worth taking as the services do not align with work schedules or appointment times unless you're willing and able to spend huge amounts of time waiting. I often choose to walk or cycle longer distances than I would ideally like as I cannot trust the bus as much as my own feet, or simply because the bus does not go to the destinations I need. To add insult to injury they are also far too expensive, a 10 minute single journey with one operator costs £2.85, and it's £5 for a return, if you need to change to a different company it's even more This is more than the train (£3 return) or the subway (£3.40) which are both more reliable and frequent, though they do not go to everywhere people live and need to go. From the consultation document it sounds like franchising is the only thing that will even get close to fixing these problems and make the bus a reliable and attractive way to get around our city. Manchester has already seen great improvements in service and prices since their recent implementation of bus franchising, and London which has bus franchising since at least the 1990s, has very low fares and very reliable and frequent service. While BSIPs may be able to provide some improvements it does not sound like they would be able to provide the same benefits as franchising. BSIPs should only be taken forward if they would not interfere or slow down the implementation of franchising. I have been using the bus regularly in Glasgow for 5 years, I cannot wait another 7 to see meaningful improvements to the system, tinkering around the edges is not enough. Franchising should be implemented as soon as possible so that those of us that live and use the bus in Glasgow today can experience the benefits.</p>
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1098	<p>We need more bus companies rather than one company taking over bus routes and taxi services in inverclyde a better choice the people here. Better fares where the bus company don't give change back but company pockets it</p>
1099	<p>If we wish to properly tackle the effects of climate change we must get people out of cars and onto electrified public transport/active travel</p>
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1104	<p>There should be questions about the size and quality of the buses provided on routes.</p>
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	AN
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1113	Services to main services such as hospitals is inadequate for the public and for staff. I get the bus to work each morning but then have to rely on lofts and favours as there is no bus home.
1114	
1115	Make bus services accessible in Cambuslang area. Bring back night buses.
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1118	If we want to have fewer private vehicles on the roads and to help with climate change, it is much more important to have a good public transport system that is affordable. There have been a number of new build estates near where I stay in the past few years and they often boast of good motorway networks, or the possibility of a train service but public buses are never mentioned. I good transport service would enable many like myself who would choose to use public transport which is joined up and for the many who have no access to private vehicles and are captured and unable to travel outwith their local communities. This can hinder the possibilities of exploring other places especially as there is a lack of public buses at present and the very restricted times that they do operate during a 24 hour period.
1119	
1120	Bus operations need to change drastically. Large cities in England have already, or are planning to, change their systems to benefit their people who need a change for the better.
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1123	Looking forward to a reliable affordable bus system
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1128	Don't travel by bus as service is only once an hour till 6pm and goes nowhere useful. Would use the bus if the service improved. I live in Kelvindale area of Glasgow
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1138	I think our town needs a better service and more competition
1139	Mobility issues and No bus service close to home
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1141	It was more on the resedule of timetables by mcgills in our area and the removal of 2 bus services that were sorely needed and have been taken away, my situation is going to require an early start in glasgow and to link my transports to rail travel, most bus services to port glasgow town center either start at 7.20am so no making a train before that time and on Sundays and bank holidays the first bus is at 9.30 shift patterns are 8 o'clock start and it has funneled vital money out of family life. I was looking over the proposals to see if there was a gap that can be filled by local bus services to provide the infrastructure that was removed that worked completely fine before hand
1142	
1143	We need the same system as London plus a municipal operator. The days of private individuals dictating who gets a bus service must come to an end.
1144	The monopoly of the town belongs to the easdales ie taxis and buses. If they don't get their way they set fires and put people out of business. No one person should be allowed to own all public transport in a small area especially when they take buses off at 8pm leaving people to depend on more expensive means of travel. It's just greed
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1152	The current system, with a practical monopoly over most city routes held by first bus, must be radically changed to provide an adequate service.
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1155	Public transport should be owned and run by companies which are accountable to the public. Local bus services should be funded from general taxation and free at the point of use.
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1158	I currently don't often travel by bus because I cycle everywhere. But I want better public transport for others! :)
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1161	There is absolutely no need to allow activists to interfere and costcacfirtune with no improvements
1162	I am now in my late 70's and know that a good flexible public transport system is so important for me in the coming years.We need more small buses to link communities together and give good transport to health ,hospitals,education and leisure .
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1170	One ticketing system for all busses, trains and the subway would be ideal.
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1174	Grater Glasgow and renfrewshire need a municipal bus company
1175	bring all the busses into public ownership! we deserve to have control over our own busses and create a modern active travel network suitable for the city and region!
1176	Rural services, as always, will be the hardest hit by any changes. More options should be available to anyone wanting to operate these routes.as companies do not want to take on low or non-profitable routes. Exceptions for types of busses should be investigated to make it easier or cheaper to run these routes. Tying all timetables to create a country wide public transport strategy, bringing busses, trains and boats in to a cohesive mass transport system, making public transport a lot more desirable.
1177	
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1179	We need a service truly fit for purpose, and coming from a whole place for everyone in Scotland.
1180	Important to get the service better and I will certainly use the bus before my car
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1184	I am old enough to remember when the public transport sector was run by local government and wish to see it returned.
1185	
1186	Please please please we deserve a modern efficient and affordable public transport system and currently don't. Please change things. My quality of life would be so much better if public transport was reliable, affordable and accessible to me as someone with health needs, and the basic human need to get out and go to places beyond those I can walk to.
1187	
1188	I travel by bus in Edinburgh as well as Glasgow and I also used to travel by bus when bus travel was part of Strathclyde Transport and it is very clear now that the current privatised services in Glasgow are unreliable, less frequent and expensive compared with eg Edinburgh. I also think that people who are dependent on public transport and areas which have generally lower incomes are badly impacted by the poor service. I think a regulated, integrated SPT transport service would be a big improvement.
1189	
1190	Need better service, prices and better timetable not everyone works 9-5 and shouldn't have to walk past bus stops to further away ones incase the driver can't be bothered going the correct route
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1198	Public transport priority should be meeting the needs of public transport user communities and staff in direct and regular consultation through user and staff forums, not just in one in a while, occasional surveys.
1199	Please consider better bus services in Cathkin/ Cambuslang area especially Westburn where services have been cut.
1200	I avoid the bus wherever possible in West of Scotland because of the monopoly nature of the main operator. The City buses are a little better as they come from an ex public sector base
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1207	As a 72 year old I have always been a bus/train user, apart from the last 15 years of working life when i had the use of a small van. Now even if I am travelling to Glasgow i much prefer the bus/train than negotiating the M8. Deregulation of our transport systems was/is a failed concept.
1208	
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1210	I think that there needs to a be a look at the overall service provided by bus companies and the service they provide as it's not always reliable
1211	fed up, as a paying customer, to be subject to price increases over more than a decade, my wages have not gone up in similar fashion. the bus services have become less frequent , even at peak times. Glasgow First bus i use often do not appear "on time" or 2 together. very frustrating to use pubic transport and it really should NOT be the case. Also need cleaner (more "green" busses. thanks
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1216	Currently proce is the biggest factor in my choice to use the bus for short trips, it is the same as a longer trip. I'd like to see pricing models for single tickets more closely linked to the distance of journey being made.
1217	Whatever model arrived at, need many more cross city routes not simply into centre, change out again

1218	<p>I am one of more than 10,000 people who have signed the petition calling on SPT to “Take Strathclyde’s Buses Back into Public Control”, which was formally presented to SPT’s Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT “rejects the idea of entering into a so-called ‘Bus Service Improvement Partnership’ with the private operators which would simply maintain the status quo”. It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.</p>
1219	<p>Looking at Edinburgh, Manchester and London it is clear that Glasgow is falling behind on transport— the single biggest factor in social mobility for the working class people of our city. As the climate crisis grows in intensity and poverty increases we need a bus service owned and ran by the city that can work best for the needs of the citizens of Glasgow</p>
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1221	
1222	<p>The design of the network is crucial. It should be possible to get from part of the City region to any other part in a fixed maximum time and with a limited number of changes. This will require both express and stopping buses, a network of hubs connected by the express buses, and changes to the pattern of road use.</p>
1223	<p>The zone card is a brilliant way to travel in the city, one ticket for all modes of public transport in the city. It should be kept. Please nationalise the buses or at least put them under council control. Buses should run at night with proper service. Subway should be running 24/7 once it goes driverless. All buses should really be double deckers at this point for Glasgow's population size. Also please push for no reduced service on a Sunday, this isn't the 1970s.</p>

	AN
1224	I was quite surprised how poor the public transport system is in Glasgow and how this is bad for the environment. I find myself either walking or driving. The subway is very limited but its a good service if I'm going to a location served by it. Frequently, I just drive as its the most efficient and frankly cheap way to get around the town. This is in stark comparison to London (where I'm from) where I don't even give it a second thought that I'll be using public transport. A large part of this is how accessible the buses are and the prices are capped. A large part of this is that Transport For London have been allowed to grow and are sufficiently funded to provide this service. The concept of multiple tickets was baffling to me when I first moved to Glasgow and is very off putting. I think making the buses is especially important for Glasgow's local economy given that city centre now has the LEZ (which I'm supportive of), but people need a viable alternative instead of a threat of a fine if you truly want a green economy to work
1225	I used to rely on buses when I lived in Shawlands and experienced the issues of the bus service firsthand: late, unreliable, expensive, and overly complicated ticketing. The lack of affordable options, especially at night, pushes people towards taxis despite the higher cost. With fares now at £2.85 for First Buses, I refuse to use the service and prefer other modes like cycling, trains, and the subway. London's bus service sets a good example with reliability, frequency, extensive coverage, and integration with other modes. Affordable fares, seamless transfers, and prioritized infrastructure make it a model to follow. I'm part of the petition urging SPT to take control of Strathclyde's buses, focusing on franchising and a new public company. We need transformation, and we'll support SPT in pushing for it.
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1228	No service should be less frequent than 2 busses per hour
1229	I thought the proposal would be more along the lines that I'm not settling for one bus operator when I buy a monthly pass, in that if I want to get from Renfrew to a Glasgow I can use any operator. Otherwise all it sounds like you are changing is timetabling and routes. I want better joined up access where several operators function and I can use any of them with a purchased ticket. I should be able to buy a month pass and use any bus operator and train for my zone. The issue with the buses is the price and the options. You can't buy a single for a short range journey with McGill's only a day ticket which isn't economically viable. Also I can't use my McGills ticket on a first bus if the McGills bus doesn't turn up. If you want to make this work give the consumer more options for travel at a lower cost. Do surveys to understand why people commute by car and make a bus only motorway lane at certain times of the day. This would really push the option for public transport. But by the sounds of it you might just be looking at timetabling and pricing but not actually integration, expansion and priority of bus lanes. I think you need to think bigger otherwise what's the point.
1230	There needs to a much more integrated transport network in Glasgow, that would include ScotRail as well. These services should complement one another, not compete. More than anything, buses need to be affordable. I cannot justify using them at present with my family due to the extortionate cost of a journey. The subway and train are much better value — it makes no sense that the bus should be so much more expensive.
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1232	Public transport should be owned by the public.
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1234	Be bold and radical in taking this work forward. Plenty of money goes in to bus services in Strathclyde, unfortunately most of it is pocketed by private companies who only have one interest; their bottom line. Press for all public sector bus funding to be diverter from private operators and in to a municipal bus companies to fund these potentially transformative changes.
1235	
1236	Public buses should be in public control. It's as simple as that. That's not just an ideological viewpoint - it's based on extensive evidence. As the ex-UN rapporteur Philip Alston noted: Britain's bus services have been so damaged by privatisation that people have been unable to access basic needs such as work, education and healthcare. Enough. Plan services based on need, not profit.
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1242	I cannot use a bus as service was pulled off the road.
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1247	It is important for our children's future that the world switch to public transport over personal transport. We must do everything possible to make public transport the easiest, safest, and cheapest option for people of all socioeconomic positions to use.
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1249	the system needs to be increased and the availability of busses, trains and underground streamlined. The price must be reasonable and tickets should be transferrable from bus to train
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1252	Glasgow and the Glasgow area needs to show it's serious about taking control of buses within a reasonable time frame. Speedy progress would boost the city's morale and reputation.
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1255	I have vertigo and it is not easy to use the limited service we have
1256	I would prefer the franchise option
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1261	We need a strategy on public transport which is fit for the 21st century across ALL areas of Scotland. My late mother lived in Kilsyth--trying to get in or out of that town by public transport was random to say the least, buses not turning up, one service to Glasgow being withdrawn after a few months leaving just one bus which was unreliable and infrequent past the evening. On Xmas eve day for example, no buses ran there, despite buses running to nearby Kirkintilloch. The latter has many buses going to and from Glasgow and elsewhere-- GREAT!-- but Kilsyth 10 mins down the road was like no man's land!! And as for city services-- I worked in Partick and if I came off a night shift I either had to walk to Maryhill or wait an hour for a bus. Pathetic that some areas have a better service than others. And why are fares much cheaper in Edinburgh?? As for being more 'green' and ditching cars, that's never going to happen until and unless there is a huge improvement to the public transport system, there's just no joined up thinking where those issues are concerned. As for your drivers-- don't employ them just because they have an appropriate licence-- train them in providing a pleasant and decent service to their passengers, then maybe assaults and threats on them will diminish. For every one good driver, you have 5 who obviously attended the Saddam Hussein School of Charm!!
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1263	Avoiding taking the bus is a conscious decision. That's why I use only once a month and as a last resort solution.
1264	More regular bused please.
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1266	Bus services are terrible and never follow the timetable. Prices are totally unrealistic and don't encourage bus use.
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1268	First Bus is the one of the worst operators, only one bus an hour after 7:30pm where I stay and a lot of the time that doesn't even turn up (First Glasgow 38B)
1269	
1270	Listen to the people not the companies.
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1274	Glasgow's bus service is really difficult to navigate and expensive. Somehow in Edinburgh this nightmare was avoided. Have you looked at what can be learned from this? It wasn't just how it was organised by leadership. Informal word of mouth action really had an impact in Edinburgh. People realised new private services although cheaper and appeared convenient, once established they would lead to the public service being withdrawn and the new provider would then put their fares up. This is what had already happened in other areas. It only needed one or two people to discuss it openly with others on my route to influence others around them to boycott the new private bus services that were trying to move in. It didn't take long for the private operator to move on having failed. It has to be made clear to people to support municipal services over other services for them to succeed. You are going to face an uphill struggle to do this in reverse but it could work. We are facing a climate and biodiversity collapse and it is crucial that bus transport in Glasgow meets the needs of its population and its visitors.
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1276	I think the process of returning the bus services to municipal control should be done as soon as possible. Look at Edinburgh's bus service - it's far and away better than what we have in Glasgow.
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1284	Congestion is noted as being a reason for declining bus usage. SPT should be actively pushing back on the delivery of cycle lanes in city centres as this reduces vehicle traffic lane capacity as cars and buses compete for the remaining space, which will worsen congestion and reliability.
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	AN
1291	If people are to be persuaded to use public transport instead of private cars then it is essential that public transport is reliable, frequent, safe and available at times that people need to travel. None of this is true of the current system in the Glasgow area where services are franchised out to private companies. It is much more true of Edinburgh which has had control of its own bus services for years. It is also true in cities across Europe where, again, the services are under the control of the city authorities.
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1294	Improve bus availability at weekends and late nights
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1296	The bus service is a joke
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1301	Would like companies to look at what bus routes get stopped or cut services. Get more buses on route to RAH hospital.
1302	A service for the people not for money grabbing millionaires
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1304	This was a poorly designed questionnaire that would have benefited from more balanced questions, better breakdowns of the options or links to the specific proposals and generally more information, infographics etc. Attaching SPT's opinions to some of the options and not others was misleading, each option should've had a brief pros/cons summary. It wasn't clear at any point if the consultation options are an either/or scenario or just a collection of things that could all be feasible to achieve, this had a particular impact on scoring. This is an incredibly important topic that will affect a lot of people, this consultation felt like an afterthought written in 5 minutes by an intern with very little technical expertise.
1305	
1306	Bus services should & must be provided by local authorities.
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1311	Transport services in Glasgow are appalling hence high car ownership and pollution levels. Nationalising transport, extending and integrating bus, rail and tube services should help address this issue.
1312	It is essential that we have a long term programme for a integrated transport system for the greater Glasgow area and beyond. The creation of a local controlled bus operation is essential to this
1313	The more buses we have the more they will be used. Too random at the moment
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1315	Sunday morning 1 buses are always packed and slow, this service needs increasing.
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1322	The bus network should include simplified pricing, contactless payments and be paired with trains and other public transport ticketing schemes. Basically try and copy TfL

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1325	Private bus service isn't delivering for the city, this is a great opportunity to deliver a better service that serves the people not private companies
1326	An improved regular local bus service would be invaluable to people who live in villages and rural areas. It would definitely reduce the number of cars on the roads in this area if a better bus service was available. Many people here like a day trip to Glasgow, but there is no straight through bus from Cumnock to Glasgow, you have to change buses in Kilmarnock and of course, they are not timed to link together, which is really annoying and frustrating for travellers.
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1328	Reason I only travel on bus once a week is I can hardly get one after 9 pm.
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1331	This consultation is the first positive news I have heard regarding public transport for years. Let's hope it leads to a better transport system for everyone who needs it.
1332	If London gets London transport, how come Glasgow can't do the same?
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1338	Bus service in south east Glasgow is abysmal and has been for decades with only one destination into St Enoch's the only service offered. Other areas of the city can travel to all other areas of the city but not us here in the south east. Scot Rail service is now cheaper and much more reliable than buses in south East Glasgow
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1342	Although I have a car there are times I need to travel by bus so I am all for a better bus service.
1343	
1344	Public Transport must be regulated and joined up to decrease car use and pollution to meet green targets and provide safe public transport for workers and support shops and businesses
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1351	Buses with two doors is something very simple that will improve the service drastically. Look into it please.
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1354	I was not sure whether 'impact assessments' referred to the main document or something else!

	AN
1355	Glasgow needs a modern bus/subway/train/tram network. We need tickets and passes that work across all mode of transport. Improvements to the logistical and practical side of the network can only bring positives, if it is easy to take the bus less people will drive. On top of this rural communities should not be left out as they require affordable transportation to get into the city. The best option for this will be a municipal bus service
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1375	<p>Glasgow buses are a last resort option for me. I prefer to avoid them whenever possible, travelling instead by train, subway or on foot. I wish Glasgow buses offered more reliable, efficient and affordable service – if they did, I would use buses a lot more often. The changes I expect to see regarding public transportation in Greater Glasgow and the Strathclyde region are the following: *All tickets should be integrated (i.e., valid for their entire duration on buses, trains and subway), without the need to buy new tickets for different legs of a journey that uses more than one means of transportation. *No digital apartheid: purchasing tickets of any type (including day, weekly or monthly passes) should be available without the need to use a smartphone app. *All tickets should be available for purchase and use as physical (paper) tickets. *All tickets should be available for purchase and use with a dedicated "smartcard", valid on buses, trains and subway (e.g., Transport for London Oyster card). *Unlimited travel tickets (e.g. day passes) should be valid for a period that starts at the time of purchase. For example, a day pass purchased at 6 PM today should be valid until 6 PM tomorrow (i.e., not expire at midnight regardless of what time it was purchased, as it currently happens). *Buses should take cash payments and give change. *Currently bus lines with identical numbers, but run by different companies, run on different routes. This should cease to happen: all buses with the same number should go to the same bus stops.</p> <p>*Subsidised tickets (e.g., for the elderly or disabled) should be available to purchase from the same places as every other ticket (e.g., not just from human staff, as it currently happens with Scotrail disability fare tickets, which cannot at present be purchased online or from ticket machines). I am convinced the changes above can only happen under a model of "franchise" in which routes and fares are fully managed by a public sector body. The current model, which leaves most of the decisions to private companies, is precisely what has led to the current problems in Glasgow's public transportation, and therefore it needs to be scrapped. A so-called "Bus Service Improvement Partnership" sounds to me like a continuation of the current model, and therefore I oppose it as well. I would also suggest that SPT and Systra study the way public transportation works in Germany, where many of the features listed above have now been a sustainable reality for many years. I have visited Germany a number of times, and found transportation in different cities to follow a similar model, offering services that are reliable, safe, convenient and affordable.</p>

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1376	Make it so accessible so it's our first choice
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1380	Sort out clean cheap public transport
1381	4A in Kelvindale was stopped almost a decade ago due to not being financially viable. At the time and even more so now there were plenty of older people who used it as a lifeline as well as an ever growing number of families nmoving into the area. Back in public/local authority hands this would not have happened.
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1387	We need to get back to a public transport where the rail, underground and bus transport work together for the public good not for profit driven bus companies
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1391	SPT should pay serious attention to the successful operation of Lothian buses (Edinburgh) - and learn from that success. Really well-informed judgement is an essential matter for SPT - and that can be obtained if the proper lesson is learned from the Lothian experience.
1392	
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1394	Public ownership would be my preferred system...still run for profit but thst profit refunding...refurbs better links subsidised travel.. we need a joined up system...one point of payment for a ticket across Glasgow and beyond including trains and subway..it would encourage more people to use the whole system.. I was recently in Milan and their system is much more economical and seamless
1395	
1396	Apart from ticketing, information needs to be easy to find by everyone. There are no printed maps or timetables except at some stops and in the location where I live (Largs), there is no map or description of the routes (Shuttlebus 40 and Stagecoach 585A.) that serve the back of the town, away from the main roads, even on line.
1397	Current bus system has failed in promoting the use of public transport. This is important as Glasgow, and Scotland as a whole, looks to reducing greenhouse gas emissions to mitigate climate change, reduce congestion on the roads (further promoting alternative modes of transport i.e. cycling/walking) and increasing health of the population.
1398	
1399	No
1400	I don't use the bus as the value for money and reliability in Glasgow are terrible even though bus stop is closer than train station. Over £5 to go 3 mile return to city centre or £2.50 on train! And they rarely turn up.
1401	
1402	
1403	I would use the bus service more if it provided a fast and reliable way to get across the city. From Pollokshaws to the Univerdity takes as long as when I lived in Inverclyde. The whole system needs a new long term approach following the model of European countries and cities. Glasgow is dominated by the interests of car users. The people who use buses are the most climate friendly but receive the worst transportt. Many people complain about the cost of the bus. It is cheaper to take a train
1404	

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1405	Public control must be enabled and we must avoid time-wasting and wasting money with BSIP
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1409	One transit pass that can be loaded and used for any bus, subway or train and be able to reliable reach any area fairly directly is ideal. Getting the busses into public control is a huge step towards this goal.
1410	Living in the rural area of Argyle and Bute I need to use my car to get around the area.
1411	
1412	
1413	I'd like to see bus Re-Regulation implemented, fully as soon as possible! The greedy bus operators, who have caused a lot of the current problems, need to be stripped of all power and authority, and forced into Compliance, for the good of this city , the staff that work in the industry, and for the travelling public!

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1417	Public transport should be owned and operated by the local authority to serve the needs of the local community.
1418	Bring buses back into public ownership
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1420	BSIPs ONLY!
1421	I mostly use the underground, as I find it a cheaper and more reliable service than the busses. Seeing how busses work in places like Edinburgh it is clear just how woeful the Glasgow system is. It's ridiculous that, as we are facing environmental catastrophe and the need to get away from car usage, our busses are in what can most generously be called a state of 'managed decline'. This is a problem that needs fixed yesterday.
1422	
1423	Competition without regulation doesn't work. First bus didn't like the completion that McColls gave them in West Dunbartonshire and whilst McColls were in active completion First flooded the routes with buses. When McGills (who bought McColls bus routes) stopped operating the routes, First removed all the buses they used to flood the routes. And then steadily decreased the services. First removed their m60 service within Drumchapel when Avondale weren't running in competition to them. Yet when Avondale reappeared, the M60 was apparently needed again? This ISNT competition. This is big boy bully tactics to control the roads and routes and to do so to maximise profit. It's not done on a balanced approach to make profit and deliver a service in line with need
1424	
1425	Our current timetable is a joke, 1 bus and hour in any direction and they don't meet with train timetables. Expensive, old buses, poorly kept.
1426	If the bus service improves I would much rather travel by bus than car but the current service is so unreliable and expensive I am currently not able to.
1427	Please, please take a step forwards not another step sideways.
1428	We need publicly owned public transport that is integrated and free for all
1429	I want a bus system I as a glaswegian can be proud of, socially, politically and economically, not the confusing, expensive and embarrassing mess we currently have.
1430	
1431	The route from Baiillieston to Airdrie has suffered not having a bus service for a number of years now and despite complaints to the bus company this has not changed. There are more houses in the area and other than a train service there is only a limited hourly bus service provided by citylink in the 902. This has only come in over the last year or so. Its a great service to go straight into centre however is still limited and further services are required.

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1436	As one of more than 10,000 people who signed the campaign to take our busses under the control of SPT, I would like to remind those involved in the consultation of the strength of public feeling on this matter. Glasgow's buses must change for the better - we need fairer pricing, simple and flexible ticketing, and reliable services. We are fortunate to have a number of examples of successful transitions to locally franchised bus systems to follow. I was in Manchester during their transition to franchised buses, and it really made the city feel like it was moving in the right direction. Glasgow needs this. Don't get bogged down in endless consultation and consideration - make a change, and make it fast.
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1440	Need a direct bus to doon valley from Kilmarnock.
1441	Services seemed to be much better in the 80's and 90' when we had either corporation/Strathclyde Buses and the Scottish Bus Group. There were certainly more routes in the Glasgow and Lanarkshire areas, and better links from Lanarkshire into Glasgow. On the flip side, vehicles on the whole seem to be better these days which I assume is a result of the private firms investing in their fleets.
1442	
1443	Reason I don't use bus is the service is so poor. I have used buses in Edinburgh & it is like a different world.
1444	
1445	I have answered 'no access to a car' because I am now 87 and do not intend to drive once my current Driving License expires in March next year.
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1447	
1448	PLEASE - JUST DO THE RIGHT THING BY THE PEOPLE WHO ARE AT THE MERCY OF THIS CATASTROPHE OF A SO CALLED BUS SERVICE ! WE - GLASGOW SHOULD BE A BEACON FOR SCOTLAND - BEING THE LARGEST CITY - FOR OTHERS TO EMULATE ! EDINBURGH,MANCHESTER,YORK AND LONDON - ARE DOING IT - WE NEED AND WANT TO BE PROUD OF OUR BUS SERVICE !!!
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1451	The people want private companies OUT and functioning, equitable services IN
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1456	One of the main barriers to taking the bus for me is the price. Tickets are so expensive for a service that is quite unreliable and not very convenient.

	AN
1457	West of Scotland bus services are in a state of deep crisis. An expensive, unreliable and uncoordinated public transport network holds us back, which is bad for communities and bad for the wider economy. Constituents of mine continue to raise their own issues with service cuts and fare hikes. Private operators who run these services continue to receive public subsidies worth hundreds of millions of pounds, some of which continues to leak into the pockets of shareholders in the form of dividends. Moving away from this broken model makes eminent sense. It will allow routes with fewer passengers to be subsidised by busier, more popular routes. This could also help restore routes in my region which have been lost. For example, Stagecoach and cut down service on the X36 and axed the X34 entirely in North Ayrshire. When I met with the company on a number of occasions and appealed for the services to be retained, I was told they were simply “unviable” due to costs. This may be true from a hard-headed business perspective, but for residents in Garnock Valley, for example, these cuts have reduced their access to travel options to Glasgow, leaving them travelling all the way via Kilmarnock or forking out to get to a train station. Re-regulation and centrally funding these routes will enable such services to be retained. I would therefore like to see SPT rule out BSIPS and instead plough funding into developing this new regulatory environment. From there, developing a region-wide municipally owned company would be able reinvest profits in improving the network. In my role as an MSP, I intend to continue calling on the Scottish Government to provide the funding and resource needed to make these ambitions a reality.
1458	The current quality of buses is terrible often breaking down, prices are too high and directly impact young adults choosing to continue higher education past the age of 21. There are also fewer and fewer routes into Glasgow
1459	
1460	If the bus service was better I would my car less
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1464	People are the most important item that is transported in anyway, yet HGV driver are more regulated than bus drivers. A HGV driver can only work 90 hours per 14 days yet a bus driver can work 10 hours per day, and 13 days out of 14, which is beyond belief. So when you look at the service you need to look at the driver's health and welfare too, as this will improve the service to passengers greatly but.
1465	We need linked up travel. I used the bus daily for over 30 years, having moved job I am no longer able to use public transport as getting to work would be too complicated and time consuming meaning I have to use my car. I am sure I am not alone. Improve the service and more people will use it.
1466	
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1468	It is high time to bring bus services up to date and into the public control of some sort. Transport is not simply a business, it is a public utility that can make a big different in terms of both natural and built environment.
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1473	I don't think any system will be perfect but as a regular traveller to London, the integrated TFL system is great. I've also had experience of Lothian buses on occasion and was very impressed. I regularly use Mcgills buses because I have no other choice. Their fares have just increased and so far this week, my timetabled bus to work in the morning has been cancelled or not shown up. Something has to be done to improve the service and I would back putting buses back into public hands.

	AN
1474	The service between saltcoats and kilmarnock is disgusting as is the service between there and glasgow. It takes 20 min to go by car between saltcoats and kilmarnock yet it takes me over and HOUR by bus. I have to go when the bus company dictates and often in crowded buses this impacts when i arrive for work and adds 1hr 50 to every single working day denyimg me time with my family and rest. Recently I had to sit whilst dangerous exhaust fumes poured through the rear seats from the engine. I have video proof of this. The service is not good for workers and is really now designed to respond to the needs of senior citizens and their bus pass situation.
1475	
1476	Try and think big, this is our chance! Looking back 20 years from now, what will citizens of Glasgow and beyond think should have been done today? Let our children's futures guide our decisions!
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1481	The sooner this process is adopted the better the bus service is a disgrace and not cost effective
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1486	Good luck! I don't know anything really about the technicalities of how it should happen, but something needs to change with the buses because the system at the moment doesn't work
1487	I use my bike to get everywhere, but this does not work for everyone - our children are not safe cycling in traffic on their own and at some point I might not be anymore. Other people never learned to cycle in traffic and walking is too slow. Buses are important to make the city accessible for all!
1488	
1489	Please set core times when buses and trains are linked. It does not need to be every bus, just core times, 7am - 9am buses most close to railway stations wait five minutes until train artives. Link them, core times and them people know they have a connection timed certain stops.
1490	
1491	
1492	I live in barrhead so Mcgills are the only operartor and they are slowly raising the waiting times i think a bit of friendly competition can help for eg. First get a route in barrhead or stagecoach so that even though mcgills times go up theres another bus you can trust to come.
1493	I would use the bus more if they were regular and guaranteed to turn up
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	AN
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1499	This is an exciting opportunity to make Glasgow a leading city in fighting inequality, air pollution and climate change
1500	
1501	I once got a bus to work that sat for 17 minutes (I timed it) trying to get through Shieldhall roundabout. For me going to a temporary job that I could drive to it was annoying. For the woman next to me who worked as a nursing auxiliary at the QEUH and had to do the journey every single day of her working life it was misery. I had to watch her getting progressively more distressed as she realised she was going to be late. She already got up earlier than she had to because she couldn't rely on the buses. This is unacceptable. I joined the campaign for her and people like her.
1502	
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1506	I would like my local authority council to have control of running, ticket price setting and route planning of the network for my area. Having my a service not run for profit of individual but it being reinvested into the public purse

	AN
1507	Jordanhill in Glasgow had the bus removed . Elderly residents have no access to nearby shops854(
1508	
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1512	I travel by car as bus services bad or non existent
1513	
1514	The bus routes are planned in a way that drives the most profit and does not fully cover the extent of the city. We need more routes that allow for a more comprehensive network of travel. In my area alone for instance (Newlands) we have bus lines running to pollok and newton mearns however no lines run east-west through places such as Cathcart. If Glasgow is ever to improve its travel network buses is the first port of call as these are currently the most unreliable form of transport in the city.
1515	The bus service in Cumbernauld is currently a disgrace. Stagecoach have monopolised the area, upped their fares and we have no alternative options.
1516	I understand its about the whole of Strathclyde but travelling within north lanarkshire is terrible. To get to other areas within North Lanarkshire, you normally have to travel to Glasgow to get to other areas of North Lanarkshire. I feel for young people getting into the world of work the travel system makes it so hard for them.
1517	
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1519	There should be a boldness and aspiration for world class bus services on the Greater Glasgow / SPT area. As a solely public transport user who has experienced transport networks across the world, it always breaks my heart when comparing experiences to that of bus services in Glasgow. We deserve better. Peoples life chances, hopes, dreams, quality of experiences, and engagement with society entirely depend on something better than what we have now. Only true public authority control will deliver the right governance, strategic thinking and professionalism that is needed to fix the current system. Once there is a public body in a position of control and responsibility, there is a much more powerful incentive to deliver on the infrastructure, street design and planning policies that are also required to improve the bus network. So many delays, cancellations and problems are underreported or not reported at the moment. Bus operators regularly display behaviours and operations practices which are borderline illegal and certainly anti-good passenger experience. There is a lack of good public information because there is little obligation on operators to provide any. Public control gives the opportunity to create these obligations, develop in house and public expertise and offer a true public service. I'd argue that operators can still benefit from a franchised system (as many already do elsewhere in the UK / world), so there is no real credibility to claims that it would be anti-business.
1520	Definitely needs improvement so behind most European cities and towns
1521	Give us a proper joined up service with decent routes and timetables
1522	
1523	As the largest city in Scotland it is beyond a joke that our bus services are so poor. The costs continue to rise while the service quality declines. Everything from ticket fees and reliability to frequency and route coverage needs to fundamentally change. Not 50 miles down the road we have Edinburgh, with one of the most successful bus provisions in the country. Why on earth can we not achieve the same? Taking ownership of the various bus routes will ensure a more equal service provision, not least to ensure that these companies are pushed out from only thinking about profits and actually providing a decent service for us all. It would also hopefully (please, for the love of god) pave the way for an actual integrated system allowing for a one ticket approach or even a tap on and off system as is the case in places like Edinburgh and Aberdeen. That being said, for SPT to oversee this you also need to fundamentally change and up your game. Look at the subway for example, new trains years late and failing stock consistently breaking down and causing delays on quite literally a daily basis, not to mention the laughable opening hours for a city of this scale and often dire frequency (a '8/10/12 minute service' is not acceptable, even for off peak times). If this is to work, SPT's own management and quality of existing services needs to also dramatically improve.

	AN
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1526	n/a
1527	An ageing population need a reliable bus service, without dubious company's running poor unreliable buses.í
1528	Would be brilliant to have a new route that runs from the Southside to West End and vice versa but goes along the motorway to cut out town. It currently takes far longer than necessary to get between these two areas as it's such a long and convoluted route through the city centre. My parents live in the West End and from my home in Battlefield it takes an hour each way. Glasgow is not that big a city so it's a disproportionately long trip.
1529	Needs nationalized
1530	
1531	McGills can't run a service bus never turns up shocking service when you complain you are told the same answe no drivers well that proves u can't provide a service
1532	
1533	Tickets should be integrated between bus, subway and train. So many routes would open up to people if it did - generating more economic and cultural life around Glasgow.
1534	
1535	We need a reliable bus service and not just one operator that doesn't care about timetables.
1536	I fully support the petition from Better Buses for Strathclyde to bring the SPT area's buses back into full public ownership. I believe that, if taking the right approach (fast track to franchising, no BSIPs, and an expanded remit for a municipal company) many people around Strathclyde, including myself, will support your decision 100%. It is then incumbent on us to focus on petitioning the Scottish Government to provide more funding towards this, alongside other plans, to help restore good public transport in SPT and in Scotland as a whole.
1537	This is a great opportunity to provide a real boost to public transport across Strathclyde. Get Strathclyde Going !
1538	double the frequency of buses between Maryhill road and byres road.
1539	

1540	<p>I am one of more than 10,000 people who have signed the petition calling on SPT to “Take Strathclyde’s Buses Back into Public Control”, which was formally presented to SPT’s Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT “rejects the idea of entering into a so-called ‘Bus Service Improvement Partnership’ with the private operators which would simply maintain the status quo”. It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.</p>
1541	<p>I am an extremely frustrated bus user. I have wasted countless hours waiting for scheduled buses which the sign at the bus stop says are on their way, but which don't arrive. I have complained to First on several occasions, but to no avail. They appear to be completely unanswerable to any authority, and can behave exactly as suits them. Public transport is too vital a service to be controlled by the expectations of a private company's shareholders.</p>
1542	
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1544	<p>First bus price gouging annual ticket passengers is a disgrace</p>
1545	
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1547	<p>We need a decent public service back the 507 bus at 08:20 is a service bus Not a school bus! To also remove the 507 17:50 bus leaving Greenock town centre when the town closes at 17:30. I have to get the 801 bus going back to the depot and walk through a park to get home each night.All for £21.00 a week!</p>
1548	
1549	<p>This needs to happen - be brave, this system works all over the UK and Europe. Don't let the bullies at McGill's or others try and fog the issues.</p>

	AN
1550	We are forced to use the car as no local buses have to walk up a steep hill about 2 miles away with mobility problems that's impossible for me. Would use the bus if monkland estate Airdrie had a bus stop
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1554	The proposals do not go far enough for a fully intergrated transport system. We were able to offer an integrated transport pass (bus / train and for free) for COP25 delegates so it possible, even with the present multiple bus companies. For the main cities we need a co-ordinating regulator such as SPT to set standards, fares , with a system where you have ie 90 min journey time on one fare. There needs to be more information availble on where bus routes go (see Helsinki's app HSL - put in where you start and end , tell you time of next bus, where to change, time of that bus etc or London's Elisabeth line where my ticket printed out times and where to change).Also need to continue to develop bus only lanes and separate bike lanes for speed. Encouraging people out of their cars by subsided fares and having connectivity between different bus routes and trains for faster easier journeys.
1555	Not sure if this has been pointed out before but if the bus services are not in place then people cannot use them to which extent gives false figures for when you say less people are using buses. For example I live in Chapelhall and work in Motherwell. There is no services that cover this route therefore I cannot use buses and get taxis twice a day 6 days a week to travel. If there was a service then it would be used and therefore user numbers raised. There's only so long you can cancel services and say numbers are falling. At the moment in our area our bus services are practically non existent. Our 902 service is once an hour and is constantly late. Our 16 service doesn't start until after 6pm at night. Make it make sense. Stop blaming falling numbers as reasons for cancellations. The people who want the transport are here and falling through the cracks.
1556	completely put off by the current bus system - expensive, unreliable, inconvenient. I would prefer an integrated system such Manchester or most major European city. The ability to access all form of transport across the city and region, with reliable and convenient links to airports , stations, hospitals, and schools/colleges/universities is key. Also all forms of transport should be thought of as 1 network, with the users in mind, not the independent companies operating them.
1557	
1558	The bus service in the Glasgow Region should be publicly owned and managed by the local the authorities and co-ordinated with the rail nework services
1559	
1560	Bus strategy shouold be part of the larger picture to include all tyles of public transport including local trains, subway, ferries etc
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1564	I feel we definitely need a change in how the bus services are run. If you are close to a border or overlap or different areas/companies, you can end up paying for each separate journey. Thankfully, for myself, I am able to use a Concession card now - but I had to pay these fares until the last couple of years. Definitely a consideration when applying for jobs.
1565	I want publicly owned bus and rail travel
1566	
1567	My son has a learning disability and relies on buses to have a life. The service here is very infrequent and unreliable.
1568	

	AN
1569	You ask if I have access to a car. Yes I do but petrol, car parking etc is costly and would prefer to use the bus. There are many older people near me and it takes about 15 minutes to walk to a main road to the nearest bus route. In rain and icy weather its not acceptable. I was told by SPT that there were other buses like MyBus but these have to be booked in advance. If you are unwell and need to see your doctor you can't just phone that morning. Most of us are pensioners and can't afford to take taxis.
1570	
1571	The local transport services are patchy. Reasonable local buses but no buses to Glasgow. However, good train lines to Glasgow and Edinburgh. A more holistic service is required with single ticket options.
1572	Whenever I visit London and use their buses I think why can't we have this system with standard fares and ease of use. I've never understood why bus companies in Glasgow can share the same route number and have totally different routes or even why our bus stops can't indicate direction of travel.
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1575	make it make sense
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1579	Glasgow's public transport is an absolute disgrace. Totally unfair that Edinburgh have a better set up. The roads are a total disaster too with huge potholes and road markings worn away. Then theirs the delivery drivers bombing about on sooped up bikes on and off the pavement. Place is a shambles.
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1582	I would take the bus to work and back, but live in Milngavie and work in Kirkintilloch, but also attend meetings in other places in East Dunbartonshire. If I could rely on a frequent bus service I would definitely use it, but can't.
1583	
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1585	Bus services need to be greatly improved. Over the past 10-20 years, services and routes have been cut or changed beyond recognition.
1586	Our bus system is broken and we need buses restored as a public service serving the interests of the travelling public. I would use the bus much more than I do if the service was acceptable, but it currently isn't
1587	
1588	
1589	Buses should be run by the council, and there should not be any stop-gap measures such as BSIPs because they are a waste of time and money.
1590	If the economy is to grow and climate change is to be dealt with local bus transport is essential
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	AN
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1594	<p>On the previous question it gave the impression that we dont use the bus very often. That is because we try to walk to most places. If we need transport we try to take a bus. However, in Strathaven the buses take a lunch hour break so if we have to travel from Strathaven to East Kilbride for 2.00pm, when most meetings start, we cant take a bus because it won't get us there in time.We have resorted to taking a mid morning bus and having lunch out in East Kilbride so we are at the meeting for 2.00pm but its an expensive option and it takes a lot of time.</p> <p>Please consider not stopping bus services over the lunch hour, there must be another way to allow the drivers to have a break? Thankyou</p>
1595	Good luck
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1600	It needs to fully integrate with other modes eg active travel, rail and other sustainable modes as well as digitally in remaote locations.
1601	
1602	Franchising has to happen even if it goes onto council tax bills
1603	The reason I haven't used a bus in the past 12 months is because of the current service. I only drive locally so would find it useful if the bus sevice improved & I could travel further
1604	
1605	
1606	I would use public transport more if it was available to link the whole of the Garnock Valley to other towns in North Ayrshire.
1607	

	AN
	Since covid buses are quieter and that is down to like myself being able to work from home a lot more. But ist not just buses it is also trains and Subway. To help improve growth the SPT is going to have to influence GCC more to introduce more bus lanes. New housing developments to have better access roads as most of these are built with roads to small for buses so people are forced to use cars. Better integrated timetables between key connections where possible. Making the Zonocard cheaper and ensuring all operators accept it. Remove the current SNP free bus travel scheme for as this is not benefiting operators it is making them lose money putting services under greater risk. And even if there was a BSIP, Franchise or Municipal the SPT could not afford to support those loses and the Scottish Gov would not compensate 100% of the fair, They are not doing now. Better interrogated maps as each operator provided their own. First Glasgow bus map is still one of the better ones but something similar showing all routes would be better. A single app to show all buses. Again First & McGills do their own but a single app would probably be terr and cheaper for all. People like to idea of have a bus service but they need to be given a more 'Use It or Lose It' approach. More consultation with the public over the actual route. Provide analysis, show them how you make the decisions you make. The public might have more imaginative idea's than people who work in the industry but do not know the industry.
1608	
1609	Support public ownership of all transport
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1611	Urgent need for publicly owned bus services
1612	I don't often use the bus but there's folk that rely on these services. It's not all about profit.
1613	
1614	
1615	
1616	No
1617	This consultation gives a much needed opportunity for the members of the public who travel by public transport, (particularly by bus) to comment on how services should be provided in the near future. It is clear that these services are failing to meet public requirements for the next decades. The "Centre for Cities" report shows that major changes are required to have value for money and public transport in Strathclyde that can support a healthy economy and an excellent "value for money" set of public transport (especially bus) service in Strathclyde.
1618	
1619	A decent reliable bus service is essential to remaining active and engaged as I get older but I think good public transport is important for all.The environmental importance is clear - improve air quality and safety and this will have a major impact on preventing a range of health issues including asthma and dementia. Kids and older people are curtailed in desirable activities by the dominance of the car. I struggle to get across the road and grand children have little of the freedom I enjoyed because of danger from heavy traffic. Essential locally that buses connect with train times as this disconnect adds hours to public transport travel times.
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1624	I'm so pleased to see that this is happening! Glasgow deserves better busing!
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	AN
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1634	We use the train to commute as it is reliable and cheaper. Furthermore, you can track trains. Our local bus stop had a live tracker, which has been removed. We are unsure why this has happened, but the customers are the ones who suffer.
1635	I do not believe I am alone in my thoughts and answers and consider the bus service at the moment as almost non-existent and unreliable. I consider Scotland as a Country without a public transport service as it might as well be that with the non-existent current setup.
1636	
1637	
1638	
1639	I am one of more than 10,000 people who have signed the petition calling on SPT to “Take Strathclyde’s Buses Back into Public Control”, which was formally presented to SPT’s Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT “rejects the idea of entering into a so-called ‘Bus Service Improvement Partnership’ with the private operators which would simply maintain the status quo”. It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.

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I am one of the signatories to the huge Better Buses for Strathclyde petition. That petition explicitly demands that SPT “rejects the idea of entering into a so-called ‘Bus Service Improvement Partnership’ with the private operators which would simply maintain the status quo”. It is essential that this demand is acted on and BSIP proposal is dropped. There are already 10,000 people that would fully support a new public bus company.

1646

1647 Take Strathclyde buses back into public control

1648

	AN
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1650	I would travel more by bus and so would lots of other people if they were reliable and had a broader reach. If we want to take cars off the road, better public transport has to exist
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1655	often wqhen I travel on the Bus the smell of Marijuana is so over powering as to cause eye watering
1656	SPT is in no fit state to operate ANY services simply due to persons such as Gordon MacLennan was forced to quit his £153,000-a-year job as CEO of Strathclyde Partnership for Transport (SPT) having been caught -driving an illegal cloned VW Passat. How can SPT ensure they operate above board when staff have knowingly committed serious crimes which endanger the very public whom fund SPT
1657	Really. Don't do the BSIPs. Don't.
1658	
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1663	Poor transport links in Milton mean I don't use it as much as I would like to. All my children get free bus transport which has been great, but the bus service between school and home is very poor and unreliable and First bus have a monopoly on the routes, making less profitable that are useful for school children poorly serviced.
1664	Improved services minimise my car use
1665	
1666	I'm extremely passionate about this subject, I have seen first hand from living in Edinburgh and then Glasgow, and from traveling by public transport across europe, how functional public transport transforms access and possibility for a vast portion of any local population. Publicly owned transport infrastructure is the lifeblood of any city that claims to stand for social mobility, inclusion and climate reform. If people cannot reach each other – because they're cut off from transport networks, they can't rely on schedules, or they can't afford fares – they cannot be involved in their own communities or access the other resources (medical care, social support, fitness, job opportunities, education etc.) that they're entitled to. This is a fundamental issue for inclusion, social growth, and public wellness.
1667	

	AN
1668	I'm told that purchase of First Bus Glasgow franchise is out of the questions therefore independent regulation, monitoring and evaluation of new community-led, social enterprise organisations (those whose values target community welfare and 'people first' ethics), should be paramount. It cannot stay the same way as trust has been lost.
1669	
1670	I regularly travel to Glasgow from Dunoon and within the Glasgow area. I avoid buses in Glasgow at the moment if I can as they are expensive, unreliable and often not particularly clean. I strongly support a more regulated, more efficient, publicly-owned (as far as possible) and integrated bus network in the Glasgow area which would encourage me to take the bus more. I would like to see a system properly integrated with the underground and trains, so we are not being bled dry with having to buy separate tickets for each form of transport. I would also like to see capped fares on buses for those of us who have to pay for them (rather than all the under 22s and over 60s - some of whom in the latter category are in work and earn good salaries but still get free bus fares) like the £2 scheme in England.
1671	
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1675	In all possible changes, make sure my ticket from A to B covers all modes of transport inc buses, trains, and subway!
1676	
1677	I am one of more than 10,000 people who have signed the petition calling on SPT to "Take Strathclyde's Buses Back into Public Control", which was formally presented to SPT's Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT "rejects the idea of entering into a so-called 'Bus Service Improvement Partnership' with the private operators which would simply maintain the status quo". It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.

	AN
1678	Sometimes I need to travel in one journey by pedal bicycle to the train, then connect to the subway and then get a bus to get across town. It can cost more than £10. For this reason I am one of more than 10,000 people who have signed the petition calling on SPT to “Take Strathclyde’s Buses Back into Public Control”, which was formally presented to SPT’s Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT “rejects the idea of entering into a so-called ‘Bus Service Improvement Partnership’ with the private operators which would simply maintain the status quo”. It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.
1679	
1680	I would use the buses in Glasgow significantly more if they were affordable and reliable, currently I rely on the train and walking as buses are outwith my travel budget and do not turn up on time.
1681	
1682	Please just do what works in London and Edinburgh or Manchester - and do it now please while we’re all still alive.
1683	
1684	Just hope the Buses are more regular 👍👏
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1689	A decent bus service is essential for poorer people and also for those who cannot through health reasons drive. Civilised society demands very good bus services.
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1692	Once the services,18,6,and 21,to east kilbride aren't very reliable especially on a Saturday night.plus there's no common sense reason why each of the buses cannot stop at the same stops on the route towards Argyle Street, after that the buses split,18 turning towards the east,the other two carrying on over the clyde .
1693	
1694	
1695	Would like Strathclyde to set up their own company to own and run the buses efficiently.
1696	I haven’t been on a bus for a long time but would if ai felt safe. I’m in my 70s and have health issues. Must be many more like me.
1697	

AN	
1698	I am one of more than 10,000 people who have signed the petition calling on SPT to “Take Strathclyde’s Buses Back into Public Control”, which was formally presented to SPT’s Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT “rejects the idea of entering into a so-called ‘Bus Service Improvement Partnership’ with the private operators which would simply maintain the status quo”. It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.
1699	Stay in but spent a large amount of time in South Lanarkshire which in particular have been impacted by first bus and their continued cutting of routes and timetables.
1700	
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1703	I would use the bus more if service was better
1704	Decent public transport is vital to get cars out of the city and to supplement active travel.
1705	
1706	
1707	
1708	Please fix the current mess!
1709	
1710	
1711	I am one of more than 10,000 people who have signed the petition calling on SPT to “Take Strathclyde’s Buses Back into Public Control”, which was formally presented to SPT’s Vice Chair Alan Moir on 23 February 2024. Please consider the voice of the people at a time of rising costs, greedy private companies, and the need for environmentally-friendly transport options.

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1717	Our buses are EXTROEMELY expensive, my son and I went on the 20 - 25 minute bus ride into the nearest town, and it was over £6.00 each (return), and that was before this April's price increases. We live just over the east Ayrshire border, so the prices go up radically for the 4 mile journey into Ayr,.
1718	We need a publicly owned efficient and cheap to customer bus service operating in all areas
1719	
1720	
1721	Given the success of transport provision which is in public control, and the failure where it is not, the argument to bring buses into full public control is undeniable.
1722	
1723	I use the buses on A regular basis
1724	Badly need a municipal bus service for so long, and expanded underground
1725	
1726	We believe that it is essential to take a disaggregated approach to the bus strategy - by local authority administrative area or otherwise. Not one size fits all across SPT's area - there are very different population and land use densities, propensities to use bus service, current market structures and growth opportunities. Different options will work better in each of these areas - some will deliver under voluntary partnership and others will require a BSIP approach. Once these have been tested, if unsuccessful, it may even be necessary to apply the franchise model to some areas. No matter which approach is taken, unless significant action is taken to tackle congestion and remove buses from it, there will be inefficient operation with extra buses and drivers required to operate a given headway, and services will be slower, more erratic and therefore less attractive to the public.
1727	

	AN
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1729	Please move forward quickly - the current situation is absolutely dire and really fails the people of Glasgow.
1730	I am one of more than 10,000 people who have signed the petition calling on SPT to take our buses back into public control. A BSIP would merely put the wolf in charge of the sheep.
1731	
1732	Please think of the present citizens who are not getting the bus service they deserve. Then consider that this is a crucial opportunity to improve lives with a good, fair and reasonably priced service.
1733	I support proposals that would provide a unified network like in other modern European cities where the same ticket is accepted on the bus, subway and local trains, with simple pricing and payment, and a network that helps connect places that isn't just town centre.
1734	It is only in recent years, primarily due to having a free bus transport, that I have used bus services. Though I own a car, it is for a specific reason only (ie owning a nervous dog and being able to take domestic holidays with her), and I try to avoid using it. So, at least every second day I use a bike. Notwithstanding my personal choices wherein I hardly rely upon bus services, as an obvious principle it is a fundamental necessity and right for members of the public in any location or situation to be able to take for granted consistently convenient, reliable (and as applicable) economic bus and other public transport servicing.
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1739	SPT should assist all present bus operators to put pressure on LAs to deal with potholes and also to enforce parking restrictions at and near bus stops!
1740	
1741	A return to a co-ordinated controlling body must be the way forward.
1742	
1743	
1744	Buses in Glasgow are far too expensive
1745	
1746	
1747	For me buses are too slow and unpredictable to be useful
1748	
1749	We need to stop companies having a monopoly on services

	AN
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1751	I use the bus every day, It could be to provide support for family, the school run, after school clubs, social events, shopping and work. First bus services are no longer fit for purpose, running late or don't turn up at all, need to get from 1 side of city to the other need to get 2 or 3 buses and the fares go up constantly. I'm old enough to remember in the 80s, there was the Transcard, I could travel on the buses, trains and underground with the 1 ticket
1752	
1753	I live in an area of Glasgow served by ONE bus. We used to have three options. The impact on older people in my area is outrageous and completely ignored by local politicians. We need a fair and reliable public transport system in the city. Something that we can be proud of.
1754	Time for a bus service to serve the public
1755	
1756	With current fares I find it usually cheaper to drive short distances than use First Glasgow. A return to a municipal system would make public transport financially more attractive.
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1761	I used to get the bus all the time but as the years have gone by it is simply no longer affordable or feasible for my lifestyle and I have had to make huge adjustments to how I live and interact with the city I live in. The sooner we can get the buses into public ownership and make them a viable, sustainable choice the better
1762	My area of Torrance suffers badly from poor public transport, public ownership as it was needs investigated.
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1774	I would prefer bus services that are well organised rather than free market chaos.
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1777	I am avoiding using buses because the system is so utterly broken. I really wish I could use them again, as I did in previous cities I have lived in. A well organised public transport system is essential to reducing car journeys and saving our planet.
1778	
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1781	Glasgow desperately needs its own publicly owned bus service. It has the most expensive bus fares out of all cities I've visited in the UK and the buses are in poor condition with bad service. What are we paying for? Shocking that local authorities have not worked together to fund a solution and allow private bus companies like First to exploit people
1782	
1783	It is important when considering fares and baselining these that staff/corporate deals/discounts are taken into account when calculating affordable travel. As seen recently in Manchester, provision has needed to be implemented to offset additional costs because of franchising implementation and this is a potential negative that needs to be managed. Capping is a great concept but it should cost no more than today for most bus users to use services.
1784	
1785	Existing services in areas of town are unsuitable. Timetable/frequency of existing services are appalling.
1786	Existing services in areas of the town are unsuitable or in my particular area non-existent. We need more local routes, especially for reducing carbon footprint.
1787	
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1789	We have talked enough, time for action.

	AN
1790	
1791	Creation of a multi operator/mode ticket in the WIDER network (like Manchester) would help for people trying to use public transport from one side of Glasgow to another!
1792	<p>I am one of more than 10,000 people who have signed the petition calling on SPT to “Take Strathclyde’s Buses Back into Public Control”, which was formally presented to SPT’s Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT “rejects the idea of entering into a so-called ‘Bus Service Improvement Partnership’ with the private operators which would simply maintain the status quo”. It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.</p>
1793	
1794	Bus services were better when I was younger, as soon as it was privatised it became diabolical. Bus drivers who are so rude and forget they are there to provide a service and terrible Bus timetables, with buses that never come whrn they should
1795	
1796	<p>Yesterday, it took 2 hr 30 minutes to get to my work due to the shoddy bus service. It normally takes 2 hours but because my bus was so late the next one came into the bus stop behind it so the company decided to cancel my bus and chuck all of us onto the other bus. The one I had gotten on first takes a shorter route then the second bus we were made to go on and that added a half hour onto my journey. This is for a journey that would take around 40 minutes by car! It’s worse on a Saturday and bank holidays too! We need a publicly owned bus service run for the passengers needs, not a for profit for shareholders... the profit going to improve the service and buses.</p>

	AN
1797	My bus - only runs within one local authority so cannot serve the needs of people who live on the border of one local authority but access services in the neighbouring local authority which is closer to them. Can this be changed? The buses are too expensive. Before I got my bus pass I expected to pay around £4 every time I stepped on a bus. There was no incentive to leave the car at home. There is no point in discouraging car use with ULEZ and high parking charges when there is no viable alternative. Another deterrent for me was that when I changed buses I had to pay again, that's another £4 before you get home. Can buses and trains and ferries be better integrated with both timings and tickets. Public transport would be more useable if there was one ticket available for all forms of public transport. What about buses in the evenings and at weekends? The last thing I want to do on a dark night is hang around a bus stop feeling unsafe, or in my case having to walk through an empty mall to get home. But when I get out of the cinema, or the evening class or whatever, the last bus home has gone. There is a long gap between them.
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1800	When I travel on buses, I'm always a bit wary of the behaviour of other passengers from loud music to people who do not know how to behave in public, shouting etc.
1801	Question 17 kind of explains why we are where we are with public transport in Glasgow. It's a highly vague question. Yes, we have access to a car. But only as part of a car-sharing scheme (Cowheels). We haven't actually owned a car since BC. But that scenario doesn't seem to have crossed your horizon.
1802	
1803	people over profit
1804	Although I have a petrol car I deliberately use it as little as possible to reduce damage to the environment by burning fossil fuel. I use the bus service for all trips into Glasgow or my local town Kirkintilloch. A good safe reliable bus service is necessary particularly for people who live on their own so they can get to social activities and avoid social isolation.
1805	No
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1808	I think it is important to take this forward as soon as possible. The population is aging and better services are required if we are not to be reliant on driving which is being discouraged certainly in
1809	

	AN
1810	There is a lot of support in Glasgow for the Better Buses petition. The petition explicitly demands that the SPT “rejects the idea of entering into a so-called ‘Bus Service Improvement Partnership.’” If SPT wants Glasgow to be a forward thinking city, with a world class transport system, it must move towards a proper franchised, publicly owned system. Privatisation has absolutely no place in a public transport system. Only when the local authority has complete control over routes and prices of tickets will we have a world class transport system.
1811	Bin every private company as they can’t be trusted to deliver anything they promise due to their greed
1812	
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1815	It must improve. Where I stay in Kelvindale, Glasgow we used to have a bus service that allowed us to travel to and from town. We no longer have such buses.
1816	
1817	The consultation must lead to some radical change. I support the move to a municipally owned bus and transport network. These should be a social provision to support people and not be for profit.
1818	
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1820	I would take the bus FAR MORE OFTEN if services were frequent, reliable and cheap. In the age of rapid climate change, air pollution, increasing poverty, it’s hugely detrimental to the wellbeing of people in glasgow, to have such an appalling bus service. How can Glasgow thrive culturally, economically and environmentally if it hasn’t got cheap and reliable public transport? It’s impossible. A radical shift needs to happen.
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1827	Public ownership now/ASAP. Not later!
1828	Get it done
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1835	BSIPs are a waste of time and money. Fast track franchising please
1836	I only commute by bus if I have to and can't get placed by bike or train. This is due to the high cost, lack of reliability, suitable connections to get through the city and how much longer it takes to get places by bus compared to how long it takes by bike or train.
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1840	It's not broke so don't try to fix it
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1842	I'd travel by bus more, if I knew they'd show up and it was easy to rely on.
1843	
1844	
1845	I would get the bus more if it was easier to get the bus
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1850	I drive to the station as I prefer to use the electric train. The local bus service is not integrated with the train service - and this is 2024!! Now that Scotrail is a nationalised company surely bus services must follow suit - all monopolies must be in public hands. I haven't even mentioned Climate Heating! People will only be encouraged out of their cars by cheap efficient electric buses.
1851	
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1854	I signed the 'Better Buses for Strathclyde' petition along with more than 10,000 other people - calling on SPT to "Take Strathclyde's Buses Back into Public Control". I would highly recommend the setting up a new publicly-owned operator for Strathclyde - and not be diverted by a pointless 'Bus Service Improvement Partnership' with private operators. The answer for a joined-up bus service is bus franchising and setting up a new publicly-owned bus company for Strathclyde. This will get great public support and the Scottish Government can be pressured to ensure that the funding is made available to implement the plans for a modern and workable transport system. Something which other cities have clearly achieved through public ownership.
1855	I would take the bus every day if it were as reliable, and affordable as Edinburgh's. As it stands I actively avoid taking the bus in Glasgow, and use it only as a last resort.
1856	
1857	I wish to see a return to publicly owned bus services, or at least a situation where the transport authority has significant control over bus services. I feel the major problem in Glasgow is the near monopoly enjoyed by Firstbus, to the detriment of the travelling public.

	AN
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1859	often use Stuarts of Carluke 30/31 lanark to leadhills tendered service and the earlier finish time from Leadhills is not really suitable as i relied on the later last bus.
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1861	Consideration to be given to better services from Clarkston
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1868	This consultation hasn't been widely enough publicised and as such will not attract the level.of response that it deserves
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1875	Affordable, efficient, reliable public transport is the only way forward
1876	Working with bus companies to create bus hubs, and increase multi-modal transport between Scotrail and the bus network. Use hubs to increase frequency, so point-to-point journeys which have not worked out can now be turned into a hub-and-spoke model of transport.
1877	
1878	
1879	I am one of more than 10,000 people who have signed the petition calling on SPT to "Take Strathclyde's Buses Back into Public Control", which was formally presented to SPT's Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT "rejects the idea of entering into a so-called 'Bus Service Improvement Partnership' with the private operators which would simply maintain the status quo". It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.
1880	Listen to Better Buses for Strathclyde. They have the peoples interest at heart and I and those in my life are the people. And those people and their people wish for the buses to opertate as they could, for transport as a whole to opertate as it could. As public transport has a great potential to. I wish to see the great potential that SPT can achieve by making all the public transport working, functional and with great ability.
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	AN
1884	It's a nice idea but the council etc no money bigger problems than that having hundreds of millions or more to suffer schools health problems besides in London and Manchester just a waste no more faster cheaper reliable just old buses chasing the private car in heavy traffic overpriced fares to do so.
1885	I would like to use the bus more often then I do, however due to the service being so unreliable I am forced to travel by train and get taxis to make sure I get to work and appointments on time. Its often cheaper to get the train and walk then to get the bus, many less mobile people do not have that option and are forced to pay ridiculously high prices and stand in the cold for a long time as they wait for a bus to turn up and have room for them to get on. Let's finally properly address this transport crisis and deliver a functional transport network for Glasgow and the rest of the country.
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1893	I literally avoid using the bus due to the high fares, poor service and timetable that doesn't suit the public. When I've been in the position of relying on public transport, it has added an extra 60-90 minutes onto my working day, (work 07:15-21:40 in a NHS Hospital). The transport system in comparison to similar sized cities in Europe is shocking and criminal.
1894	SPT should focus its resources now on fast tracking franchising. It is time to finally end the decades of choas caused by this failed system of bus deregulation and time to bring our citys bus network back under public control.

	AN
1895	
1896	I have not used buses since covid. I expect to use them more now.
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	AN
1902	I am one of more than 10,000 people who have signed the petition calling on SPT to “Take Strathclyde’s Buses Back into Public Control”, which was formally presented to SPT’s Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT “rejects the idea of entering into a so-called ‘Bus Service Improvement Partnership’ with the private operators which would simply maintain the status quo”. It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.
1903	please improve the bus services throughout Scotland - public bus services are a necessity and should be frequent and run to timetable at least 90% of the time.
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1908	Great decision to bring buses back into public control

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1915	I would use bus services more often if they were more reliable, had better routes and were cheaper. If Manchester can do it, so can Glasgow!
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1917	Bus tickets should be usable on all bus companies as the Free bus passes for elderly and children are. I often see buses from other companies that I can't get on while waiting for First bus that are late or don't turn up.
1918	
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1920	I worked professionally on placing issues with councils including bus problems with for example former Stirling Councillor and then MP Micheal Connerty. I know buses inside out.
1921	
1922	Please get the franchising model up and running as soon as possible! It would make life for so many people that much better!
1923	Why are questionnaire not available to the public on buses, trains etc? (If they are, I've never seen them.) Do you really want thousands to respond?
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1929	<p>Glasgow Eco Trust supports the Better Buses for Strathclyde campaign. Our won research shows the negative impact the current bus network has on local people and communities. We have signed the petition calling on SPT to “Take Strathclyde’s Buses Back into Public Control”, which was formally presented to SPT’s Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT “rejects the idea of entering into a so-called ‘Bus Service Improvement Partnership’ with the private operators which would simply maintain the status quo”. It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped.</p>
1930	<p>I feel that when I need to travel anywhere I am at the mercy of McGill's. I have frequently, over the years, stood at a bus stop where the service is meant to be every 10 minutes but no bus has appeared in my direction of travel for up to 25 minutes. Sometimes 3 buses of this same service have passed in the opposite direction. This makes for very angry and frustrated passengers! On a return journey it is possible to stand in the centre of Paisley and see certain services pass every 3 to 5 minutes, while others do not remotely keep to their timetable while some disappear altogether from the electronic display! What kind of 'service' is that? I have responded because I strongly believe in regulated and integrated public transport services. The clue is in the name - transport for the public. It is also important that, in attempts to adapt to and attempt to limit, climate change people should have every encouragement to leave the car at home for local journeys. This is not happening at present in Strathclyde. Additionally, I do not believe that public services, of any kind, should be run for private profit.</p>
1931	<p>A major failure in connecting journey generators with public transport, with major hospitals sites spending budgets (£7.5m for Royal to get a new car park) whilst making no payments towards better PT - the bus stops at Royal have no shelters & need to get across on/off routes to J14 M8. Passengers are let off on M8 exit (illegally) to hike across waste ground to get in to Hospital Royal is under ½Km from High Street Station 10 trains/hour 06.00-00.00 but walking not promoted Gartnavel is ½Km from Hyndland but access fro a station logging nearly 2 million boardings/year & no direct linke to bus stops on Clarence Drive disgraceful QEUH is 1.2Km from Cardonald Station where 34 trains/hour fly through 06.00-00.00, the express buses 901-906/X7 cannot stop outside on A8/M8 Buses through Clyde Tunnel should carry cycles between Auchentorlie Drive & QEUH Stobhill should have shuttle service from Springburn LEZ should get several express coaches to edge of city & subways stations Replace 398 with frequent & free cross city service 2 bus SVR Bridge Street to Buchanan Bus Station multi door boarding Matching cross city routes Royal Infirmary - St Georges Cross & possibly others all free - with sponsors</p>
1932	
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1934	<p>In our area there is an overwhelming desire to have the bus service returned to the level it was at 25 years ago with multiple routes through the village allowing residents to access major conurbations and essential services such as hospitals. At present attending the nearest hospital by car takes ten minutes and three hours, with two changes, by bus.</p>
1935	<p>It is great to see SPT moving forward on this issue. Ideally, SPT should be running most of the buses in Strathclyde in a system similar to Edinburgh's public ownership arrangement, but taking forward franchising is a welcome alternative.</p>

	AN
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1937	RE the question of Impact Assessments. I don't know if i have seen them, but they are not included or referenced in the consultation document, and i cannot find them on the SPT website.. Please advise me on how these documents can be sourced.
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1944	Pleased to see that an element of compulsion to provide good services is being considered. Public services don't work well when providers are free to make decisions based mostly on financial considerations.
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1951	State run is common sense
1952	
1953	Buses need to really be a reliable alternative to cars- more frequent and low cost, reliable and running at pretty much all times
1954	
1955	I'm a wheelchair user so would be grateful if accessible buses were included in plans too.
1956	None
1957	
1958	Public ownership is best; changing to a system with greater public control is excellent
1959	Only a well organised publicly owned bus service can help us to de-carbonise and provide transport we need. The purpose of the private sector is profit and it will not invest for the public good.
1960	Please take back control of the bus network, it is a formula that has worked so well elsewhere
1961	

	AN
1962	
1963	Thank you for asking my advice. Please get on and set up a proper bus system that works !
1964	This is a once in a generation opportunity for SPT to set up a publicly-owned operator, for the benefit of people rather than private companies and lead change that's needed across Scotland. I am one of thousands of people living in the area that signed the Take Strathclyde's Buses back into Public Control, we are looking to SPT to make the necessary changes and reject the current, broken status quo
1965	
1966	After seeing what Edinburgh has done and how successful, reliable and well priced it is why can't we have that in Glasgow? It works we know it works just we need the will of the councillors to do it right and not half ass it, make it fail then go we tried when the attempt wasn't even an attempt.
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I am one of more than 10,000 people who have signed the petition calling on SPT to “Take Strathclyde’s Buses Back into Public Control”, which was formally presented to SPT’s Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT “rejects the idea of entering into a so-called ‘Bus Service Improvement Partnership’ with the private operators which would simply maintain the status quo”. It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.

1973

1974

1975 Private bus operators have been a disaster for passengers in rural areas in particular.

1976 People before profit, the bus was a lot better when it was owned by the council, now it is only profit the owners want they don’t care about people

1977 we deserve better. bring back the orange buses. create a well looked after workforce who care for their city and serve the community.

1978

1979

1980

1981 everyone i know thinks that public control of public services is better for communities.

1982

	AN
1983	Everything that was bought and paid for by the people and pirated by government at the behest of the “Establishment” was nothing other than theft on massive scale, especially Scotland’s resources and the his is more of the same!!!
1984	
1985	If 'public transport' is NOT focused upon and geared towards the needs of 'the public' - but, inherently, the operators find themselves more concerned with 'profits' and 'dividends for owners and shareholders alike', THEY ARE DOING 'THE PUBLIC' A MAJOR AND SIGNIFICANT DIS-SERVICE..
1986	I'm one of more than 10k people who signed the petition to "Take Strathclyde's Buses Back into Public Control". I live in Aberdeen where First Bus are based. Our bus fares are the dearest in Scotland and many routes have been cut because they don't make profit for First Bus. I can remember our bus service before it was privatised and it was SO much better. Why would we not want it back in public ownership for the benefit of the people? A better bus service would be better for the planet too.
1987	
1988	
1989	I hope you are successful in gaining the best plan that will enable a better service for your passengers
1990	I am one of more than 10,000 people who have signed the petition calling on SPT to “Take Strathclyde’s Buses Back into Public Control”, which was formally presented to SPT’s Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT “rejects the idea of entering into a so-called ‘Bus Service Improvement Partnership’ with the private operators which would simply maintain the status quo”. It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.
1991	
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1996	
1997	I would take the bus regularly if reliable, affordable service that joined up essential services in our area existed. Since it doesn't, I can't.
1998	One bus per hour is not enough
1999	
2000	Since leaving for Ayrshire, its clear how markedly poor the bus offering is here
2001	thanks for realising we need change
2002	
2003	
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2006	

	AN
2007	
2008	Public Transport should not be looked on as a business, but a public service which would benefit everyone. It would definitely keep people out of their cars, particularly in cities, and lead to a better quality of life for everyone.
2009	This is an opportunity for Scotland to demonstrate that people are the priority, with travellers getting a good deal, and the infrastructure focusing on good staff support, accountability and a focus on the welfare of the community.
2010	
2011	Bring buses all under public control like the railway
2012	For a fairer, accessible, greener transport system in the SPT area we need to ensure it truly meets the needs of the commuters who depend on it. It needs to be truly public owned and fully integrated Public transport with one ticket covering buses, trains, subway - they can do this in many other major cities (& outside areas) - we need to show we have the ambition & impetus for real change!
2013	
2014	I am one of more than 10,000 people who have signed the petition calling on SPT to "Take Strathclyde's Buses Back into Public Control", which was formally presented to SPT's Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT "rejects the idea of entering into a so-called 'Bus Service Improvement Partnership' with the private operators which would simply maintain the status quo". It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.
2015	Needs to be in public hands as soon as possible
2016	I'd love to rely more on public transport but the system in Glasgow is shockingly bad and considerably more expensive than Edinburgh's publically owned system that works better for everyone
2017	
2018	
2019	
2020	
2021	I support Get Glasgow Moving's campaign for de-privatising the buses. I used to live in Edinburgh and used the buses, I frequently use buses in London. I have always been shocked that we have such a mess in Glasgow. Direct comparison over the last forty years shows exactly what is wrong with privatisation as a model. Franchise supported by a municipal service will allow us to get a better arrangement. SPT will have to expand to manage the required planning and control; this is a better use of money than skimming off profits for directors of bus companies.
2022	
2023	there is huge public support for bringing buses and other modes of transport back into public ownership.
2024	
2025	If there were more busses running later then there is a btter chance of better public up take
2026	
2027	The bus network needs to be joined up .i stay in Carmyle and we get the bus every 45 mins.Then its mcgills and night ,so you miss out on your first bus weekly or monthly ticket if you finnish work late after 1800hrs.

	AN
2028	
2029	Glasgow once had a Municipal tram service which was the envy of the world. It was scrapped for a bus/trolley service which was good enough, but not a patch on the original. The current patchwork of privately owned and operated "services" are expensive and unsatisfactory and should be scrapped.
2030	
2031	I am one of more than 10,000 people who have signed the petition calling on SPT to "Take Strathclyde's Buses Back into Public Control", which was formally presented to SPT's Vice Chair Alan Moir on 23 February 2024.
2032	I am one of more than 10,000 people who have signed the petition calling on SPT to " Take Strathclyde Buses Back Under Public Control "
2033	
2034	
2035	
2036	
2037	Nothing other than municipal ownership will work. It is being done across the north of England and we should be following this.
2038	Think of long term investment. Not short term price. We will have spent more over the years through the current system that we would ever have done through public ownership. And after the waste the Conservative Party claim they are the party for efficiency and good sensible finances. Please think of communities for the future.
2039	
2040	Do not sell the bus companies to greedy private operators
2041	
2042	Please, please bring buses back under public control. I am one of the 10,000 people who signed the petition asking for this. This also clearly asked for BSIPs to be disregarded as an incredibly expensive and counterproductive measure. Please scrap any plans for a BSIP. Glasgow could really thrive if we had a transport system that made sense for our size and this is a vital public service, which we cannot rely on private companies for, clearly.
2043	
2044	
2045	
2046	Tried to get stagecoach to alter route I largs to stop at hub for taxis and train but was told "does not suit our schedule". The service does not help visitors or locals.
2047	I would use buses more often if they were affordable and delivered the service they promise. Too often they do not turn up at all.
2048	
2049	
2050	I want to see SPT both use the powers for franchising and set up a publicly-owned operator for Strathclyde, as soon as is practicably possible.

	AN
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2054	
2055	Whilst the steps being taken to improve the bus service are a step in the right direction, it would be good to see further and faster progress on the Glasgow Metro project which will provide a much better transport system for Greater Glasgow than any bus system ever could.
2056	We need owndeeship of the public services provided.
2057	i feel that evening and night time buses are few and far between. when i worked inn troon, i had to take day shifts because evening shifts meant i had no way of getting home after 4 p.m. bu tthis was a few years ago, maybe better now.
2058	
2059	
2060	
2061	I use the subway and trains but not the buses because they are not good value and the different companies make the network confusing
2062	
2063	As a leading voice in the NTE I have always supported an integrated transport system for Glasgow , never more so than now when the cities NTE, hospitality , tourism sector is on its knees. Footfall has dropped by record levels, our road network lies in ruins and is still being torn to shreds (avenues projects and unused cycle lanes) , and the highway robbery of the motorist continues unabated through LEZ and eye watering parking charges and with no adequate public transport , parking in place has meant people / visitors have been driven away from the city in their droves. For them to return and have confidence in any future transport projects, such as SPT commendable but incomplete proposal, then current restrictions on the motorist should be lifted,same with taxis. Mediation with the private bus companies should be prioritised, agreement sought, compensation paid, threats of years of costly legal action dropped, fully detailed cost analyses carried out and the funding guaranteed and put in place.Then and only then will this proposal be fit for purpose. At present it clearly isn't! The last thing that Glasgow's struggling businesses and beleaguered citizens need , that city can ill afford is yet another multi million pound half baked scheme that promises much but which doesn't deliver
2064	
2065	
2066	
2067	Publicly owned public transport really is the way forward. The private sector has failed us on every level and has had its chance. Time for a positive progressive change.
2068	The existing set up is not working for the benefit of the public. Bus services must be run and owned by the public and for the public
2069	
2070	
2071	I often visit Glasgow , and live in Scotland
2072	

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2076	
2077	Young Women Lead created a report on Feminist Town Planning in 2021 in which members of the public were surveyed and interviewed regarding their experience of the bus services. I would highly recommend that this is taken into consideration as part of this review to take on board direct lived experiences of people in Glasgow, especially those of marginalised communities.
2078	
2079	Please create a publicly-owned bus operator for Glasgow/Strathclyde as soon as possible. Forget BSIP, ditch the private operators they have had more than enough time to improve things but services have only gotten worse and prices have risen.
2080	I want to use buses more but with the limited routes and very expensive tickets it is impossible.
2081	
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2084	
2085	This is is long overdue
2086	
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2091	
2092	With the introduction of the ULEZ zones, I am more likely to travel using local transport. If I cant get anywhere in my car without being fined, I should at least be able to get there on reasonably priced public transport.
2093	I'm one of thousands to have signed the petition to get buses back into public control and this is crucial wherever the buses operate.
2094	
2095	
2096	I used to travel by public transport since I was a kid and rejected the idea of a car. I got my car 2 months ago at age 25. This doesnt work whatever we have here in Glasgow. It is complicated, expensive and very rigid. Too many operators, too much confusion, 0 integration (there are McGill's 3 and First 3 explain that to a tourist coming from a European city). I am really happy with my car, parking cost £4.90 and petrol to get there and back around £1.20, maintenance roughly £1. Total cost: £7.10 only £1 more expensive than a tripper day ticket, but I can listen to music, in a clean car, know there are no delays or cancelled buses and can go anywhere in a reasonable amount of time. Bus+Subway or Bus+Train is more expensive. If it doesn't change I will stay with my car for almost every journey.
2097	
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2100	From Stewarton if you have to go to Glasgow you have to get the bus to Kilmarnock then another one to Glasgow. More direct options are required.
2101	

	AN
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2106	I would use my car a lot less or even get rid of it if I had better public transport links, this is a sustainability point. It shouldn't be cheaper for me to use my car than public transport.
2107	It is a matter of acute urgency that the lack of transport options be addressed. The domino effect that results from the reduced access has been detrimental, first to hospitality and late trade, but consequently to the cultural exports from Glasgow, including music, comedy and theatre. Which are, needless to say, some of the things the city is globally best known for. Lack of affordable transport has priced citizens of Glasgow out of access to their own city centre, creating a form of soft economic segregation. As cost of living continues to bite, many people simply cannot afford to participate in the cultural life of their own city. Any and all reasonable measures must be considered in order to address any such situation.
2108	
2109	
2110	We need better public transport networks!
2111	I would appreciate electronic Bus Timetable displays at all Bus stop, especially those who have an hourly service.
2112	
2113	Buses should serve the people, not profit. without good buses vulnerable people are left stranded. good busses help everyone .
2114	
2115	
2116	It is important that the Community Transport can play a important part of the transport solutions going forward
2117	
2118	The only reason I don't take buses more often is because they are unreliable and over priced. This would be my number one travel option if both of these issues were addressed.
2119	
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2122	Other forms of transport should be include, ie partnership working with rail, and even taxis for difficult to reach areas which is impractical for bus or train (even navigating large hospital grounds).
2123	
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2126	
2127	The wider consideration about how bus travel links to rtain & ferry connections across scotland is a critical issue for us in getting people home after concerts. DF Concerts own King Tuts and the lack of bus travel in the evening is an established barrier to sales as it is at all our concerts. DF Concerts is committed to reducing our greenhouse gas emissions and we recognise travel is one of our largest areas of emission and improved services will allow us to reach our targets quicker whilst providing improved services for our customers.

	AN
2128	We need investment, we need proper infrastructure and we need a daringly inclusive joined up thinking approach!
2129	
2130	Setting up a publically owned bus operator for Glasgow and the wider Strathclyde/SPT area is strongly supported by the public, as evidenced by the number of people who signed the Better Buses for Strathclyde petition. It is vital for the people of the region that SPT develops plans to set up a publically owned bus operator for the region and bus franchising. Voluntary agreements and the Bus Service Improvement Partnership idea must be consigned to the bin where they belong, as they will only maintain the current unacceptable services - or even make them worse.
2131	Unified payment system. Unified ticketing system between bus, rail and subway. It's utterly ridiculous that there is no unified ticketing system allowing access to the main public transport systems.
2132	
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2134	
2135	Things have to change. Communities and commuters have to come first. Invest in public owned transport networks; make them reliable and efficient. Give people a reason to be less reliant on their cars. It's been done in other countries, it can be done here
2136	Public transport public ownership
2137	
2138	I am one of more than 10,000 people who have signed the petition calling on SPT to "Take Strathclyde's Buses Back into Public Control", which was formally presented to SPT's Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT "reject the idea of entering into a so-called 'Bus Service Improvement Partnership' with the private operators which would simply maintain the status quo". It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.
2139	
2140	

	AN
2141	
2142	You should get people out on the buses to ask the passengers what they want
2143	I am one of more than 10,000 people who have signed the petition calling on SPT to “Take Strathclyde’s Buses Back into Public Control”, which was formally presented to SPT’s Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT “rejects the idea of entering into a so-called ‘Bus Service Improvement Partnership’ with the private operators which would simply maintain the status quo”. It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.
2144	I am aware that more than 10,000 people signed the petition calling on SPT to “Take Strathclyde’s Buses Back into Public Control”, which was formally presented to SPT’s Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT “rejects the idea of entering into a so-called ‘Bus Service Improvement Partnership’ with the private operators which would simply maintain the status quo”. It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.
2145	Bus services are currently unreliable for a number of reasons. Drivers picking and choosing if they do certain parts of certain routes. Three buses of the same number travelling together in a convoy. Buses not appearing at all, and completely disappearing from the Live Tracker, when they were clearly active earlier. Buses completely changing their designated route to avoid busy areas, leaving passengers in those areas without transport.
2146	
2147	
2148	
2149	I used to use buses daily for work but the service local to me was reduced from 3 to 1 an hour as a result I use my car instead. I complained but was referred to the fact a new train service was available. This does not serve many areas and the physical location of the ‘new’ local station is physically difficult to access for many - the elderly disabled or mothers with buggies
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2154	
2155	Bus system in Scotland is driven by profit and not for the people
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2158	

	AN
2159	This can only be a positive step. The present bus service lacks the 'service' part. I feel that 'us little people' deserve a decent, reliable bus service which should be a central part of improving people's lives. I do suspect that the present company may fight vociferously any SPT recommendations. Currently, there is no choice but to use this 'service' unfortunately.
2160	
2161	
2162	These are very important recommendations for the future of bus services. I would have liked to see SPT proactively promote and publicise this consultation, and for Board members who are elected representatives to take responsibility for doing the same in their own local authority areas - they are after all on the SPT board to represent and be accountable to local people regarding transport policy. The absence of this gives the impression that SPT and its board members are not really serious about these plans. Improving bus services is a big local issue right across the region and if SPT is to win the public investment from the Scottish Government needed for franchising and a municipal operator then elected representatives/Board members need to step up their role in explaining to the public what is planned and winning public support.
2163	
2164	Bring back Strathclyde's buses into public control...
2165	It is the lack of joined up bus services that prevent me from being able to use busses. If they were properly joined up and timetabled to allow genuine interconnectivity I would be able to, and definitely would, use busses as my main mode of transport
2166	Keep publishing information, this is a most important issue....thank you Margaret Leveratt
2167	

2168 I am one of more than 10,000 people who have signed the petition calling on SPT to “Take Strathclyde’s Buses Back into Public Control”, which was formally presented to SPT’s Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT “rejects the idea of entering into a so-called ‘Bus Service Improvement Partnership’ with the private operators which would simply maintain the status quo”. It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.

2169 In addition to looking at the service provision, one of the things that needs addressed by the bus operators is the quality of the buses. One of my interests is vintage transport, and over the past few years, have attended a number of events where there is the opportunity to travel on vintage buses. In most cases, the vehicles used at these events have a far superior ride quality, with minimal vibration. The most recent batch of electric buses with both McGill's and First Glasgow have the worst ride quality, with bone jarring bangs and rattles.

2170 Too many cancellations on routes

2171 It's great that SPT are thinking big and recognising the huge changes that need to be made to our bus services to make them attractive for people to use, and make them work properly so they don't fail people who have no choice but to use it. I am one of the 10,000 people who signed Better Buses for Strathclyde's petition calling for franchising and the creation of a publicly owned bus operator in the region and will wholeheartedly support SPT in these endeavours - including my taking my voice and support to the Scottish Government to ensure that funding to implement these ambitious and necessary plans are secured.

	AN
2172	It's time that people had a choice again. For too long we've had to put up and shut up with having the bully boys force out the competitors
2173	I believe it is vital to move forward on this. Too many people on 'non-profitable' routes are left with poor or non-existent services, especially in the evening and at weekends.
2174	
2175	
2176	As an operator, who should have been vital consultees in this work carried out by SPT/Systra, it has been hugely disappointing given the lack of, and low level consultation with operators prior to the publication and circulation for consultation. From the outset, this bus strategy recommendation process clearly had preset goals. Recognition of who, why and where the real failings are and why this has affected passengers and local bus services negatively, has not been carried through to the recommendations. Ownership model or control is not the 'switch' that will create a 'World Class' public transport bus network in the SPT area. The majority of operators provide high quality, reliable and customer focused local services, as well as other vitally important passenger transport services. There is no doubt given our experience, that responsibility for a measurable portion of the failure to deliver for passengers, is the lack of interest, understanding, engagement, investment and action by local authorities/transport authorities to make even small or medium changes or adopt policies that will start the positive cycle necessary. Working in meaningful partnership with operators could be transformational for bus networks and passengers.
2177	Get on with bus franchising - catch up with Edinburgh and all the other great cities - help us for a change.
2178	
2179	UNISON is one of the organisations which has been supporting public ownership of buses and the franchising and remunicipalisation agenda via the Free Our City and Better Buses for Strathclyde campaigns, of which Get Glasgow Moving is also a partner. Many of our members comprise the 10,000 signatories to the petition calling on SPT to Take Strathclyde's Buses back into Public Control which was presented to SPT in Feb 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT rejects the idea of entering into a BSIP with the private operators which would simply maintain the status quo. It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region, these 10,000 people and many more who will view this move positively and who we can and will galvanise, will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need. Given that we currently have approx 13,500 members, based on the demographics of car ownership in Glasgow, it would not be unreasonable or inaccurate to conclude that if car ownership in Glasgow represents 49% of the population, then approx just under half of our membership, or around 6,500 are also likely to fall into this demographic, meaning there are likely to be more of our members, almost 7,000, who currently use public transport and would stand to benefit from improvements in the quality and cost of bus network provision being in the public sector. Of those who are currently car owners, we know that many of them need to be incentivised out of their cars and onto public transport. Part of this will be about the reliability and quality of the service, but part of this will also be about not continuing to enrich a private capitalist class at the expense of the public good, but seeing the improvements that public ownership of buses can bring to service levels by reinvestment of fares/profits in the network, to develop accessibility to public transport as a social protection.

	AN
2180	<p>Glasgow Trades Union Council is one of the organisations which has been supporting public ownership of buses and the franchising and remunicipalisation agenda via the Free Our City and Better Buses for Strathclyde campaigns, of which Get Glasgow Moving is also a partner. Many of our members comprise the 10,000 signatories to the petition calling on SPT to Take Strathclyde's Buses back into Public Control which was presented to SPT in Feb 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT rejects the idea of entering into a BSIP with the private operators which would simply maintain the status quo. It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region, these 10,000 people and many more who will view this move positively and who we can and will galvanise, will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need. Given that we currently represent approx 60,000 members across our affiliate trade union branches, based on the demographics of car ownership in Glasgow, it would not be unreasonable or inaccurate to conclude that if car ownership in Glasgow represents 49% of the population, then approx just under half of the membership of affiliated branches, or around 29,500 are also likely to fall into this demographic, meaning there are likely to be more trade union members, over 30,000, who currently use public transport and would stand to benefit from improvements in the quality and cost of bus network provision being in the public sector. Of those who are currently car owners, we know that many of them need to be incentivised out of their cars and onto public transport. Part of this will be about the reliability and quality of the service, but part of this will also be about not continuing to enrich a private capitalist class at the expense of the public good, but seeing the improvements that public ownership of buses can bring to service levels by reinvestment of fares/profits in the network, to develop accessibility to public transport as a social protection.</p>
2181	Do this asap - bring buses into the council hands
2182	We need more buses. Better buses. Cleaner buses. Safer buses. Reliable buses. It's not a big ask.
2183	Need to take over a bus company so that it can run like Lothian Buses in Edinburgh
2184	Get rid of McGill's bring back a service like we used to have they are useless never turn up or are late they Al run in t the same timetable as well us you miss one you miss them all
2185	
2186	
2187	Don't let mcgills run the service nothing will change
2188	
2189	
2190	Before our not for profit coach to glasgow was set up I drove every day wither to Glasgow or to a train station 25 mins drive away. I get to work faster now and hardly use my car
2191	
2192	

	AN
2193	
2194	
2195	I live in Strathaven where the 3C bus service provided by the local Climate Action Group has been life changing for many of us. I would be devastated to lose it.
2196	
2197	Leave Strathavon's 3C bus service alone. SPT failed our community for over 20 years but now we are connected to Glasgow again.
2198	
2199	Please allow us as a town to keep our volunteer run 3C bus service. It is the greatest thing to have ever happened to public transport in strathaven. More people than ever before are using public transport instead of driving. As someone with autism, its consistency has made using public transport a possibility for me every single day.
2200	
2201	
2202	Please leave the buses alone. Whitelaw's, JMB are excellent operators and Climate Action Strathaven is my lifeline with the 3C. If even one bus time changes on the 3C, I will be out of a career.
2203	
2204	
2205	The 3c from strathaveb should be an example to SPT rather than removed.
2206	A one size fits all solution never works. SPT covers a massive area and works well will vary accordingly. Where something is working well such as the 3C in Strathaven where bus usage has grown on the service it must surely be best to leave that as is and even copy the model for other similar routes.
2207	Leave the 3C bus service well alone. This has transformed accessibility in the area and is, quite simply, the best thing that has happened in relation to transport in Strathaven and Stonehouse for decades! Putting services out to tender and choosing the cheapest option, which, let's face it, is what you do, is the reason the services are in such a shambles. If you do go down this route, as I am convinced you will - make an exception for the rural community 9f Strathaven and Stonehouse and let the 3c carry on as is.
2208	
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2210	
2211	Albeit my bus usage isn't huge, having used the 3c I intend to use it more. My husband uses it every week and I know people whom it has been a lifesaver for them getting to and from work in Glasgow.

	AN
2212	The bus service I mainly use is the 3C bus running from Strathaven to Glasgow which is ran by Climate Action Strathaven. The transport links from Strathaven are awful. Less people are using buses now but no wonder when you look at the bus service on offer to semi- rural locations like ours. We are no longer a tiny town, we have a lot of people who live here and travel into Glasgow for work/study. Climate Action Strathaven worked hard to get us this vital link to the city, they are people who live and work here in our community and are better placed to know what the needs of our town is. Better bus services make a difference to communities
2213	
2214	
2215	
2216	Without the 3C just the way it is my disabled don would not have the chance to attend university
2217	Leave Strathaven bus service alone you'll just screw it up for us
2218	Do not change our 3C CAS bus ! It's life changing for our rural community
2219	Since the setting up of our local voluntary partnership, I have been on the bus more times in the last 12 months than in the last 12 years. A good voluntary partnership provides a local community with what they want, and when they want it. If it ain't broke, don't fix it.
2220	Please leave 3C bus CAS Strathaven as is.
2221	The 3C bus is a lifeline to strathaven. We do not have a train service. It not only serves a social purpose but opens up employment and education opportunities to residents. Any changes to diminish this service or increase pricing would be awful for the town.
2222	Leave our organic, well run, well suited services alone please.
2223	
2224	Do not jeopardise our CAS service!
2225	I think the Strathaven 3C bus service should continue to be run and operated by CAS. I believe any change would be detrimental.
2226	
2227	
2228	Why is the consultation period so short? I only heard about the consultation today, and the consultation closes in 2 days, across a weekend?
2229	We have a wonderful bus service, the 3c in Strathaven, that has allowed our rural town be able to cost effectively access Glasgow. Plus, it increases the tourist industry for our local shops by having people come to our town, supporting small businesses.
2230	Climate action Strathaven 3C bus is the best public transport service I've ever used. We need to make a change now, to all other public transport services. They are well below par.
2231	
2232	
2233	Please leave the 3C Strathaven-Glasgow service alone! It is a vital service for the local population, particularly after the reduction in services on other routes imposed (and not yet reinstated) after the pandemic.
2234	Just leave Clomate Action Strathaven to run our bus. It is amazing and they do a fantastic professional service that goes above and beyond.

	AN
2235	
2236	
2237	
2238	I would like Climate Action Strathaven to keep operation of the 3C service. They do an excellent job
2239	
2240	
2241	I wish to strangle support Climate Action Strathaven who operate the 3c bus service from strathaven to Glasgow. This service is a lifeline for my community. It is frequent, comfortable and affordable. Under SPT's proposals this service could not operate the same way. The community needs to keep this bus service.
2242	
2243	
2244	
2245	Need to keep the 3c bus
2246	
2247	When something is working so well as the 3C and usage is increasing please leave as it is . A fantastic service .
2248	
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2250	
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2253	Please look into the uniqueness of the bus service existing in Strathaven which is run by the community for the community and is highly efficient.
2254	
2255	I am autistic and rarely use buses, unless absolutely necessary due to the poor reliability and therefore a fear of being stranded. I rely on taxis as I can't drive and this much more expensive and limits where I can go.
2256	
2257	I now travel once a week on a bus. For the last 20 yrs, until creation of the 3C Climate Action Strathaven service, I did not travel on a bus even once. The 3C service is fabulous, exemplary and is genuinely getting people out of cars and onto buses. It is so very different an experience to normal buses, which quite frankly are hideous in every way. Please, please do not let this new approach mean the end for a service that works so well.
2258	Please make all buses better for disabled people
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2264	McGill bus service now have the monopoly in this area.They have failed to provide adequate service to Houston,Bridge of Weir,Kilmacolm. They need to provide better services A hospital appointment takes 3 buses to get there and the times do not co ordinate with each other

	AN
2265	Let us get rid of today's situation who reminds the users too much of a local mafia. Yes, I am wagging a finger at McGills.
2266	Need to looking at all forms of public transport in the network and ensure there are options for onward travel where direct links are not available, especially in rural areas.
2267	Please leave the Strathaven to Glasgow 3C alone!!!
2268	Poor bus service in certain areas eg use of buses to RaH need to use 3 buses. Service run for profit and not passengers. If a good reliable service, more people would use buses rather than cars, therefore this would be environmentally friendly.
2269	
2270	What services are working and reducing car use leave them as some have icreaseouse and reduced car use we don't need organisations telling us what we need
2271	Please consider the feedback regarding 3c strathaven to Glasgow service
2272	3C bus service in Strathaven ran by climate action has been life changing for my son and husband, and opens up access to our town
2273	
2274	
2275	
2276	Mcgills have a monopoly and don't respect the passenger base. It's all about profit with no regard for service.
2277	It would be nice if McGills were not awarded the Monopoly that currently exists on East Renfrewshire routes.
2278	
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2283	
2284	I believe CAS have brought about an increase in bus use rather than car use to Glasgow. Excellent service which I believe improvement for travel services could be expanded easily without change in travel policy
2285	Now Strathaven has a well run reasonably priced bus service SPT want involved. Leave it alone!
2286	I have to walk quite a long way to use the bus and I have to use taxi's if I have shopping as I have a disability
2287	We have 1 choice of operator with buses cancelled regularly especially Sunday

AN	
2288	Dont break what has been fixed for our community
2289	the bus companies put buses for profit and not for the public - prices are far too high for public to use public services
2290	
2291	
2292	
2293	
2294	If bus services are being reduced then the tube has to offer much improved operating hours on Sundays and later at night for those of us who work over weekends and at night. For women's safety too there needs to be a reliable bus service provided if the tubes can't move in line with underground services in other major cities.
2295	
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2300	
2301	Please do keep in mind the importance of direct services. The 3C will lose both its appeal and custom if it's no longer a direct service.
2302	I would go out more if there was a reliable bus service to get back home.
2303	Leave our buses alone. Stop disadvantaging rural communities. Private companies means unreliable poorly run expensive service which in turn will force people back into their cars which will impact on the environment.
2304	
2305	
2306	3C in Strathaven is awesome keep it as is
2307	
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2313	
2314	The 3C bus service in Strathaven has been a life line to many, and a long over due service. It's efficiently run service, and amazing value for money. If it's not broken, don't fix it!
2315	Bus is my preferred method of travel. I would travel more often by bus if there was one! Meanwhile I cycle.
2316	I usually travel by subway and scotrail exclusively although would certainly travel by bus more if it was reliable and affordable.
2317	
2318	Usually ride the subway because the bus routes are too complex and unreliable.
2319	
2320	
2321	

	AN
2322	Having an organisation who is already doing the job, and doing it well should be acknowledged. Let climate action continue to operate their excellent service as they have expressed they are keen to do!
2323	
2324	There is currently no Sunday service on the bus route that I use, this means that on public holidays I am unable to travel on my normal service, as I have some health issues this makes me feel isolated and reliant on expensive taxi services if I have to go anywhere on these days restricting my ability to travel. If the bus services were taken under local control this would change, the service I use regularly is one that serves two hospitals in the area and I think it's reasonable to have a regular Sunday service on the whole route and not to exclude part of it for one day or more every week
2325	The 3C from Strathaven operated by CAS is the best bus service I have used. Far superior to any private franchise. It makes living here more attractive and is used by people visiting the town. It must be maintained whatever the outcome of this consultation.
2326	Please keep us up to date with regular meetings and consultations if appropriate.
2327	
2328	The target should be to ensure that the advantages of using a car rather than a bus steadily shrink. Glasgow is the most wonderful city, spoiled only by the amount of private traffic choking its streets and the people who live, work, play and visit there.
2329	
2330	Definitely time for a change to attract us out of our cars.
2331	
2332	
2333	Mcgills buses have the monopoly and run to suit themselves no competition and when another bus company is interested in providing a service they put on extra buses to run them off the road Absolute joke of a company Evening and night time service is the worst or would I be better to say no bloody service after 8 o'clock If you happen to work after this time of night you have no flamin chance of getting transport home and god forbid if you want a social life and wish to go out you've no chance of getting transport Company does not think twice about taking buses off road and then you have 2 hours to wait for a bus Society as a whole should be improving services for people not going back to dark ages also have a cheek to employ drivers to train with company but they seem to be more of them than buses on the road service what service they are a joke of a company however passengers have had enough of mcgills
2334	
2335	
2336	
2337	Getting around by public transportation around Edinburgh is so cheap and easy compared to Glasgow, that it does seem possible to come to a better management of transport within Scotland.
2338	Please fix Glasgow's deeply exploited bus network
2339	
2340	I live in Strathaven, an area that had very poor transport links with Glasgow till Climate Action Strathaven started the direct bus into Glasgow. The benefit of this bus is its Express nature, meaning a short journey time into Glasgow - not stopping lots of times as many buses do. This means I don't take my car and that bus use has increased, not decreased, in this area. Why not continue Business As Usual in this instance, as supported by the community - we have no train links to Glasgow and the bus services to East Kilbride and Hamilton are one per hour - shocking!

	AN
2341	Free bus yravel for so many groups are great headlines but when there is no bus to use it us an empty gesture. If we want cars off roads we must have joined up community lead transport options
2342	
2343	It would be a sad loss to Strathaven community if our 3C bus service was abolished. The high standard of service is unique. I don't use any other bus service mainly because of unreliability .The 3C always leaves on time unlike any other bus service in south Lanarkshire that I have used. Business as usual please.
2344	Need buses to coordinate with each other . Need buses to get home after 7pm
2345	The 3C Strathaven bus is a great asset to the community and it would be a terrible loss if it were to be abolished.
2346	
2347	
2348	
2349	I am doing this survey on behalf of our town's fantastic bus service to Glasgow. The 3C was set up and is run by a local charity. As a town we have welcomed this service with open arms. The people who run it are very involved and keep us informed constantly. It would be devastating to them and the town if this was to change with someone else taking over and changing it. Please don't, our rural town need this the way it is.
2350	This survey does not provide the platform that it should for clear and open debate.
2351	
2352	
2353	
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2355	
2356	Don't take out brilliant bus service away that we've been extremely happy with since its inception. Replace a Mercedes bus with and SPT bus that probably only run once a day? No thanks.
2357	I am senior citizen and do not drive. I live alone and rely on a decent bus service for travel. If my existing bus service was reduced my life would not be the same. I think it is really important that people like me living ina small,town need a decent bus service. A decent bus service would also,reduce the use of cars of which there are far too:many on the roads.
2358	
2359	
2360	
2361	Strathaven has no where near enough buses to encourage people not to use their cars. The 3c bus service is a life line for employees students and leisure
2362	The current 3C service is excellent
2363	
2364	

	AN
2365	We need a better public service
2366	
2367	
2368	Changes need to happen. The bus and rail systems are both broken and do not match up in any way shape or form. You should be able to get a regular bus service to catch a matching train to the city. This doesn't happen. Additionally, people are constantly being stranded with no notice of bus cancellations on a regular basis. Change is a must.
2369	
2370	
2371	
2372	The 3C bus service appears to be a successful model to provide access to public transport, as opposed to driving. The service has increased the number of trips in to Glasgow and return, which was driven by demand. The organisation of this service, I believe, should remain with the community, so long as it is viable.
2373	
2374	
2375	Climate Action Strathaven can assist with your strategy
2376	SPT need to be bold and have the interests of passengers and wider society at the centre of their approach. Stop private companies from using public money to make themselves richer!
2377	
2378	
2379	
2380	Glasgow deserves an affordable bus service, that is integrated with other forms of transport, and that draws people away from the roads. It is vital that this once in a generation opportunity is not lost and that SPT deliver something that is truly transformational. Having lived in other cities, I believe that what is required is: a simple ticketing system, that allows for low cost or free transfers to other routes; well serviced routes, that are frequent and useful; a universal ticketing system, where the same ticket/pass/card can be used on buses, the subway, trains etc.; a high-quality fleet that is kept in good condition and that is a pleasure to be on. It is possible -- many cities have done it. It is time that Glasgow has one as well
2381	
2382	Do not touch the Strathaven to Glasgow 3C service, to do so would be a disgrace.
2383	
2384	Living in bearsden means I rely on a bus service run from Stirling. There are many new housing developments which are not being properly served by public transport. Planning needs to include integrated services and not have artificial barriers between providers.
2385	Please make the bus service reliable.
2386	
2387	I would like to say how much the 3C bus in Strathaven has changed my life. With reduced mobility I find it is great to get on bus in Strathaven and be in centre in 35 minutes. Before this service it would mean a journey on bus to Hamilton or East Kilbride then a 30 minute train ride into Glasgow. The 3C bus is the best thing to happen in Strathaven for years.
2388	As a financial writer and journalist it has been apparent for years that the present model is failing. The effects on community. health, well-being, social isolation has been immeasurable. I know the business companies will complain and one has threatened legal action if franchising goes ahead. As they have brought this situation about, they should be opposed along with any spurious claims for compensation.

	AN
2389	in chapelhall we lost our local sevice that went round the scheme now a lot of people pensioners and disabled cant get up the street to our local shops
2390	
2391	Leave the 3C service bus service alonr
2392	Local transport services must reflect local needs. This cannot be left entirely to the private sector. Municipal Authorities must be able to intervene to ensure adequate local services.
2393	
2394	Bus services are dramatical poorer than before or even during the pandemic
2395	Important to consider visitors to the SPT area - how user friendly is the information? and how easy is it for them to find the right bus?
2396	
2397	
2398	Glasgow needs a bus company that doesn't put itself first and actually manages to run on time. All too often we see the same route numbers all turning up bunched together. First Glasgow have predominantly made their tickets online via their app, their limited paper tickets are only available via the bus. These tickets are much more expensive in comparison to online, this shows discrimination against people who can't afford to go online or spend money on 4 weekly tickets. They also only offer 4 weekly tickets disguising them as monthly tickets, to anyone who has to buy these and who works, they eventually have to pay for 2 tickets in one month. They took away their 10 weekly ticket saying not enough demand-more like it allowed them to increase the weekly cost from £11.90 to £16.32. There is no consideration for people who can't afford or who can afford different options and it now largely involves online.
2399	Leave our 3c bus as it is, it is run fantastically well and no change is needed.
2400	Wish the buses had never been deregulated, competition was supposed to mean cheaper fares but that hasn't happened. Buses aren't cleaned and maintained to the same level they once were.
2401	Any new service should take into account areas like mine where there are no services available
2402	Do not throw out good initiatives like the 3C because they don't fit a new model that hasn't even been tested.
2403	
2404	There is strong cross-party support for bus franchising across Greater Glasgow and it should be pursued without delay.
2405	Please maintain the service offered by CAS A private company previously operated a limited service. The current invaluable service not only allows people to commute to work but permits students to live at home
2406	Keep 3c as is
2407	Please allow Climate Action to continue to provide our excellent service.
2408	
2409	I would love to take the bus more, but with the current system it would be too expensive and more importantly too unreliable. If we truly want to live in a greener and futureproof Glasgow with less transport poverty this is one of the most important things to solve. And knowing the quality SPT delivers with the subway I believe it's the best possible chance we have.
2410	I would travel by bus more frequently if it was more convenient -- the service is too sporadic and too expensive where I live. There are places that are easily reached by bus but if there's only one or two buses an hour then it doesn't make sense to use them for everyday life. And of course there are too many places (like Inverclyde royal hospital) that are unreachable by bus from my town, unless I take a two hour each way journey to get a bus to another town and then back out again. it's only 2 miles away, it shouldn't take me two hours and £5 to get there. We need a bus service that actually serves the people and not just the bus owners.

	AN
2411	I would take the bus more often if the network is connected and the buses run more timely. If the system of checking for tickets doesn't delay the bus. The bus lanes should be only accessible for buses, no cars are allowed to park there. In comparison to other similar sized european cities the public transport for Glasgow is lacking behind. Hopefully the municipal bus organisation is going to improve living standards in Glasgow.
2412	
2413	i would use the bus more if the service were more convenient
2414	
2415	
2416	
2417	
2418	I am one of more than 10,000 people who have signed the petition calling on SPT to "Take Strathclyde's Buses Back into Public Control", which was formally presented to SPT's Vice Chair Alan Moir on 23 February 2024.
2419	
2420	Many bus operators in Glasgow and the west provide a good service. However, the major operator in Renfrewshire has continually failed to provide a reliable/punctual service for at least 5 years and shows no signs of improvement. As a result there are fewer and fewer passengers which has led to services being reduced and cut. SPT nowadays fails to subside adequate replacements. A vicious circle.
2421	I haven't been on a bus in the last 12 months because my bus service was withdrawn. Highly inconvenient as I have a slight disability. Complained to Scottish Government, Local Authority and Bus Company...no-one cares.
2422	
2423	
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2425	
2426	
2427	Action is needed urgently. Glasgow's bus system is not fit for purpose.

	AN
2428	
2429	
2430	I'd like to use the bus more but the current services are so infrequent that it is not convenient to do so. I support this on the basis that this will improve bus services and make the system far easier and more convenient to use to encourage people away from car use.
2431	
2432	
2433	
2434	Please leave the climate action Strathaven bus alone to be run as Business as usual! It is a perfect service and we want it to stay that way. business AS USUAL
2435	We have just started using the 3C bus from stonehouse to Glasgow! We would use it more often now as it's a great way to travel, saves money and parking and in the future as we are getting older it would be a life line when we can't drive!
2436	Only heard about this via Climate Action Strathaven who run the 3C bus service. It would have been better if this issue was highlighted earlier by SPT.
2437	
2438	The current service in Strathaven run by a community group (CAS) for the community has massively enhanced accessibility into Glasgow. The 3c service is the best transport Strathaven has ever had. It has expanded due to demand, providing reliable and frequent services to Glasgow. I use this to commute to Glasgow (or Edinburgh via train connection), without this service it would result in driving to another train station. I would not use any other local bus service as they are infrequent and more expensive (relatively). Whilst I appreciate this is wider than S.Lanarkshire, the local impacts of making blanket decisions and approaches has to be fully understood. If the 3c service can't operate it will isolate many in our community and people will end up using cars more, which is not environmentally sustainable.
2439	My answers are largely based on my views of the 3c from Strathaven. It's been a lifeline to this community and is run very efficiently. I'm concerned that any changes may impact it.
2440	
2441	The CAS-run 3c service is a fantastic bus service that I use 4 times a week. Don't change it!
2442	Stop this nonsense and give us our 3C service. SPT should get off their backsides and realise they are only offering tokenism services.
2443	LEAVE THE 3C SERVICE ALONE.
2444	

	AN
2445	I only travel to Glasgow from Strathaven and the privately run bus service is second to none , please keep everything the same as my only other option would be to use my car again
2446	
2447	CAS had already proven it's great service and increased itwith demand. SPT wouldn't arrange an alternative bus option if one of the buses was off the road - they would leave the customer stranded. With CAS there is a chance it will continue as is and/or expand
2448	
2449	Please do not change the provider of the 3C to Glasgow from Strathaven. This is the first time in my life I feel that Strathaven has had a decent and reliable bus service, and my children are planning to use it to access University in Glasgow. CAS work so hard to benefit the town in an environmentally sustainable way, and it would be a huge loss fir thus service to be removed from both them and from the town. Every time I have been on it it has been busy, so I know it is a very well used service.
2450	
2451	
2452	LEAVE THE 3C STRATHAVEN TO GLASGOW SERVICE WELL ALONE!
2453	
2454	Don't mess with our brilliant climate action service
2455	I believe you wish to change the current service/business model of the 3C that currently runs from strathaven to Glasgow. This would be a huge mistake. The difference it has made for the town is immeasurable and the last thing it needs is SPT!!
2456	Keep C3 as it is
2457	

We would like to thank SPT colleagues for participating in some initial engagement with CTA members during the consultation period. We are happy to facilitate further engagement going forward. We look forward to working with SPT to ensure that the voices of local communities are heard and the region's Community Transport sector can participate as its proposals are progressed with the needs of local people at their heart. As a democratic process, it is essential that it is open, transparent, inclusive and accessible. In April 2024, new Best Practice Guidance on Community Engagement in Scotland's bus sector was published by Transport Scotland. The new guidance was co-produced by the Sub-Group on Community Engagement as part of the Transport Minister's Bus Taskforce. SPT was represented on both advisory bodies and signed up, along with all other stakeholders, to 'adopt and use the guidance and report any feedback to Community Transport


2458 Association'.

2459

2460

2461

2462

2463 Save our 3C service from Strathaven direct to Glasgow 

2464 Leave our bus service alone.

2465 Our community bus has been a lifeline when we are so isolated otherwise and find it extremely difficult to get anywhere. Leave our bus service that's now in place to get us back and forward to Glasgow. If this was viable you should not have left us in this situation for all these years

2466 Please do not take our 3c service away that is run by climate action Strathaven. It's a great service. Hard work has gone into getting this service to where it is today.

2467

	AN
2468	There are particular areas such as semi rural Lanarkshire where the system set up by climate action Strathaven has worked excellently and has been a game changer for bus services in the area. Please don't force this to change
2469	The organisation CAS operates a bus modal that serves Strathaven extremely well. Franchising or altering this local control would dilute the punctuality, reliability and communication as "control" is v local, public facing and extremely customer focussed, and not purely focused on profit.
2470	The 3C bus service has been a lifeline for Strathaven. I would not consider driving my car into centre with such a valuable service available to us. It's run efficiently and offers the absolute best service for our community. I'm 100% happy with this current service and certainly do not want any changes made to this excellent existing service.
2471	
2472	Plans need to consider all the existing types of bus service provision including rural community run and funded services such as CAS in Strathaven. People put alot of effort and funding into this service which is valued by the community and we'll used resulting in far fewer car journeys to link with trains or into Glasgow. Two modern buses have been purchased and serval direct jobs created. Students and commuters depend on this service as do those going to hospital appointments etc.
2473	We have not had an adequate bus service I Strathaven for years and now that we have the amazing 3c service SPT want to intervene. An adequate service to surrounding towns
2474	
2475	None
2476	Our 3C service operated by Climate Action Strathaven allows us to access cultural activities in Glasgow where previously a car journey was required. I am also a cyclist and being able to travel with a bicycle has enabled travel to other destinations outwith Glasgow. Previously I would have used the car. I am deeply concerned about the impact SPT proposal will have on the current 3C service.
2477	
2478	
2479	Don't change things that work. CAS STRATHAVEN BUS SERVICE IS ECCELLENCE PERSONIFIED
2480	The service to Glasgow (3C) provided by CAS has been a lifeline to the small town of Strathaven. As a family we use the service regularly. For work, and social purposes. CAS have worked hard to get the service up and running. I feel for SPT to come in and take it over would be a huge shame for the organisation. Leave as it is. Why do big companies need to interfere??
2481	
2482	
2483	This is a complex survey and not easily set out. If something is working well, is being used, is safe, efficient, value for money, an environmentally friendly - why change it. The 3C Service from Strathaven to Glasgow ticks all these boxes so why mess around with a service that works well.
2484	Torance bus service needs improved

	AN
2485	3C service is a great asset to the people of Strathaven and should be left to CAS team to manage. They do an excellent job and it would be a shame to take anything away from them. Why change something that has been so successful!
2486	The 3C bus service from Strathaven to Glasgow is a very important link for our community and allows access to Glasgow at a competitive price and has a great timetable. It saves me from taking my car into Hamilton to get the train or taking the car into Glasgow . Yes of course we want more options to travel to other areas and better services BUT we do not want to lose our 3C service which is run by our local climate group .
2487	
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2492	The 3C bus service to Glasgow has meant I now have no intention of ever taking my car into centre again. I would like to see CAS have the opportunity to develop this serin the best interests of the people of Strathaven and Stonehouse.
2493	
2494	
2495	We are VERY happy and satisfied with the COMMUNITY run 3C bus between Strathaven and Glasgow and want it to be left alone as it is. This service was started by the community at its own initiative after being failed by the transport authorities!
2496	
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2500	
2501	Please, please, please do not take away the 3C Strathaven bus. It has reall transformed the way people in Strathaven live and it is a really vital public transport link. We have no other viable alternatives. Please allow the community to have this service provided for local people by local people.
2502	
2503	
2504	Please do not allow changes to our 3C service. This is highly valued throughout our town and something we have waited years on. In a cost of living crisis it allows students to stay at home and still access further and higher education options across Glasgow, opens up job opportunities for those who otherwise wouldn't be able to travel there and provides cultural and leisure opportunities across the lifespan. We don't want this service to change or stop
2505	Climate Action Strathaven run the 3C bus perfectly. It has been a game changer for the people of Strathaven whether they be students or the elderly, commuters, shoppers or theatre goers. Please leave this service alone to run as it is at the moment by CAS.
2506	
2507	

	AN
2508	
2509	Please make sure that private companies do not keep the upper hand. A healthy city region like Greater Glasgow needs a strong(er) public body to look after and improve an integrated public transport system that helps people get around to study, work and for leisure. Once this is in place everybody (including employers) will benefit!
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2516	
2517	
2518	More seaside services
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2520	
2521	
2522	The changes that will be implemented wither supported or not will become a play thing for persons dropped into roles that not fit for purpose, no life or business experience within the transport industry. The West of Scotland is let down by a massive current failure of SPT and its incompetent policies, more changes will only make it worse.
2523	The City Region requires a structured and cohesive public transport system, and the most effective way to achieve this is by integrating services, guided by a structured and regulated plan where the transport authority has a solid leadership. Among the potential courses of action, SPT's plans to commence work on bus franchising and to develop a business case for a new publicly-owned bus company can have the best impact.
2524	I Live in Bargeddie which does not have a service going to centre where i work i would use the bus service more if there was a regular service installed
2525	Please keep the 3C bus service!
2526	The bus system here is in desparate need of overhaul. I love public transport and would be so happy to have a system which was more user-friendly. At the moment I travel almost exclusively by bike, but were there a cheaper, more reliable, and more integrated public transport system in Glasgow I would make great use of it. I also feel that a more integrated and cost-effective public transport would help remedy other associated problems - struggling high streets, high level of emissions in city centre, disconnected parts of the city and associated social isolation etc
2527	I firmly believe that if we are to reduce reliance in cars we need to provide a publicly operated bus service which offers a clean, frequent, low-cost service in all areas
2528	
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2531	why can't I get a bus from G52 to G12 without having to travel into the centre of glasgow and then get a bus back out to G12. You need to diversify the bus routes, make them cheaper and affordable for all.

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2532	
2533	I would like to see a map of bus routes and times across central Scotland. If this was reliable I would not use my car as much if at all.
2534	
2535	I want publicly owned buses with gauranteed services for all areas
2536	Smaller Operators, and community bus services are the heart and soul of many rural and outlying towns and villages. To take that away is to take away the opportunity for individuals to flourish and be connected to their cities and world.
2537	
2538	Leave the Strathaven 3C bus service alone - it was set up by the people FOR the people and provided a much needed work/ education/ leisure link to Glasgow - a direct 40 minute journey which should be left alone and developed by the community it serves. A multinational approach will destroy what we have built! Leave us alone!!!
2539	
2540	
2541	I am one of more than 10,000 people who have signed the petition calling on SPT to “Take Strathclyde’s Buses Back into Public Control”, which was formally presented to SPT’s Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT “rejects the idea of entering into a so-called ‘Bus Service Improvement Partnership’ with the private operators which would simply maintain the status quo”. It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.
2542	
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2548	Living in Strathaven our local direct express service to Glasgow is run by Climate Action Strathaven. This is a service that SPT have never provided despite local requests for you to do so. After being introduced it has been proven to be a local success with the service extended by a second bus and expanded timetable. The CAS team have locals involved in running and operating this service, that means local demand and requests can be fulfilled quickly and efficiently. CAS are not reliant upon "middle management" running a consultation and feasibility study to decide if a change to services. They listen they review they act. SPT are not interested in local input if you did there would have been no requirement for CAS to set up the 3C service. Leave the Strathaven 3C with CAS to run an express service to Glasgow via Stonehouse in 40 minutes No SPT dumbing down of the 3C
2549	no more
2550	
2551	
2552	
2553	I live in Edinburgh so only occasionally during the year have occasion to use SPT and other bus services in Strathclyde but strongly support the new bus strategy recommendations.
2554	
2555	I generally take the train. I would use the buses more if they were cheaper and easier to plan for.
2556	
2557	
2558	
2559	Given the failure in bus services since de-regulation, why has it taken so long to do something about it? Is SPT competent to come up with the answers or do we need some experts o board?
2560	
2561	
2562	I don't use public transport often as it is unreliable and expensive. It is also quite poor quality. Huge improvements are required, increasing numbers of buses, time of operation and linking tickets with train, underground etc.
2563	The 3c has been a godsend to the people of strathaven. We do not want spt taking it over and making it less good in any way, which they will surely do in the name of profit.
2564	
2565	I want to see a bus regularly and on time
2566	

	AN
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2570	bring the bus network back into public control as soon as possible - like Greater Manchester, Liverpool City Region and others are now doing.
2571	
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2574	I have worked on the buses over 25 years and I would not like to give the present owners in my area my business the service here is totally profit based even though the business men are always in the news saying how grateful we should be for their service to the community
2575	
2576	Just work with others who have delivered
2577	Please don't waste this once in a generation opportunity to fix buses in Glasgow. Bus reform can help fix lots of problems facing the city of Glasgow, lift people out of poverty and help reach our climate goals. Business as usual is simply not an option.
2578	
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2580	
2581	Public ownership is the way forward.
2582	
2583	We need a reliable bus service where buses stick to a set timetable and don't constantly run "not in service"
2584	
2585	Public ownership of bus operations is really the only solution to the problems.
2586	
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2588	
2589	
2590	My limited use of buses is largely because I have poor mobility and the current state of the buses makes it difficult for me to use.
2591	The buses in Glasgow have been awful for years. I believe the above is the best way to bring them back to a level that is required for our city to be accessible and attractive.
2592	
2593	
2594	
2595	Thanks for the chance to feedback. Hope the service can be improved for employees and passengers.
2596	Would travel more often if my local service from house to town did not change every 5 minutes so that I am never sure if there is a bus service or not and if so where I can get it from.
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2606	listen to the people ! public control of transport would make so much difference to everyday life for everyone - it's time to follow other examples and act for a more liveable, sustainable, and productive region that works for everyone
2607	
2608	
2609	Buses should be in public ownership. Our transport system is extremely poor. This should not be the case in 2024. All lanes should have cycle paths like in Europe. With the amount of cyclists in the town, it's unbelievable that this is not already in place.
2610	
2611	
2612	
2613	East Dunbartonshire needs more regular and reliable and cheaper bus services to enable people not to have to drive their cars everywhere.
2614	Please please get us a better transport system.
2615	Bus running up sandbank st maryhill
2616	
2617	
2618	Get on with it.
2619	
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2627	The nearest bus stop to me is half a mile away which being disabled is a problem
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2633	Passenger affordability and community inclusion is important.
2634	Get rid of the first bus franchise ripping off Glaswegians and some of the most miserable drivers on the planet
2635	I would travel more by bus if they turn up when they say they're going to.
2636	
2637	CAS service is excellent and well run.
2638	Bus services within the Glasgow area needs to improve drastically, services around Europe are amazing
2639	
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2641	
2642	I now only travel by our 3C bus as do my family as it is great
2643	
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2647	better services and reduced fares are needed to reduce the use of cars
2648	
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2650	The 3C service from Strathaven to Glasgow is fantastic, well run,works and is well used
2651	
2652	
2653	The last time they changed the bus services that pass the end of my road, they cut us off completely from a bus service which allowed us to access my Doctors Surgery. We can no longer get to the shopping Centre at Parkhead. It is impossible to get to Glasgow Cross, as there are no busses going down the High St. anymore. The 19 Bus which used be No 11 went to Clydebank Shopping Centre; it was reduced to Partick Cross, now only goes as far as Buchanan St. I'm not suggesting you adopt any of the above, but I'm letting you know how our bus service has been so cut down. We complained a few years ago, and the reply we got, was we were mostly two car families. I have never owned a car, nor am I likely to. We feel cut off from
2654	
2655	We need friendly drivers with a can do attitude, putting the prices up just makes poverty happen, voluntary partnerships will make everything fair.
2656	
2657	We desperately need reform. Having lived in other cities with functioning bus systems, it is an embarrassment to return to the state of Glasgow's public transport arrangements. Highly supportive of any plans to provide a more frequent, interoperable and affordable public transport network that serves the people of Glasgow & Strathclyde.
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	AN
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2666	If something is working well in an area, leave it alone and withdraw competing services
2667	No
2668	
2669	I am one of more than 10,000 people who have signed the petition calling on SPT to “Take Strathclyde’s Buses Back into Public Control”, which was formally presented to SPT’s Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT “rejects the idea of entering into a so-called ‘Bus Service Improvement Partnership’ with the private operators which would simply maintain the status quo”. It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.
2670	
2671	The 3C bus is well used, comfortable and reliable. It has been fantastic having this service and it would be extremely disappointing if it was to be replaced by an inferior service. I would probably make the decision to move to another area without the 3C service
2672	
2673	
2674	Bus transport should be designed to provide efficient, affordable travel to everyone, over a wide area and not just the most profitable routes. It should be run as a public service in every sense of the word ‘service’. Getting more people out of their cars and onto public transport would reduce congestion, pollution and greenhouse gases, and improve the quality of life for us all.
2675	
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2678	I would take the bus more often if there were more definite routes coming out past us and also linking up different parts of Glasgow without always having to go via the city centre.
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	AN
2684	As above, all buses and stops should have live updates so if problems other arrangements can be made. At main bus stations, supervisors should be making sure buses leave on time. More coordinated services meaning people getting say 3 buses (with connections in city) are joined up
2685	
2686	
2687	
2688	NA
2689	Time to make real change, in step with other municipalities in Britain, to aim to deliver a fair functioning transport network that links up properly
2690	
2691	Covid affected people's use of bus services. However, many people have no alternative but the bus to access work, shops, friends. It would be far better to have a city run bus service, as in the past which runs buses where they are needed, rather than the most profitable which currently leaves some areas deprived of adequate bus services. Any arrangements with bus companies would not guarantee any improvement.
2692	
2693	CAS provides a much needed and appreciated service. Don't tamper with a good and much loved facility.
2694	
2695	Please bring the public transportation system into public ownership it would be the best thing for the people, economy and environment of Glasgow.
2696	
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2700	I would be travelling by bus more frequently had McGills not removed my local service no. 20 which now terminates at Paisley town centre.
2701	This is not about frequency of use it's about service and accountability
2702	<p>Paths for All welcomes the opportunity to respond to this consultation. Most trips by public transport include an element of walking or wheeling. Improved bus services are important for enabling people to be more active. Our vision is for walking and cycling to be the natural choice for short journeys, creating a healthier, socially inclusive, economically vibrant, environmentally friendly Scotland.</p> <p>https://www.pathsforall.org.uk/active-travel National Survey of Attitudes to Walking and Wheeling You may find the 2023 National Survey of Attitudes to Walking and Wheeling in Scotland useful. The survey has provided an updated picture of the Scottish adult population's participation and attitudes to walking, updating information last collected in 2019 and complementing other sources of information such as the Scottish Household Survey and Scotland's People and Nature. The study has also included a follow up qualitative stage with 24 in-depth interviews undertaken with a cross section of adults in different population segments defined from the survey data. To find out more about attitudes to walking, read the full survey report or take a look at our summary infographic.</p> <p>https://www.pathsforall.org.uk/mediaLibrary/other/english/walking-and-wheeling-national-survey-2023-full-report.pdf</p> <p>https://www.pathsforall.org.uk/mediaLibrary/other/english/pathsforall_attitudessurvey_infographic23_screen.pdf</p>
2703	If a free bus service is agreed and bus lanes prioritise travel we all benefit materially and health wise. It is a no brainer
2704	McGills buses are an absolute joke, never on time, and sometimes dont turn up at all. Even if they do manage to turn up on time the drivers sometimes drive right passed you. Ive complained multiple times and get the same generic answer by email. The drivers attitudes also stink. I live in Kilbarchan. We used to get loads of buses. But they are all cut away back. Then another bus company was going to put buses on for us and McGills jumped in before they could and put a bus on exactly the same time as the local bus company was going to do so basicly stole there slot. So the local bus company pulled back out. No i fear mcgills will too and leave us with 1 bus an hour. Its ridiculous.
2705	I would travel by bus more if the services to Torrance were better
2706	

	AN
2707	
2708	Please improve our public transport - in comparison with other major cities in UK and Europe it is one of the worst and most expensive ones. We need accessible, reliable, effective and cheap public transport in order to reach net zero and help connect people with businesses.
2709	Please please make it easier to connect with via a proper app, with consistent support. For some reason pricing information is impossible to come by online for all the bus companies, except day/week/month, most want to know single journey vs return and how far the zone is. If it can be more accessible for residents then it's also a bonus for tourists visiting too.
2710	
2711	
2712	I would use the bus more if there was a better service. Need more accessible routes.
2713	I spend 2 days a week in Glasgow looking after grandchildren. I love the rest of the time in Edinburgh and would hope for Glasgow to have a fit for purpose bus service like the Edinburgh one.
2714	
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2718	If this change were to come about it would vastly improve the accessibility of the city, the everyday lives of the people of the city and potentially the economy. I would be far more eager to use the busses if I wasn't worrying about having to pay multiple fares just to get to and from my work.
2719	
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2722	I don't use public transport often, but I used more in the past, simply because it was more easily accessible.
2723	
2724	Any changes need to focus on the customer experience and address the current inflated costs of bus transport. To reduce car travel, bus travel has to be cheaper.
2725	
2726	
2727	There is a great opportunity to make a difference to people's lives through an integrated, low-cost transport system. SPT should grasp this and give control back to local people.

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2731 Please make the bus service better

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2734 The buses are too expensive. Take a look at other countries.. Glasgow has one of the worst public transport systems and that also includes the Underground.

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	AN
2739	My use of buses has reduced because it is an infrequent, unreliable service. I would like to use it more often but not in its current state.
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2741	The %increaee in bus tickets annually which is sometimes >10% should be linked to bus driver wages
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2745	Bus travel will thrive when it delivers what the people need and want and not on the basis of corporate greed
2746	
2747	People will not get out of their polluting cars unless there is a regular, reliable, clean bus service.
2748	
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2751	To have a Publicly Owned Transport System
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2753	no BSIPs - this will just delay a better publically serving and cost effective network. Createa publicly owned operator to run subsidised routes while franchising is set up.
2754	As is shown by the huge support the Better Buses for Strathclyde petition has received, the public have had enough of the shoddy service currently being administered across the region. The level of bus service in Strathclyde pales in comparison to what is seen in major cities and regions across Europe, and we need only need to look toward Edinburgh to see the potential in alternative models of bus service provision. SPT now have the opportunity to support the move toward a bus service model that prioritises the people and communities that rely upon it every day and not the shareholders of private companies who benefit from the current approach. There is an opportunity to accelerate the move toward a municipally owned service that is accountable to the communities that it exists to service. It is vital this opportunity is not squandered.

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2755	One of our local routes was replaced last year by a bus that my partner is unable to access using a wheelchair. Again, there is little incentive to change this while the buses remain in private hands.
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2759	I am in support of taking Strathclyde's buses back into public control. Having lived in Edinburgh for many years, I know the huge benefits of such a system. I feel strongly that the current operators of Strathclyde's bus services care little for their customers and too much for their shareholders. I signed the petition presented to Alan Moir on 23/02/24 and agree wholeheartedly that we should not enter into a BSIP partnership that would simply maintain the poor status quo. Locals and visitors alike deserve a high-quality, affordable and integrated public transport system, if Glasgow and wider region want to flourish once more.
2760	
2761	The consultation seems to be a threat to the bus service that we enjoy and support locally. It is a service that the whole community needs and, despite the very rare occasions that there are glitches with the service, our community bus keeps communication with all stakeholders through our social media group which reaches about 80% of the users instantly. Although I have a car, I always use our bus service when I need to go anywhere on its route (which, incidentally is the reason why the service was created in the first place reducing car commuting. The service can only be run in a way that our community needs it to be run by people in the community, for the community.
2762	We need a better bus service in Twechar
2763	We support the position taken by Glasgow TUC, in support of the Better Buses for Strathclyde campaign. Our members are constantly fighting for pay rises to match inflation, against overwork, against skyrocketing rents, the least we could do for workers in Glasgow is to give them a cheaper, more reliable, and publicly-owned service.

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2764 transformational change to our public transport system that we urgently need.

2765 Bus fares are far too expensive. Services are bad and hard to travel due to different operators using different tickets

2766 first bus is unreliable and over priced so has to go

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2767 implement the plans and deliver the transformational change to our public transport system that we urgently need.

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Over 10,000 people, including me, signed the petition calling on SPT to “Take Strathclyde’s Buses Back into Public Control”, which shows the amount of public support there is for the idea.

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Compared to the likes of Edinburgh, or the services in some European cities, the provision of bus services in Glasgow is poor. But until the bus services improve, most people will turn to the car if they can, especially at night.

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There should a panel made up of council members and other experienced members of the public for making strategic decisions on local transport issues

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The 3C bus in strathaven has become an important feature for travel within our family home. With 2 university students - one has ASN this bus is essential to keep costs of travel low and easy to access university campus without having to move away from home

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	AN
2784	Make life easier for disabled people with mobility scooters. I am not confident that there is rooms for my mobility scooter at the moment. How can I travel safely if my scooter isn't secured into the bus?????
2785	We must move away from the profiteering private bus companies and move towards a better, socially just transport service.
2786	
2787	
2788	concerned about poor transport in the evening even when it is before 9pm at night
2789	<p>I usually travel within Glasgow by bicycle or on foot. I use buses, trains and the subway occasionally, and also have access to a car, but I rarely use it in town. An affordable, reliable, joined-up and integrated public transport system is vital for Glasgow, and the council's pledge to become net zero by 2030. I am one of more than 10,000 people who have signed the petition calling on SPT to "Take Strathclyde's Buses Back into Public Control", which was formally presented to SPT's vice-chair Alan Moir on 23 February 2024. This petition calls on SPT to use the powers for franchising and to set up a publicly owned operator for Strathclyde in tandem, as soon as is practicably possible. One of the petition's key demands is that SPT "rejects the idea of entering into a so-called 'Bus Service Improvement Partnership' with the private operators which would simply maintain the status quo". It is vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT develops plans for bus franchising and setting up a new publicly owned bus company for our region, these 10,000+ people will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.</p>
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2791	

AN

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2793 Thanks for continuing this consultation. Glasgow needs a better, more integrated public transport system and this is a huge step forward.

AN

2794 I can't emphasise enough how stressful it is trying to rely on public transport in Glasgow and particularly the buses. As a person who is deeply concerned about climate change it is extremely dispiriting to see people try to move to public transport, but find that it is not fit for purpose, and understandably return to more polluting forms of transport which create congestion and pollute the air in our city. Please make as radical changes as you possibly can so that public transport can be a viable day-to-day option for Glaswegians who are busy and who can't afford to spend extended periods waiting to find out if their bus is coming. We really do deserve it!

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2802 It is crucial that changes to the status quo are substantive and worthwhile. Any strategy which leaves the current situation fundamentally unaddressed is completely inadequate. It is clear what works in Manchester, in Edinburgh, and in the Highlands.

2803 I am one of more than 10,000 people who have signed the petition calling on SPT to "Take Strathclyde's Buses Back into Public Control", which was formally presented to SPT's Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT "rejects the idea of entering into a so-called 'Bus Service Improvement Partnership' with the private operators, which would simply maintain the status quo". It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.

2804 I think that as long as there is great improvement for all from the plan that's good. But Strathaven's 3C must be allowed to continue as is

	AN
2805	
2806	I am one of more than 10,000 people who have signed the petition calling on SPT to "Take Strathclyde's Buses Back into Public Control", which was formally presented to SPT's Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible.
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2811	In a period of financial cut backs affecting vast areas of the economy, education, social work, etc is there not an unrealistic expectation that these aspirations will be affordable?
2812	The main thing is to universalise the service, and combine it with other modes of transport, so that the system works better for the people who use it. Also more buses, and routes that connect. A smoother network where one ticket can be used on all routes, including subway and rail, means that the overall service will be cheaper, and people will choose the most convenient method for them to get around rather than being put off by price of multiple modes of transport. Also we need to be able to put bikes on the buses. I am a cyclist and that is the main reason I choose rail over bus most of the time.
2813	
2814	
2815	Get rid of Stagecoach with their ancient rattling buses which may or may not appear.
2816	
2817	Increase connections, bus times and services in rural areas
2818	
2819	I generally don't travel by bus as it is the most expensive option between that and the train.
2820	
2821	One size does not fit all, and SPT should not attempt to apply a single framework to all buses operating across the SPT area. For example, rural operators, successfully operating local routes are a different entity to large urban operators. In an on-line survey of our passengers in the past 48 hours, over 1,000 locals responded, and 98.9% said they would like to see CAS continuing to operate the 3C Strathaven/Glasgow Service.
2822	We need a fully integrated public transport system wholly under public control and not for profit which has capped fares, is not privately operated and genuinely serves the public. Current free transport for over 60s and under 22s should be reviewed in line with free public transport for everyone.
2823	
2824	Recently moved to Strathaven with local community bus link to Glasgow being a factor in choosing Strathaven. Very reliable, excellent service and staff with updating of info regarding hold up or issues easily accessible. Would be major disappointment for local community
2825	

	AN
2826	I am one of more than 10,000 people who have signed the petition calling on SPT to “Take Strathclyde’s Buses Back into Public Control”, which was formally presented to SPT’s Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT “rejects the idea of entering into a so-called ‘Bus Service Improvement Partnership’ with the private operators which would simply maintain the status quo”. It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.
2827	
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2829	
2830	No
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2832	
2833	Sooner we can get back to a properly funded, publicly owned and operated bus system the better! The recent vote on franchising should be expedited as quickly as possible towards this end.
2834	Follow Manchester’s example!
2835	
2836	Climate Action Strathaven run an excellent service from Strathaven directly in to Glasgow. It is a popular service and well used taking numerous cars off the roads. Please don’t mess about with it.
2837	Slightly ironic that you ask a questions about public transport in an on-line survey, which immediately disenfranchises those without access to computers, email addresses, etc. This segment of the population is probably a large percentage of regular bus users. With regards to my responses, I have limited experience of other bus services in the region and the need to reorganise them, but I would be very dissatisfied if there were any negative impacts on the 3C service, including changes in frequency, increases in fares or changes to the route.
2838	
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2841	With over ***10,000*** other people I supported the petition “Take Strathclyde’s Buses Back into Public Control”. I was there when this petition was presented to SPT’s Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT “rejects the idea of entering into a so-called ‘Bus Service Improvement Partnership’ with the private operators which would simply maintain the status quo”. It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.
2842	I rarely use the bus, mainly because there is not an integrated transport/route/ticket system, and too few busses, particularly evenings and weekends, and across the council,, which can make a 15 minute drive, take an hour and a half
2843	Freedom of choice, to maintain own service, set own prices and choose own vehicle type should remain in the control of the operator.
2844	I understand why you are carrying out this review and there is a great need for an integrated and effective transport network. However you are at risk of removing key, effective, valued local services created by organisations such as Climate Action Strathaven, where the 3C fills a need that no existing operator was willing to implement. One size does not fit all and we need to see flexibility in how any future public transport network is implemented and sustained.
2845	

	AN
2846	If the busses were integrated into other public transport I would actually use them
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2851	They're too expensive and unreliable so it can be hard to plan your journey.
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2860	Leave the Strathaven to Glasgow 3C service alone!
2861	I'm a pensioner and my fare would be free but my local service is unreliable and my husband has lots of hospital appointments that we can't miss!
2862	
2863	
2864	The Strathaven 3C service is excellent - please don't get rid of it unless you can replace it with the same comfort, convenience and reliability.
2865	
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2871	I'm a pensioner with advanced prostate cancer. I have lots of hospital appointments and going by bus would be very difficult
2872	
2873	please do not rule out business as usual, services like the 3C by climate action strathaven are incredible and should be allowed to flourish , they make up for lacking of government and set a model for what every town should have , sustainable , affordable and comfortable transport for all.
2874	A privately owned bus company - McGill's - has a monopoly of bus transport across Inverclyde. It is also sole operator of bus transport to Glasgow. McGill's local services taper off in the evening. The net effect of this is that night time travel is effectively confined to expensive taxis. Local taxi services are largely owned by the operators of McGill's buses.

	AN
2875	There is huge public support for the Better Buses for Strathclyde petition which I have also signed and which should be taken into account in the deliberation of this consultation.
2876	The 3C bus has been an amazing thing for the local community especially in a society in Scotland where community is dying this is just another corporate giant trying to suck the life out of a private body who's been successful and they want to claim it for themselves the 3C as shown to be the right model of how buses should be run. Spt have a lot to sort out in their establishment before they think they can take something that isn't theirs. I strongly oppose the take over CAS
2877	
2878	
2879	An affordable and accessible integrated public transport system should be top priority for Scotland and Glasgow to tackle the climate crisis, reach emission targets, and to improve the quality of people's lives and their health, and to tackle social and health inequalities.
2880	
2881	I am one of more than 10,000 people who have signed the petition calling on SPT to "Take Strathclyde's Buses Back into Public Control", which was formally presented to SPT's Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT "rejects the idea of entering into a so-called 'Bus Service Improvement Partnership' with the private operators which would simply maintain the status quo". It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – these 10,000 people will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need.
2882	Change is needed quickly, public ownership as Manchester is now doing is the only way that makes any sense.
2883	Bus service in Glasgow is dreadful, expensive, overcrowded and unreliable
2884	
2885	While I live in east Ayrshire I work in Glasgow, the majority of buses I take are in and around Glasgow. As someone who cannot drive due to disability the unpredictable nature and poorly run status of your buses directly impacts my livelihood in a negative way. I have to plan my days assuming that the bus will be late or just not appear, this is a source of anxiety and a waste of time. Private companies have demonstrated clearly over the many years they have held these contracts that they cannot be trusted to deliver and that they do not care about sanctions. Cut off the relationship immediately and take this vital public service back into public control where it can be run for the benefit of people using it rather than the bottom line of the investors.
2886	
2887	How can an integrated transport policy be based on private sector goodwill. Ridiculous to go down that route. Total control is required.
2888	
2889	Very little buses after 5.30pm where I live. Have to use taxis as there is no alternative.
2890	
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	AN
2893	Please pursue solutions with some urgency as improvements can be made.
2894	
2895	Before anything else, spend the promised £500m on bus infrastructure and put in the promised motorway bus lanes. And then take another look at how the market is operating.
2896	
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2900	Buses are too expensive and unreliable. If they ran like a network, people would use them more.
2901	
2902	It would be great if we could have 24 hour service between Inverclyde and Glasgow for the night economy. Time to truly link up West of Scotland like an extended city.
2903	
2904	
2905	
2906	Busses need to run also in the evenings and on Sundays. They are vital for people without a car, for couples with just one car, and for teenagers who are too young to drive.
2907	
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2909	
2910	Please leave strathavens 3c bus as it is
2911	Please don't destroy the 3c strathaven to Glasgow service which is a fabulously run asset to the village. Everything has worked so hard to get it up and running and the community will stand together to see it remains a community led service
2912	
2913	
2914	
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2916	
2917	KEEP 3C BUS AS IT IS.
2918	I don't use buses unless I have to because trains and subway is cheaper. Also the routes are sometimes very long or not available. The buses are sometimes dirty. I would like to use buses more if they were up to the standard required of a modern public transport system
2919	

	AN
2920	We have an excellent service organised by Climate Action Strathaven. The group have worked hard to provide an efficient and well run service opening up our village.
2921	A chance to do the right thing and bring the buses back into public control, rather than lining the pockets of monopolies such as first buses.
2922	
2923	
2924	It is very important that services are provided to support people's needs and particularly to rural areas where passenger numbers may be low. Also at times which may not be profitable for private providers.
2925	
2926	
2927	We need bus services that put transporting people safely (i.e. operating routes close to homes in the winter/evenings) before profit and viability. We need a service we can rely on and not one that will be pulled if the route doesn't meet profitability.
2928	
2929	I supported the petition calling on SPT to "Take Strathclyde's Buses Back into Public Control" earlier this year. February 2024.
2930	<p>The consultation is fine as far as it goes and the recommendations are reasonable within the set of options appraised. The main failing is that the range of (standard) transport options - as influenced by the Transport Scotland Act (which was itself rather late and flawed) - is inadequate for the circumstances. The transport options do not engage adequately with the increasingly pressing environmental and economic need for an approach which allows for a faster and smoother transition to a publicly directed network. The conventional franchise model is fraught with issues, which can be predicted to become clearer in the next stages of development, around scheduled service routes and standards pre-specification - all increasingly out of date and at a time when public transport service delivery should be able to be more flexible and moving towards a public Mobility as a Service model. The consultation document fails to adequately apprise the public of the risk associated with money wasted specifying a poor-fit-for-purpose franchise or a failure to deliver a franchise due to market conditions/panel rejection. The document fails to explain fully the risk of the, in my view flawed, Scottish legislation. A better (faster) model would be to consult on specific private legislation (which is within the powers of SPT to promote at Holyrood or Westminster) to provide a test-bed for a new model of public transport delivery in Strathclyde. Legislation could permit a transition of operator service provision into route sectorised service-miles per annum delivered by the same operators but according to a flexible network which the public authority would tune according to public demand determined by active resident engagement. The legislation could facilitated fundraising by a quid-pro-quo 'local transport connection charge' which provided all residents with travel credits and a service guarantee. Legislation could allow Strathclyde to operate within a different regulatory environment e.g. permitting more demand responsive public transport. Delivering public transport of a dramatically improved nature which is adopted by the public requires a bold new social contract between public, govt and operators. The slow ride to franchise may deliver something which is too expensive, too late and at cost of much conflict and missed opportunity due to delay. Whilst franchising +/- BSIP may be better than the alternatives presented, that should not be considered an endorsement for pursuing a path which predictably won't solve the fundamental issue of driving more money into the sector in a way which the public can appreciate and on a timescale which they will accept reasonable.</p>

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2933	Integration with subway/rail essential
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2941	There is overwhelming dissatisfaction with buses in west central Scotland. Not enough people voice their frustration because they have lost faith in local and national to respond to their complaints. One only has to look at the examples of good publicly-owned transport systems in Edinburgh and in some English cities, notably Manchester and London, to see that there is a far better alternative to the shambolic service we have in Strathclyde.
2942	
2943	
2944	It is clear that a profit driven model only serves a few. And they tend to not travel by bus. The cost and time taken for ordinary workers to cross the city is appalling. An integrated public system designed to improve the lives of most of the workers in Glasgow is very much needed.
2945	Change essential
2946	Most of my recent us travel has been in Edinburgh. Lothian's fares (with TapTapCap) and services are better than Glasgow's. I think their franchise model has a lot to do with it. It also integrates quite well with their tram. If Glasgow eventually gets Clyde Metro it would maximise the benefit of that in a way the current system never will.
2947	
2948	Poor bus service contributing to the demise of Glasgow.
2949	The city centre is going down hill due to the poor public transport services. This must change.
2950	Glasgow should have a much better bus service, for a city of its size it has a seriously underperforming public transport centre and it is having a negative impact on the city centre which has never looked as poor as it does now in my lifetime
2951	
2952	Improve service and frequency
2953	
2954	

Get Glasgow Moving is one of nearly 40 organisations (listed below) which have come together to form the Better Buses for Strathclyde coalition across the 12 local authorities in Strathclyde. Since launching in September last year we have collected more than 10,784 signatures on our petition calling on SPT to “Take Strathclyde’s Buses Back into Public Control”. Please view this here: <https://www.megaphone.org.uk/p/BetterBuses> This petition was formally presented to SPT’s Vice Chair Alan Moir on 23 February 2024. This petition calls on SPT to take forward the powers for franchising and to set up a new publicly-owned operator for Strathclyde in tandem, as soon as is practicably possible. The petition explicitly demands that SPT “rejects the idea of entering into a so-called ‘Bus Service Improvement Partnership’ with the private operators which would simply maintain the status quo”. It is therefore vital that this demand is listened to and that the proposal to sign a BSIP is scrapped. Once SPT moves forward with developing plans for bus franchising and setting up a new publicly-owned bus company for our region – the Better Buses for Strathclyde coalition will be 100% behind you. We will then turn our attentions to the Scottish Government to ensure that the funding is made available to implement the plans and deliver the transformational change to our public transport system that we urgently need. Better Buses for Strathclyde is supported by: Scottish Trades Union Congress (STUC), Friends of the Earth Scotland, We Own It, Get Glasgow Moving, Asthma + Lung UK Scotland, Action to Protect Rural Scotland, NUS Scotland, The Poverty Alliance, Living Rent Glasgow, Scottish Pensioners' Forum, Stop Climate Chaos Scotland, The Common Weal, Association of British Commuters, Bring Back British Rail, Maryhill Integration Network, Glasgow Eco Trust, GoBike, A People's Plan for Glasgow, Scottish Women's Budget Group, AMINA Muslim Women's Resource Centre, Women on Wheels, Parents Group, Parents for Future Scotland, Extinction Rebellion Glasgow, Scot.E3, Fuel Poverty Action Glasgow, University of Glasgow Urbanism Society, Houston Community Council, Govan Community Council, Maryhill & Summerston Community Council, North Lanarkshire Trades Council, Irvine & North Ayrshire Trades Council, Clydebank Trades Council, Glasgow Trades Council, Kildrum Community Council and Govanhill Baths Community Trust.

2955

2956 Public transport cost more so I use my car All the time. If you got free travel pass for over 22 year old I would give car up and use public transport instead better for environment

2957

2958 Please bring buses back under public control with regular services to decrease car use

2959

2960 We need to look at the success of public transport in Liverpool, Manchester, Yorkshire and London.

2961

2962 Yes, abandon the hopeless proposal to spend millions on a "Bus Interchange" at Abington Motorway services. Much more could be achieved by running X74 through Crawford and Abington providing better connections with 30 and 100 series services, and bringing many more people within walking range rather than the dangerous road between Abington and Abington services. Even to do this for a trial period, No more distance and minimum time penalty if the motorway services are missed out.

2963

2964

	AN
2965	Please consider successful bus services separately, and allow them to continue with business as usual
2966	
2967	In the area where I live the previous bus service did not serve the population town of Strathaven with hourly services no information on buses running/cancelled, diversions through estates in other towns and poor coordination with other bus and train services. However Climate Action Strathaven has consulted with the local community to provide regular direct services to Glasgow for work, studying and social via a 3C express bus from Strathaven. As a result many people in Strathaven who had to commute in cars are now able to rely on taking the bus instead, reducing pollution and extra traffic into Glasgow. This is a new service which has gone from strength to strength and good example of community lead service bus delivery. It is important that local people have a say in the bus transport needs of the communiy. Changes to this service proposed by SPT would result in a reduced service and adding on extra routes and journey times which will deter people from using the service again.
2968	I would love to use our local bus service more often but it is unreliable and few and far between.
2969	
2970	You have the power to completely change our crippled Bus Service.... Please do so wisely, with the best interest of the travelling public in mind.
2971	No to BSIPs!
2972	Again make it like the London system the best transport system I have ever used loved and worked in London for 6 years never once used a car or anything other than public transport but in Glasgow would only ever take car because the service here is so bad
2973	
2974	
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2977	Please I beg you to do a London style approach to this

	AN
2978	I'm lucky that I have a car and I have the freedom to travel for work, health or just entertainment. That wasn't always the case though. I still live in the deprived area where I was born and I'm still aware of the inequalities that poor transport can cause. I hope that the SPT will prioritise the long-term view and choose an ambitious path that gets us towards a simple, fair and integrated system for our communities and any visitors to our region. There's probably pressure to opt for some private element but I don't think that's the future. We shouldn't hold on to a familiar past when it's failing the people who need it most.
2979	
2980	
2981	I live in Torrance and we desperately need a good regular reliable bus service to get to Glasgow, particularly when GCC seem intent on stopping all cars entering the city either by the LEZ, increased parking charges or blocking off roads to cars.
2982	
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2984	
2985	The cost of bus fares is too high and the basis of this is corporate profit and not what is good for citizens of our city. Further, I have personally been affected by the cancellations of bus routes, which is increasing, especially late at night getting home from work (i work in the hospitality trade). This is dangerous not only for myself and other workers but it thwarts the night time economy in a city famous for its culture: comedy, music, theatre and more. These cancellations especially put women in increased danger. On a sunday we can't even get a subway after 6pm and many areas (such as my home) are not on train lines. We really need to see a change in how we get around the central belt, it's a great place but hard to navigate without a polluting, unaffordable car. Thanks for the consideration, sorry for the quick response. It's 50' to the deadline! Take care
2986	
2987	
2988	If Glasgow can't do what Manchester can, then it's a pathetic city. Franchise the buses already!
2989	
2990	First bus has literally cost me jobs by not showing up when I had an interview to get to. It cost more money for less than I got when I have lived in other countries and companies like this shouldn't be allowed to hold Scotland back anymore. If we want a future with less cars on the road then first bus and companies like them must go.
2991	I cycle, but very occasionally need to use a bus if not possible to cycle for some reason. I strongly support public ownership and believe it will lead to improvements in service and accessibility. I would particularly like to see quiet buses or quiet areas on buses. This consultation is not very accessible and no indication if my responses have been recorded, other than allowing me to move to next page.
2992	

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2998	We the travelling public cannot afford any further delay in improving our bus services - following this consultation we should progress to franchising (and some municipal operations) as quickly as possible.
2999	
3000	
3001	The current bus services are highly unreliable and put profit over people, it has to end. We need a bud service designed with people in mind.
3002	
3003	
3004	I would urge SPT and the Councils to get on with the franchise system and please reduce the time it will take to put this in place, i think 5 to 7 years is far too much, and the people of Strathclyde cannot wait that long also it is just as important to have a publicly owned bus service
3005	We need a better, dependable, fairly priced regular bus service
3006	
3007	Travelled by bus and commuted to work 29 years same route. In last few years have felt upset, disrespected and angry at bus services. Every bus is full without seats. Too few buses and consistent large crowds waiting. The costs are too high too. The bus companies do not care and particularly feel north of Glasgow is poorly served. Feels tense every journey as queues form waiting on too few services. No bus service to get to nearby communities. Only in and out of town. I'm feel bus service is worse it has ever been.
3008	
3009	
3010	Please don't remove our excellent Cas service. Students especially have found it indispensable
3011	
3012	The climate Action Strathaven bus is a great way of getting into Glasgow with up to 12 times daily. A great resource for the town
3013	Things need to change. We need a fully integrated, accountable and cheaper bus service.
3014	Again, just do what Edinburgh did with Lothian buses and the staff and public will benefit 1000x over.
3015	Whoever designed this survey should be sacked. Dreadful layout, unclear questions. li could go on.
3016	
3017	I've lived in London, the fact that Glasgow just adopted tap on tap off is a travesty. There should be some form of Glasgow oyster card or else everything should be tap on tap off.
3018	
3019	The reason I do not travel by bus is because there is no direct service to Glasgow - removed under the smokescreen of Covid and never reinstated; the entire area of Stewartfield in East Kilbride is without a proper alternative leaving no option but to use my car.

AN

3020 Council welcomes the SPT work on a Strathclyde Regional Bus Strategy. The Council would request a more active and collaborative role in the next stages of the work (beyond as a consultee) to ensure the interests of the Council are represented. The work should also better link with Clyde Metro as an overarching and integrated public transport concept in the city and region.

3021 East Renfrewshire Council feel a change to regional public transport governance is required in order to achieve stated policy outcomes and improve bus services across the City Region. We therefore welcome the consultation, the thinking behind the proposals and look forward to engaging with SPT to discuss options going forwards.

AN

NLC strongly support the current SPT recommendations of BSIPs in the medium term and local service franchising in the long term. However, we expect SPT to lead on these in the role of Local Transport Authority (LTA), with significant involvement from each of the SPT local authorities. We also expected SPT to recognise the reality of public finance constraints and availability, condition of bus infrastructure, existing Planning policy, scale of road improvements required, and (in the case of North Lanarkshire) local HGV/PSV driver capacity and availability. Financial and other resource issues need to be more transparent before any commitments are made, along with clear agreed governance put in place. The 2019 Transport (Scotland) Act does not contain guidance and support for Councils. NLC would welcome the Scottish Government/Transport Scotland working with Councils and SPT to form realistic guidance and agree appropriate funding. Likewise, it is our understanding that the proposals for franchising will be subject to final approval from the Traffic Commissioner (along with a small supporting Panel). We would suggest that this is reviewed to avoid potentially undermining the decision-making process of Councils and local democracy. NLC welcome much deeper involvement in the development of a Regional Bus Strategy which could have a major impact to the communities of North Lanarkshire.

3022

We would note that while SPT would oversee and be responsible for deciding and specifying the requirements of any future franchising scheme, there remains a role for operators to help inform proposals, using their extensive experience from local and other markets. In this regard a close collaborative partnership with any operators engaged in the franchising process would be key to its success (both incumbents and potential new operators). In this regard, franchising has the added benefit of potentially drawing on the experience of a wider pool of operators, not currently operating in the area.

For example operators have substantial insight, data and experience in designing efficient networks considering any operational constraints as well as drivers of operational efficiencies which could be leveraged. This could include consideration of interworking of services or use of the latest tools/data to adjust running times to maximise performance. Operators also have valuable experience in terms of marketing and promotion of fares and new ticket types as well as the implementation of zero emission buses (further information available on request).

We would welcome the opportunity to meet with SPT and share our learnings from prior franchising process – both in the UK and internationally – with you. We can be available at your convenience.

The importance of an open competitive process:

In the event of franchising, we would strongly advocate an open competitive procurement process to deliver cost efficiencies (as well as driving innovation) across Strathclyde. This does however emphasise the need to remove barriers from entry for non-incumbent operators. This includes (as in other regions), proposals for the Authority to provide the depot and suitable fleet provision (whether retaining ownership or including buy-back mechanisms at the end of the contract) to help support this. In particular in the event that operators were required to source depots, this would serve as a significant barrier to entry and competition, creating substantial risk for new-to-area operators in bidding, with costs ultimately passed through to the transport authority. Authority provision of depots brings the added benefit of retaining ownership and control of electric charging infrastructure investments. Ongoing engagement with operators would be encouraged to further address any concerns and refine the process. Ahead of any procurement process, we would recommend engaging with operators to assess any other potential barriers to entry (e.g. relating to contractual terms/requirements or imbalance of local knowledge between incumbents compared to new-to-area operators) to further ensure a competitive process with a focus on delivering the best quality and value for money.

The procurement process and implementation itself should be as streamlined as possible, minimising costs for bidders and the Authority alike (as well as encouraging participation from operators of various sizes). We would be happy to share our experience and insights from operating in UK and international franchise markets (including London, Manchester, Dublin and Singapore), which each have different

3023

Regarding the new provisions included within the Transport (Scotland) Act 2019, the existing arrangements for the provision of bus services is not working in many areas, particularly in North Ayrshire. Currently these services are run on a commercial basis by private operators and, as such, the Council has limited scope in influencing their delivery. The Regional Transport Partnership, Strathclyde Partnership for Transport (SPT), supports socially necessary bus services where there is no provision, by commercial bus operators. Funds however are limited and therefore we appreciate the need to carefully consider the number of passengers who are likely to use a service, the cost per passenger carried and whether there are other public transport options available before deciding whether they can subsidise a service.

The North Ayrshire Inclusive Growth Diagnostic identified transport as a barrier to inclusive growth at a local level. The provision of high-quality opportunities for public transport for everyday journeys is vital to local communities and delivering inclusive growth and Community Wealth Building. North Ayrshire is therefore keen to explore other operating models to ensure that our communities are well connected and not disadvantaged due to a lack of sufficient public transport.

North Ayrshire Council launched Scotland's first Community Wealth Building strategy in 2020. One of the 5 pillars within the strategy is plural ownership of the economy which advocates for more diverse range of business models with greater local/community ownership invested in the local economy. Business models advocated include cooperative, social enterprise, employee owned and municipalisation. These models have proved to be more resilient to economic shocks and consideration of further support to encourage these models would be welcomed. We have also declared a Climate Emergency and do not wish to see a rise in private car ownership and vehicle kilometres due to the public transport network not meeting the needs of our communities.

Rural and island communities face different challenges to those within urban areas due to the constraints of delivering bus services in these areas due to the lower population densities, longer distances between destinations and higher operational costs. These challenges are evidenced by the contraction of commercial bus services in our rural areas, particularly the Garnock Valley and the full service on the Isle of Arran being subsidised by SPT. Limited transport options in these areas can result in dependence on cars, poor access to services, facilities and employment opportunities and social isolation. The Strategy should therefore consider the full range of operating models to address these challenges.

3024 We are therefore fully supportive of the work being undertaken to progress a SRBS and will continue to engage in its development.

3025

As the SPT area has the most extensive rail network outwith the London area, it is important that a public transport strategy (rather than solely a bus strategy) is devised. This raises issues of transport governance and fares policy. The development of Verkehrsverbunde in some German, Austrian and Swiss cities has increased the quality and quantity of service, attracted more passengers, and reduced the percentage of costs covered by subsidies. The car mode share of trips has fallen (see SAPT paper referenced in Section 9 above). More analysis should be made of successful policy initiatives in continental Europe which have shown that decline in bus use is not inevitable.

The Clyde Metro concept originally proposed by our association (SAPT) to the Glasgow Connectivity Commission, and now incorporated in STPR2, envisages capital investment in new public transport infrastructure enabling high quality and fast public transport competitive with the private car. This development, requiring substantial investment of public funds, will be difficult to justify unless integrated with a predictable public transport framework of franchised bus routes. The disappointing initial results from the Tyne and Wear Metro, due to targeted deregulated bus competition, demonstrated the need for a franchised bus framework if the best returns are to be made from public transport infrastructure investment schemes.

3026

3027 See separate note