Appendix A:
Performance Indicators – progress from 2011/12 to 2013/14 against baseline

Ref	Data/Indicator	Description	Baseline	Outcome	Annual return				Comments/Source	Progress
					2011/12	2012/13	2013/14	2014/15		
OUTCOME PERFORMANCE INDICATORS										
PI 1	**Area wide traffic mileage**	Change in area wide traffic mileage (million vehicle miles per annum)	592 City, 1775 GN (2010)	Contain at 2010 levels	582 City 1739 GN	575 City 1722 GN	571 City 1743 GN		Council monitoring on the local authority highway network (excludes trunk roads), using DfT National Traffic Census and locally collected data.	City ↗ GN ↘
PI 2	**Public transport patronage (Greater Nottingham)**	Local bus and light rail passenger journeys originating in the authority area (million passenger journeys)	Bus: 64.9m (2009/10)	Increase public transport patronage by 2million by 2020	67.19m	66.39m	67.09m		Sustainable Community Strategy indicator	↘
			Tram: 8.9m (2009/10)		9.02m	7.74m	7.88m			↘
PI 3	**Congestion**	Journey times per mile (minutes and seconds + average speed mph)	3minutes and 36 secs per mile (2010) average speed 16.6mph	Maintain at 2010 levels	3min 18secs per mile. Average speed 18.2mph	3 min 26secs per mile. Average speed 17.5mph	3min 36secs per mile. Average speed 15.8mph		Council monitoring of network	↘
PI 4	**Sustainable mode share**	Mode share of public transport at Inner Traffic Area cordon	37.9% public transport 62.1% car (2010)	Increase sustainable mode share by 10%	38.8% PT 61.2% Car	38.4% PT 61.6% Car	37% PT 63% Car		Council monitoring in Spring/Autumn on the main radial routes (14 in total) at the Inner Traffic Area Cordon, inbound to the city centre in the morning peak period (7am to 10am)	↘
PI 5	**Carbon emissions**	Volume of carbon dioxide emitted by road transport in the City (vehicle distance and vehicle type)	City: 68,000 tonnes (2009)	20% reduction in carbon emissions by 2020	67000	66000	65000		Nottingham Energy Strategy/Sustainable Community Strategy	↗
			GN: 239,000 tonnes (2009)		236000	237000	239000			↘

Ref	Data/Indicator	Description	Baseline	Outcome	Annual return				Comments/Source	Progress
					2011/12	2012/13	2013/14	2014/15		
PI 6	**Air quality**	Air quality levels in the two City Air Quality Management Areas(micrograms per metre cubed (ugm-3))	43 city, 41 Dunkirk, (2010 levels)	40 ugm-3 performance standards	42 City, 38 Dunkirk	42 City, 40 Dunkirk	44 City, 37 Dunkirk		Council monitoring sites within AQMA.	↗
PI 7	**Access to services and facilities by public transport, walking and cycling**	Percentage of households within 30 minutes travel time of a town centre by bus, tram or train with no more than a 400m walk to a stop (Greater Nottingham)	GN 94.21% (2011)	Maintain at 2011 levels	94% (2012)	94.77% (2013)	94.25% (2014)		Council monitoring using Accession software	↘
PI 8	**Satisfaction with local neighbourhood**	Percentage of residents satisfied with their local areas and with local transport information	81% (2010)	Increase	85%	84%	88%		Sustainable Community Strategy indicator derived from annual Citizens Survey	↗
PI 9	**Total children killed and seriously injured**	Total children killed, seriously injured and slight casualties as a result of road traffic related accidents (5-year rolling average)	City: 20.6 (5 year rolling average 2005 – 2009)	aspirations of a 50% reduction over the next decade	16	14.4	14.8		Police STATS 19 returns.	↗
	Total slight injuries	Total slight injuries as a result of road traffic related accidents (5-year rolling average)	City: 1110 (5 year rolling average 2005 – 2009)	aspirations of a 50% reduction over the next decade	1084	1074	1056		Police STATS 19 returns.	↘
PI 10	**Overall cycling levels**	Cycling trips annualised index 2010 = 100	100 city 100 GN (2010)	Increase on 2009/10 baseline levels by 50% (by 2015)	114.5 City 114.2 GN	115.4 City 114.4 GN	123.6 City 119.7 GN		Council monitoring on the cycle network, using manual and automatic cycle data	City ↗ GN ↗
PI 11	**Adult physical activity levels**	Percentage of adults participating in 3x 30 mins moderate physical activity per week	21% (2009/10)	32% by 2020	22.90%	25.50%	24.90%		Sustainable Community Strategy indicator derived from Active People Survey	↗

Ref	Data/Indicator	Description	Baseline	Outcome	Annual return				Comments/Source	Progress
					2011/12	2012/13	2013/14	2014/15		
PI 12	**Adults overweight or obese**	Proportion of overweight and obese adults to the 2000 average levels for England (60%)	69% (2007)	60% by 2020	45.20%	45.70%	45.1%		Sustainable Community Strategy indicator derived from annual Citizens Survey	↗
PI 13	**20 mph limits**	Total km of network covered	0 (2010-11)	All residential roads within Nottingham city 20mph	0km	14.4km	57.9km		Council monitoring (cumulative total)	↗
IMPACT PERFORMANCE INDICATORS										
PI 14	**Nottingham Economy**	Total GVA for Nottingham City and Greater Nottingham (£millions)	City: 7.768bn (2010) Greater Nottingham: 12.153bn (2010)	Increase on base year	City: 7.852bn (2011) Greater Nottingham: 12.297bn (2011)	City: 8.258bn (2012) Greater Nottingham: 12.671bn (2012)	Data not available		ONS figures	City ↗ GN ↗
PI 15	**Employment levels**	Number of people in employment across the city and Greater Nottingham	City: 193,900 (Jan-Dec 2010) Greater Nottingham: 307,100 (Jan-Dec 2010)	Increase on base year	City: 194,000 (Jan-Dec 2011) Greater Nottingham: 303,300 (Jan-Dec 2011)	City: 202,000 (Jan-Dec 2012) Greater Nottingham: 314,300 (Jan-Dec 2012)	City: 208,000 (Jan-Dec 2013) Greater Nottingham: 319,300 (Jan-Dec 2013)		ONS figures	City ↗ GN ↗
PI 16	**Examples of inward investment**	Anecdotal evidence of examples of business investment within LSTF area	Nottingham Urban Area	Examples	N/A	ASDA Home Delivery Centre opened	VF Corporation moved to NG2		Council monitoring	↗
PI 17	**Carbon emissions**	Reduced carbon emissions from transport(tonnes) per capita	City: 1.2 tonnes of CO2 per person (2010)	Reduce levels	City: 1.2 tonnes of CO2 per person (2011)	City: 1.1 tonnes of CO2 per Capita (2012)	Data not available		National statistics, DECC divided by population.	↗
PI 18	**Reduced levels of worklessness**	Worklessness rate	City: 16.7 (Nov 2010) GN: 12.7 (Nov 2010)	Reduce on base year	City: 17.3 (Nov 2011) GN: 13.2 (Nov 2011)	City: 16.4 (Nov 2012) GN: 12.6 (Nov 2012)	City: 15.4 (Feb 2014) GN: 11.6 (Feb 2014)		Council monitoring	↗

Ref	Data/Indicator	Description	Baseline	Outcome	Annual return				Comments/Source	Progress
					2011/12	2012/13	2013/14	2014/15		
PI 19	**Increase in life expectancy**	Life expectancy levels of males and females across the 20 wards in the city	10 year health inequality amongst men (2010)	To reduce health inequality levels of men and women	10.0	9.2	Data not available		Nottingham City Joint Strategic Needs Assessment / Public Health Outcomes Framework.	↗
PI 20	**Reduced health inequalities**	Mortality rate per 100k population from all circulatory diseases at ages under 75	97.45 (2010/11)	74.0 by 2020	95.8	83.8	111.8		Sustainable Community Strategy indicator derived from ONS statistics / Public Health Outcomes Framework	↓

Trend key:

↗ On track and heading in right direction
↘ No significant change in trend
↓ Performance not in desired direction

Appendix B:
Methodologies for Performance Indicators

This appendix provides details regarding the method of data collection used for each of the performance indicators used within the Outcomes Monitoring Report. This is to be read in conjunction with the indicators within the main report.

PI1: Area Wide Traffic Mileage

Data is collected locally by Nottingham City Council and Nottinghamshire County Council on their own highway network, with some data also sourced from Department for Transport counts on the same networks.

Data is collected from a series of count points across the main road network for both the City and Greater Nottingham area. A breakdown of the count data is shown below.

	A-Roads	B-Roads	C-Roads	Unclassified Roads
Nottingham City	76	11	10	20
Greater Nottingham (includes Nottingham counts)	132	18	17	35

Data for all roads utilise permanent traffic counters and also one day manual classified counts carried out by the Local Authorities and the Department for Transport. With the one day count data, local factors are applied to calculate Annual Average Daily Flows (AADFs) and then verified to ensure consistency across the dataset.

To calculate total vehicle mileage, the AADF data for each A-road link is then multiplied by the link length and then by 365 to produce an annual figure. The figures for each A-road link are then summed to produce an annual flow in vehicle miles for all A-roads. For B and C-roads, sample counts are carried out which are then factored to AADF levels as above and averaged to produce a typical flow for each road type. This average flow is then multiplied by the total road length for the road type and multiplied by 365 to produce an annual figure. In the case of unclassified roads, the sample counts undertaken represent only a very small proportion of the total network compared to other road classifications. It is, therefore, assumed that they represent 25% of the total traffic flow across the A, B and C-road networks.

Data is collected both for the City Council area and for Greater Nottingham, allowing data to be produced for both geographical areas.

PI2: Public Transport Patronage

Data is collected locally by Nottingham City Council, but is also used for national figures as part of monitoring bus usage.

Data is collected on a Quarterly Basis by the Local Authority from figures collated by Bus Operators. This data is required to be collected on a statutory basis, and is used in the Public Transport Patronage data used by the Department for Transport (DfT).

Data is collected separately for Bus and Tram (Light Rail). It should be noted that locally, Nottingham Express Transit (NET) line one opened in 2004. Data is provided back to this date to show the impact

of the tram line on public transport use. Data is collected both for the City area, along with Greater Nottingham figures.

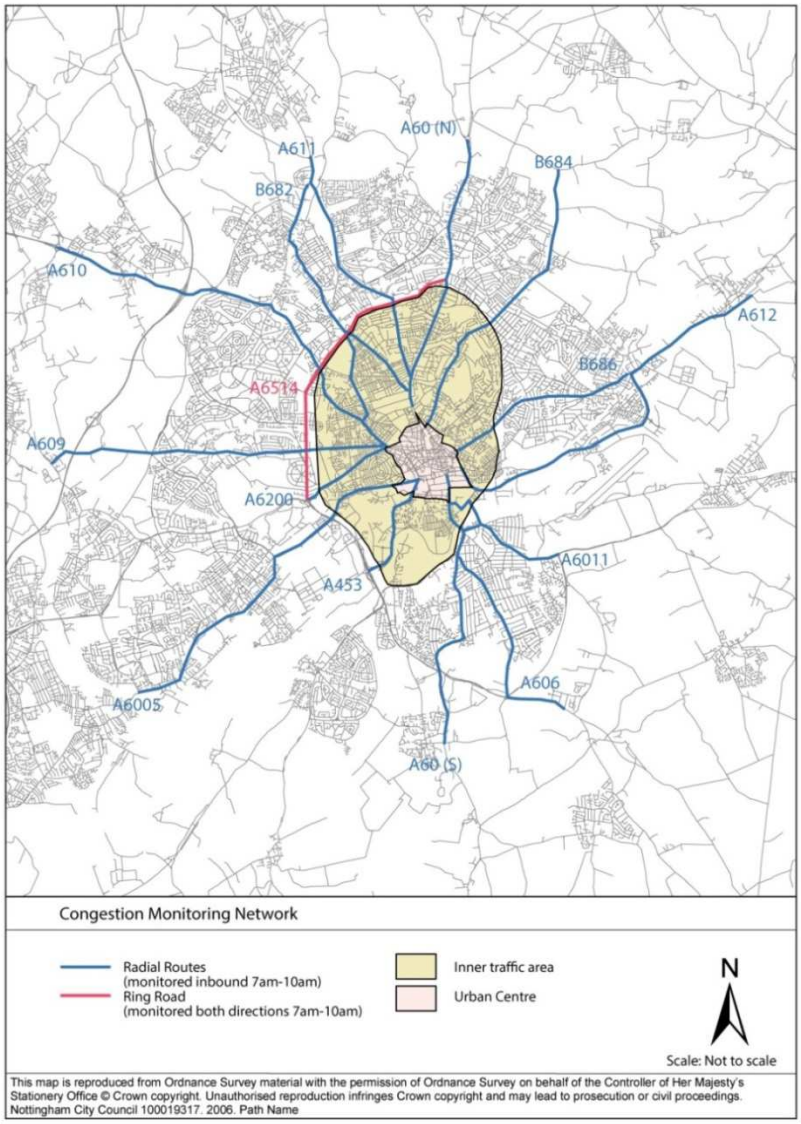
PI 3: Congestion

Congestion monitoring data in Nottingham is provided from two separate data sources: Moving observer survey data (Nottingham City Council), and TrafficMaster data (DfT).

In Nottingham, congestion has been monitored as journey time per vehicle mile inbound on 16 radial routes and 1 orbital route (the Ring Road, both directions), between 7am and 10am. Figure 1 shows the roads surveyed. Prior to 2010 the data was collected using the moving observer method, where a probe vehicle containing a GPS device traverses the specified section of route throughout the AM peak period. However, from 2010/11, TrafficMaster data has been analysed to provide comparative data to the moving observer data set and is now preferred dataset with the moving observer data providing further validation.

This statistic is weighted by flow on each "segment" of the route to derive journey time per vehicle mile for each route. Data is then validated and checked to remove any errors within the dataset provided and an overall figure for the monitored network is calculated.

Figure 1: Congestion monitored routes



PI4: Sustainable Mode Share

Data is collected locally within Nottingham City Council, as part of its transport monitoring programme.

A cordon around the city centre is used to assess the total mode share of travel by car and public transport. Only vehicular traffic entering the cordon is surveyed, cycling and walking trips are not included.

The main routes into the cordon are surveyed and the counts take place within a month when normal traffic patterns are not disrupted by school holidays or other events (known as a "neutral month"). Surveys take place for traffic travelling into the city centre between 7-10am (morning peak). Data at each of these locations is collected by vehicle type (car/bus/tram/motor cycle) and the occupancy of each vehicle recorded. An exit count is carried out at Nottingham Railway Station to assess the number of rail trips into the city centre in the same period.

The mode share by private and public transport is then calculated based on the people movements recorded.

PI5: Carbon Emissions (from Transport)

Data is calculated locally by Nottingham City Council and Nottinghamshire County Council.

Carbon emissions are calculated utilising the area wide traffic mileage data (PI1) broken down by vehicle type and supplemented by similar data for the trunk road network. An emissions factor is applied to each vehicle type, using established AEA Technology figures supplied by the Department for Transport to calculate carbon emissions by vehicle. The emissions for each vehicle type are then added together and an annual figure of carbon emissions in tonnes is produced.

PI6: Air Quality

Data is collected locally by Nottingham City Council.

Data is collected from diffusion tubes from air quality monitoring points located within the two Air Quality Management Areas (AQMAs) located within the city, one located within the City Centre, and the other at Dunkirk, adjacent to the Queens Medical Centre. Both of these designations relate to levels of Nitrogen Dioxide (NO2). The annual average figure for each location is reported.

Further information regarding the Nottingham AQMAs can be found at the following webpage: http://www.nottinghamcity.gov.uk/article/23015/Air-Quality

PI7: Access to services and facilities by Public Transport, Walking and Cycling

Data is collected/modelled by Nottingham City Council.

This indicator is based on access times to town and city centres, utilising a modelling tool known as ACCESSION. Access to town and city centres was chosen for this indicator, as these locations are most likely to have concentrations of a large number of different key services, including healthcare, education, retail and employment.

Modelling within ACCESSION uses the public transport network and road network to assess travel times from origins (households) to destinations (town/city centres). This model then calculates the shortest amount of time to reach a destination. Within this indicator, any locations with times above

30 minutes are excluded. This provides a total percentage figure of the number of households that are accessible within 30 minutes of a town or city centre. This data is calculated across the Greater Nottingham area to show wider accessibility characteristics.

The data reported is different from that of the Accessibility calculations conducted by the Department for Transport as part of its Accessibility and Connectivity Statistics. Due to the geographically small area Nottingham has, the city figure is not calculated as the accessibility level would remain consistently high. Calculating the accessibility figure a a larger geographical level – across Greater Nottingham - represents more closely cross boundary movements and indicates a better level of accessibility for Nottingham comparted to a dataset which is based on the City only.

PI8: Satisfaction with Local Neighbourhood

Data is collected through the Citizens Survey conducted by Nottingham City Council.

The City Council conducts a survey with a sample of residents across the city annually. This includes a question asking about local resident's perception of the local area they live in (For the 2013 survey, this question is number three).

Data collected from the following source:
http://www.nottinghaminsight.org.uk/insight/library/citizens-survey.aspx

PI9: Total Killed and Seriously Injured (KSI) / Children KSI

Data is collected through the STATS19 database locally.

The figures used within this reporting takes the total killed and seriously injured (KSI) figures from road traffic accidents recorded within the STATS 19 database. In order to remove significant variation between years, a five-year rolling average is used and reported for each year. This is the same methodology used for reporting these indicators at a national level.

STATS19 data (national dataset) is available on the following link:
http://data.gov.uk/dataset/road-accidents-safety-data/

Additional statistics regarding road safety can be found on the following link:
http://road-collisions.dft.gov.uk/lha/nottingham

PI10: Overall Cycling Levels

Data is collected through Nottingham City Council and Nottinghamshire County Council monitoring.

The data is collected at 19 locations across the City and Greater Nottingham. Automatic counters have been installed at 14 of these locations and data is collected and processed into monthly total figures of cycling numbers. At the other 5 locations (River Trent crossings) a one day count is carried out each month.

The total percentage difference of these absolute numbers provides a percentage of the total levels of cycling. Note that an additional two counters were installed in late 2010 (Charnock Avenue and Abbey Street) which were removed from the initial calculation in the index within the first year before being added in from 2011, to remove any "jump" occurring through the installation of these counters in the index. Similarly, Cator Lane was removed from the index temporarily due to the NET Phase 2 tram works located at this location closing off the path, which has seen a recalculation to remove any "loss" of this counter affecting the cycle index.

Since 2010, most data has been collected from automatic cycle counters (ACCs). Before this data was collected through a mix of manual counts, and is therefore not comparable or consistent with the current methodology.

The monthly cycle data is then collated by year into total cycling figures, and the percentage difference from the previous year calculated. The index provided is cumulative from the base year.

PI 11: Adult Physical Activity Levels

Data collected from Sport England. Data is a 24-month (2 year) rolling average.

Note that for Nottingham, the percentage figure used represents a very small sample size which the survey is conducted on. This data is therefore to be used with caution when assessing physical activity levels for Nottingham.

Data collected from the following source:
http://archive.sportengland.org/research/active_people_survey/idoc.ashx?docid=b8110a71-dbc0-4d48-8b92-2d8023221ca9&version=1

PI12: Adults Overweight or Obese

Data is collected through the Citizens Survey conducted by Nottingham City Council (for the 2013 survey, this is listed as BMI).

The City Council conducts a survey with a sample of residents across the city annually. This includes a calculation regarding Body Mass Index (BMI). This is used to calculate the number of individuals classified as overweight or obese.

Data collected from the following source:
http://www.nottinghaminsight.org.uk/insight/library/citizens-survey.aspx

PI13:20mph Limits

Figures reported by Nottingham City Council.

Figures reported are the total kilometres of road that have been designated 20mph within the City as part of the LSTF scheme rollout. The figure provided is cumulative to indicate the total amount of road length allocated since the start of the LSTF programme.

PI14: Nottingham Economy

Data is collected from Office of National Statistics (ONS) figures.

The total Gross Value Added (GVA) is calculated by the Office of National Statistics at a local level annually. This is provided in December of each year. Note that the most recent figure within the data series is subject to revision between each year, as figures that are released are generally an initial estimate, before being confirmed the following year.

The following link indicates the figures (accessed October 2014):
http://www.ons.gov.uk/ons/rel/regional-accounts/regional-gross-value-added--income-approach-/december-2013/rft-nuts3.xls

PI15: Employment Levels

Data is collected from the Office of National Statistics NOMIS website.

The figures used are the total number of individuals employed within the Nottingham Local Authority area. Figures within this dataset are estimates, rounded to the nearest 100. Figures used are annual figures (Jan-Dec) for each year. Data has been extracted for both the City and Greater Nottingham.

Metadata: "ONS Business Register and Employment Survey 2013" found on:
https://www.nomisweb.co.uk/

PI16: Examples of Inward Investment

Data provided by Nottingham City Council.

This is a single case study example of businesses which have invested or relocated to the city within the year. This is based on business engagement activities undertaken with the Council.

PI17: Carbon Emissions (per capita)

Data is taken from Department for energy and Climate Change (DECC) and calculated using 2011 census population figures for Nottingham City. This provides an average level of carbon emissions per person from transport across the local authority area. This data is consistent with the Carbon Emissions Indicator PI5, both in terms of trend and actual figures.

The following link indicates the data used (accessed October 2014):
https://www.gov.uk/government/statistics/local-authority-emissions-estimates

PI18: Reduced Levels of Worklessness

Data is collected from the Office of National Statistics NOMIS website. Indicating levels of Jobseeker Allowance claimants.

Data collected through the "wizard query" on NOMIS for both the Local Authority and for Greater Nottingham at ward level.

Metadata: "benefit claimants - working age clients for small areas" based on total claimants against the Proportion of resident population between 16-64, found on: https://www.nomisweb.co.uk/

PI19: Increase in Life Expectancy

Data collected locally for the Joint Strategic Needs Assessment (JSNA) and Public Health Outcomes Framework.

The data used for this indicator is the index of inequality for males across the Nottingham City area.

Data collected from the following source:
http://www.phoutcomes.info/public-health-outcomes-framework#gid/1000049/par/E12000004

PI20: Reduced Health Inequalities

Data collected locally for the Joint Strategic Needs Assessment (JSNA) and Public Health Outcomes Framework.

Data collected from the following source:
http://www.phoutcomes.info/public-health-outcomes-framework#gid/1000044/pat/6/ati/102/page/3/par/E12000004/are/E06000018

Appendix C:
Supplementary data tables for LSTF Outcomes Report (actual numbers)

This provides more detailed tables regarding the indicator data used for graphs in the main report. Tables are listed as ordered/featured in the report.

Traffic Levels (PI 1)

Area wide traffic, City and Greater Nottingham (million per mile/km)

	Traffic Levels Mile (City)	Traffic Levels KM (City)	Traffic Levels Mile (GN)	Traffic Levels KM (GN)
2003	610	982	1820	2929
2004	609	980	1823	2934
2005	600	966	1815	2921
2006	602	969	1815	2921
2007	597	961	1813	2918
2008	585	941	1772	2852
2009	593	954	1783	2869
2010	592	953	1775	2857
2011	582	937	1739	2799
2012	575	925	1722	2771
2013	571	919	1743	2805

Public Transport Patronage (PI 2)

Public transport (bus and tram) use, City and Greater Nottingham (annual figures)

	City			Greater Nottingham		
	Bus (millions)	Tram (millions)	Total (millions)	Bus (millions)	Tram (millions)	Total (millions)
2003/04	47.93	0.41	48.34	66.74	0.44	67.18
2004/05	44.43	7.9	52.33	62.11	8.39	70.5
2005/06	45.01	9.1	54.11	63.03	9.79	72.82
2006/07	46.11	9.34	55.45	64.38	10.05	74.43
2007/08	46.47	9.49	55.96	64.9	10.2	75.1
2008/09	47.3	9.02	56.32	66.07	9.8	75.87
2009/10	46.72	8.24	54.96	64.96	8.96	73.92
2010/11	47.6	8.96	56.56	66.16	9.74	75.9
2011/12	48.76	8.3	57.06	67.19	9.02	76.21
2012/13	48.19	7.12	55.31	66.39	7.74	74.13
2013/14	48.62	7.23	55.85	67.09	7.86	74.95

More detailed quarterly reporting for these figures are available in **Appendix F**.

Congestion (PI 3)

Average speed per mile on main corridors (Greater Nottingham Only)

	Minutes per mile	Speed (mph)
2005	3.60	16.7
2006	3.49	17.2
2007	3.44	17.4
2008	3.43	17.5
2009	3.39	17.7
2010	3.57	16.8
2011	3.27	18.3
2012	3.54	16.9
2013	3.64	16.5

Mode Share (PI 4)

Public transport mode share 2002-2013

	Public Transport Total	Car/MC Total	Public Transport %	Car / Motorcycle %
2002	25410	50700	33.4	66.6
2003	25783	50050	34.0	66.0
2004	26396	46800	36.1	63.9
2005	25168	47200	34.8	65.2
2006	25823	46150	35.9	64.1
2007	25576	45450	36.0	64.0
2008	24836	45950	35.1	64.9
2009	24558	46500	34.6	65.4
2010	26082	42600	37.9	62.1
2011	26981	42600	38.8	61.2
2012	25889	41550	38.4	61.6
2013	25084	42750	37.0	63.0

Carbon Emissions from Transport (PI5)

Carbon dioxide emissions from transport (tonnes), City and Greater Nottingham

	City	GN
2004	73,000	248,000
2005	70,000	247,000
2006	70,000	248,000
2007	69,000	248,000
2008	67,000	239,000
2009	68,000	238,000
2010	68,000	239,000
2011	67,000	236,000
2012	66,000	237,000
2013	65,000	239,000

Accessibility to a Town Centre and Key Services (PI 7)

Accessibility levels (Greater Nottingham only)

	Percentage
2005/06	93.19
2006/07	93.79
2007/08	94.27
2008/09	94.95
2009/10	94.30
2010/11	94.21
2011/12	94.00
2012/13	94.77
2013/14	94.25

Levels of Worklessness (PI 18)

Levels of Worklessness (City and Greater Nottingham)

	City Total	City %	GN Total	GN %
2000	36,175	20.7	65,850	15.1
2001	35,430	19.9	64,285	14.4
2002	34,440	18.9	62,430	13.9
2003	34,260	18.2	61,795	13.5
2004	32,950	16.9	59,170	12.8
2005	32,050	16.0	57,735	12.2
2006	32,800	16.0	58,845	12.3
2007	33,055	15.9	59,160	12.2
2008	32,215	15.2	57,525	11.8
2009	35,920	16.6	66,490	13.4
2010	36,750	16.6	68,150	13.6
2011	35,785	16.1	65,905	13.1
2012	37,565	16.9	68,760	13.7
2013	36,185	16.3	65,085	13.0
2014	33,465	15.1	59,215	11.8

Data extracted from NOMIS figures (ONS), accessed October 2014.

Road Safety (PI 9)

Total/Child killed or seriously injured (KSI) (Nottingham City only) 5-year rolling average

	Total KSI	Child KSI
2002	261.2	54.4
2003	246.8	48.4
2004	231.2	42.6
2005	216.2	35.4
2006	202.4	29.8
2007	193.2	27.0
2008	179.0	23.8
2009	172.6	20.6
2010	160.6	18.0
2011	154.4	16.0
2012	146.0	14.4
2013	138.2	14.8

Cycling Levels (PI 10)

Cycling Levels, Greater Nottingham and City,

	Cycling Total (City)	Cycling Total (GN)	Cycling index (City)	Cycling index (GN)
2010	631,730	1,106,493	100.0	100.0
2011	992,476	1,605,632	114.5	114.2
2012	1,000,591	1,573,934	115.4	114.4
2013	1,071,601	1,645,999	123.61	119.7

Appendix D:
Additional data and information related to the Half-price Jobseekers Smartcard

A discounted ticket offer was piloted in 2013/14 funded through the City Deal programme in partnership with the local operators which provided half-price travel for City residents on Jobseekers Allowance to help them widen their job search area. The scheme was independently evaluated and on the basis of its success has been continued in 2014/15 through the LSTF programme and continued operator support. Funding has also been identified through the County Hubs local intervention budgets to extend the scheme to eligible residents in the County urban area in the second half of 2014/15

Individuals issued with a Jobseeker smartcard can purchase a Kangaroo multi-operator one day ticket for £2 instead of the full £4 fare, allowing half-price travel on local buses, tram and trains within the Kangaroo travel area, which broadly aligns with the LSTF bid area.

Data has been collected regarding the total number of journeys made on these discounted smartcard tickets. The scheme started in 2013, and is collected on a quarterly basis. The data indicates that to date, nearly 2.7 million trips have been undertaken using the discounted ticketing on public transport by jobseekers.

Table 1: Total usage on Public Transport on discounted travel ticketing

Quarters	Trips	Annual Total
2013/14 Total		318,659
2014/15 Q1	1,186,000	
2014/15 Q2	1,187,372	
2014/15 Q3		
2014/15 Q4		
2014/15 Total		2,373,372

Appendix E:
Additional data and information related to the access to employment activities of the Community Smarter Travel Hubs

Community Smarter Travel Hubs

The network of five Community Smarter Travel Hubs each deliver a local access to employment support package as part of their local intervention programmes. There are three Hubs within the City administrative area and two based in the County urban parts of the wider conurbation. The Hubs' local support packages complement the Halfprice Jobseeker Kangaroo smartcard available to JSA claimants living in the City area. The Hubs employment support packages help eligible individuals overcome the barriers around information about travel options and cost of travel for travel to interviews, new jobs, training and apprenticeships. The Hubs aim to provide a consistent offer to communities across the bid area but the details of each Hub's offer and the delivery mechanism through local job service providers varies according to local needs and networks which is why not all services shown in the breakdown area available/relevant in each area.

Each Hub collects output data to monitor the delivery and take-up of their support offer but the Hubs and their delivery partners do not carry out follow-up monitoring with every beneficiary. It is important to note that the Hubs have not been fully operational for the duration of the LSTF programme and the employment support packages were introduced at different times in each area with the four Main Bid phase Hubs only commencing to offer employment support in February and March 2014. Therefore the data reported for 2013/14 is more representative of the Key Component Phase Hub in the North of the City. The data reported for 2014/15 includes activities in all five Hubs but only covers Quarters 1 and 2. Therefore the available data does not yet reflect a full year of operation for these employment support projects. The 14/15 Outcomes Report will be able to provide a more complete picture.

As would be expected, the total level of usage has increased over the past year, with more individuals accessing services from the Hubs in the first half of the 2014/15 financial year compared to the 2013/14 year. This is both due to the employment support package being rolled out from 1 Hub in 2013/14 to 5 hubs by spring 2014 and to increased take-up as each scheme becomes established and referral from the employment support agencies increases. Comparing initial data from the four Phase 2 Hubs with the equivalent start-up stage for the Phase 1 Hub shows that the quarterly take-up rate of the Phase 2 Hubs is greater than the take-up rate for the first employment support scheme which demonstrates the benefits of sharing of learning between the Hubs about setting up this type of project and increased familiarity with the offer spreading across the local partner organisations such as Job Centre Plus.

The greatest take-up is for the general travel information services offered through travel surgeries, information provided by travel advisors at Jobs Fairs and information given by phone and email, with a total of 1,941 individuals receiving advice and support. Those eligible individuals that require assistance with the cost of travel to interviews, new jobs, or training are then referred via these channels or via their Job Advisor to receive support in the form of journey planning information supported by public transport tickets or a reconditioned bike and accessories with training as required. 439 individuals had benefited from this more bespoke support offer by October 2014, of which 88% (388)received support in the form of smartcard tickets ranging from one day to one month ticket variants.

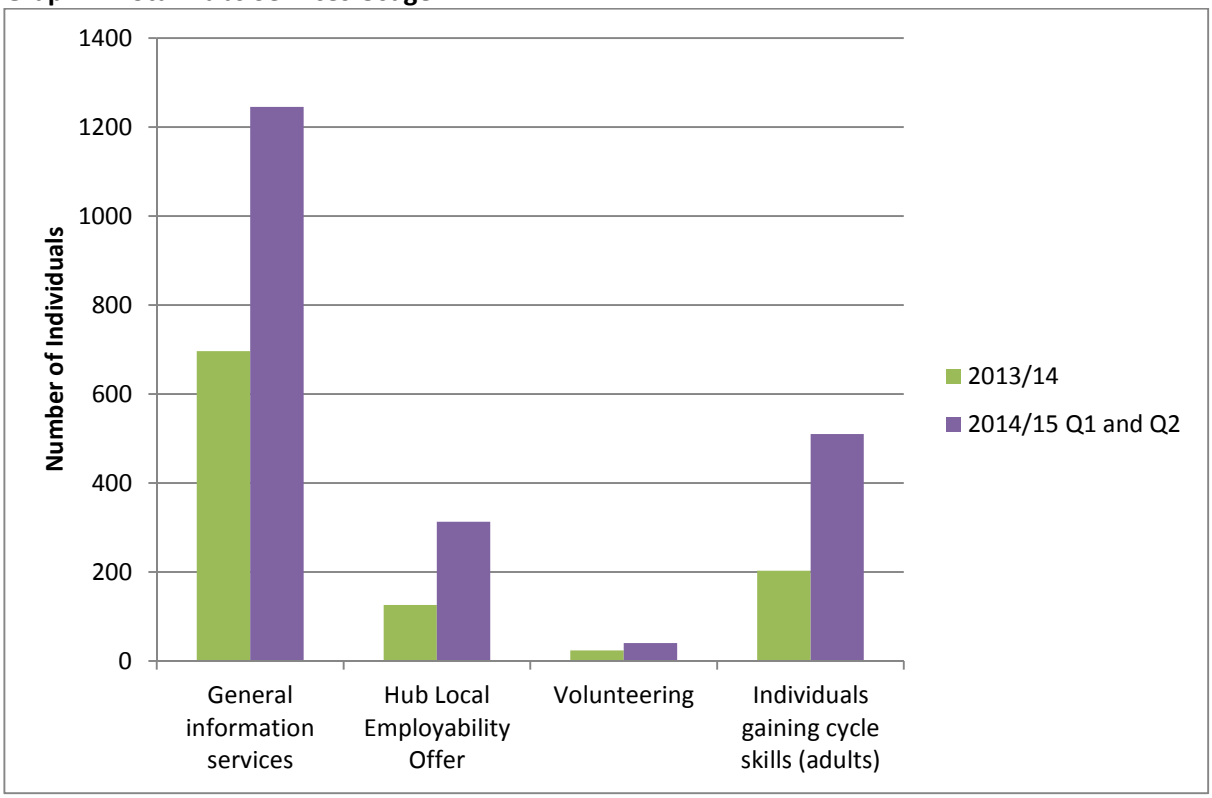
The Hubs also support local access to employment by providing opportunities for people to learn skills which will better equip them for entering the job market through their volunteering programmes and skills and activities courses around cycling. 64 individuals have received training through the Hubs' volunteer programmes and the Hubs have hosted 5 longer term volunteer placements which are being developed in partnership with the local employment agencies such as Ingeus. 713 adults have attended activities and

courses around cycling skills and bike maintenance; although there is no data to show how many of these are JSA claimants.

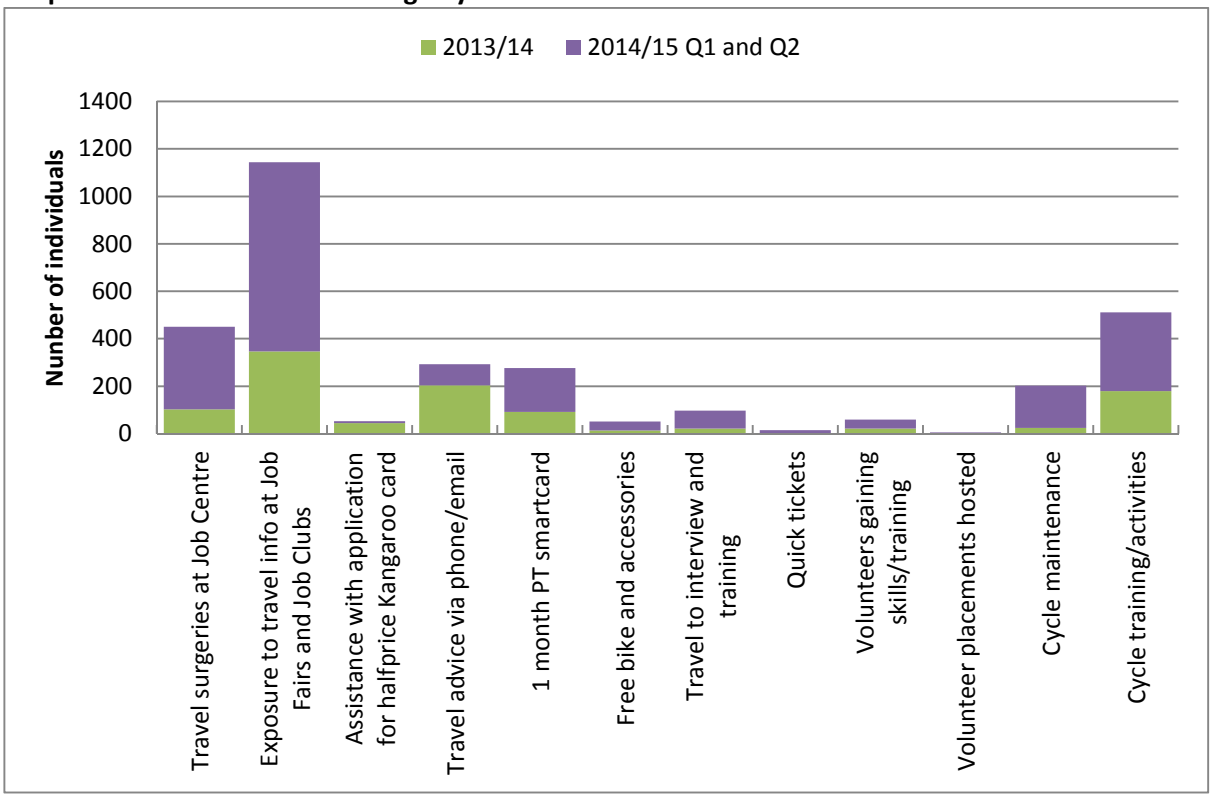
Table 1: Total Hubs Services Usage

	2013/14	2014/15 Q1 and Q2
General information services	**696**	**1245**
Travel surgeries at Job Centre	102	349
Exposure to travel info at Job Fairs and Job Clubs	346	798
Assistance with application for half-price Kangaroo card	44	9
Travel advice via phone/email	204	89
Hub Local Employability Offer	**126**	**313**
1 month PT smartcard	92	184
Free bike and accessories	13	38
Travel to interview and training	21	76
Quick tickets	0	15
Volunteering	**24**	**40**
Volunteers gaining skills/training	21	38
Volunteer placements hosted	3	2
Individuals gaining cycle skills (adults)	**203**	**510**
Cycle maintenance	24	178
Cycle training/activities	179	332

Graph 1: Total Hubs Services Usage



Graph 2: Total Hubs Services Usage by Breakdown



Community Transport Hubs Breakdowns

Table 2: Total from City Hubs (North, Central and South)

	2011/12	2012/13	2013/14	2014/15 Q1 and Q2	2015/16
Travel surgeries at Job Centre	0	0	100	0	0
Exposure to travel info at Job Fairs and Job Clubs	0	0	280	869	0
Assistance with application for half-price Kangaroo card	0	0	44	9	0
Travel advice via phone/email	0	0	165	17	0
General information services	**0**	**0**	**589**	**895**	**0**
1 month PT smartcard	0	0	90	106	0
Free bike and accessories	0	0	13	33	0
Travel to interview and training	0	0	21	68	0
Quick tickets	0	0	0	0	0
Hub Local Employability Offer	**0**	**0**	**124**	**207**	**0**
Volunteers gaining skills/training	0	0	20	30	0
Volunteer placements hosted	0	0	2	2	0
Volunteering	**0**	**0**	**22**	**32**	**0**
Cycle maintenance	0	0	24	129	0
Cycle training/activities	0	0	134	113	0
Individuals gaining cycle skills (adults)	**0**	**0**	**158**	**242**	**0**

Table 3: Total from Greater Nottingham only Hubs (excluding City) (Broxtowe and Gedling)

	2011/12	2012/13	2013/14	2014/15 Q1 and Q2	2015/16
Travel surgeries at Job Centre	0	0	4	528	0
Exposure to travel info at Job Fairs and Job Clubs	0	0	0	0	0
Assistance with application for halfprice Kangaroo card	0	0	0	0	0
Travel advice via phone/email	0	0	6	58	0
General information services	**0**	**0**	**10**	**586**	**0**
1 month PT smartcard	0	0	12	64	0
Free bike and accessories	0	0	0	3	0
Travel to interview and training	0	0	0	0	0
Quick tickets	0	0	0	0	0
Hub Local Employability Offer	**0**	**0**	**12**	**67**	**0**
Volunteers gaining skills/training	0	0	1	3	0
Volunteer placements hosted	0	0	1	0	0
Volunteering	**0**	**0**	**2**	**3**	**0**
Cycle maintenance	0	0	0	49	0
Cycle training/activities	0	0	0	8	0
Individuals gaining cycle skills (adults)	**0**	**0**	**0**	**57**	**0**

Appendix F: Quarterly Public Transport Patronage per Quarter from 2003/04

Bus Only	City					Greater Nottingham				
	Q1	Q2	Q3	Q4	Year	Q1	Q2	Q3	Q4	Year
(millions)	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Total	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Total
2003/04	12.03	11.56	12.98	11.36	47.93	16.75	16.16	17.92	15.91	66.74
2004/05	11.11	11.11	11.10	11.11	44.43	15.53	15.53	15.52	15.53	62.11
2005/06	11.06	10.72	12.24	10.99	45.01	15.55	15.12	16.99	15.37	63.03
2006/07	11.60	10.91	11.95	11.65	46.11	16.18	15.32	16.60	16.28	64.38
2007/08	11.38	11.25	12.30	11.54	46.47	15.90	15.75	17.18	16.07	64.90
2008/09	11.85	11.39	12.41	11.65	47.30	16.55	15.95	17.33	16.24	66.07
2009/10	11.44	11.08	12.48	11.72	46.72	15.94	15.40	15.55	18.07	64.96
2010/11	11.60	11.22	12.69	12.09	47.60	16.14	15.69	17.56	16.77	66.16
2011/12	11.62	11.12	13.17	12.85	48.76	16.08	15.48	18.10	17.53	67.19
2012/13	11.66	11.26	12.87	12.40	48.19	16.07	15.61	17.68	17.03	66.39
2013/14	12.00	11.36	12.81	12.45	48.62	16.59	15.81	17.62	17.07	67.09

Tram Only	City					Greater Nottingham				
	Q1	Q2	Q3	Q4	Year	Q1	Q2	Q3	Q4	Year
(millions)	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Total	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Total
2003/04	0.00	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.44	0.44
2004/05	1.74	1.83	2.22	2.11	7.90	1.87	1.96	2.39	2.17	8.39
2005/06	2.22	2.27	2.40	2.21	9.10	2.38	2.45	2.57	2.39	9.79
2006/07	2.31	2.22	2.56	2.25	9.34	2.48	2.39	2.75	2.43	10.05
2007/08	2.40	2.32	2.56	2.21	9.49	2.58	2.49	2.75	2.38	10.20
2008/09	2.23	2.20	2.34	2.25	9.02	2.43	2.39	2.54	2.44	9.80
2009/10	2.15	1.97	1.61	2.51	8.24	2.32	2.21	4.03	0.40	8.96
2010/11	2.10	2.19	2.40	2.27	8.96	2.28	2.38	2.62	2.46	9.74
2011/12	2.16	2.10	2.29	1.75	8.30	2.34	2.29	2.49	1.90	9.02
2012/13	1.78	1.71	1.92	1.71	7.12	1.94	1.85	2.10	1.85	7.74
2013/14	1.58	1.70	2.05	1.90	7.23	1.72	1.85	2.22	2.07	7.86

Bus and Tram	City					Greater Nottingham				
	Q1	Q2	Q3	Q4	Year	Q1	Q2	Q3	Q4	Year
(millions)	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Total	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Total
2003/04	12.03	11.56	12.98	11.77	48.34	16.75	16.16	17.92	16.35	67.18
2004/05	12.85	12.94	13.32	13.22	52.33	17.40	17.49	17.91	17.70	70.50
2005/06	13.28	12.99	14.64	13.20	54.11	17.93	17.57	19.56	17.76	72.82
2006/07	13.91	13.13	14.51	13.90	55.45	18.66	17.71	19.35	18.71	74.43
2007/08	13.78	13.57	14.86	13.75	55.96	18.48	18.24	19.93	18.45	75.10
2008/09	14.08	13.59	14.75	13.90	56.32	18.98	18.34	19.87	18.68	75.87
2009/10	13.59	13.05	14.09	14.23	54.96	18.26	17.61	19.58	18.47	73.92
2010/11	13.70	13.41	15.09	14.36	56.56	18.42	18.07	20.18	19.23	75.90
2011/12	13.78	13.22	15.46	14.59	57.05	18.42	17.77	20.59	19.43	76.21
2012/13	13.44	12.97	14.79	14.11	55.31	18.01	17.46	19.78	18.88	74.13
2013/14	13.58	13.06	14.86	14.35	55.85	18.31	17.66	19.84	19.14	74.95

Appendix G: Monthly Cycle Monitoring Count Data from 2010

		City														Greater Nottingham										
Date	Month	Lady Bay Bridge	Trent Bridge	Welbeck Bridge	Wilford Toll Bridge	Clifton Bridge	Hucknall Rd S of Haydn Rd	Beechdale Road	Alfreton Road	Hucknall Rd SE of Arnold Rd	University Blvd	Daleside Rd	Charnock Ave	Abbey St	**Total Cyclists Nottingham City**	Adbolton Lane	Grantham Canal	Wilford Road	Rushcliffe Arena	Cator Lane	Arno Vale Road	Beeston Lock	Chilwell	Broadgate, Beeston	Bramcote Hills Park	**Total Cyclists Greater Nottingham**
		9 hour daily flow	9 hour daily flow	9 hour daily flow	9 hour daily flow	9 hour daily flow	24 hour monthly flow	24 hour monthly flow	24 hour monthly flow	24 hour monthly flow	24 hour monthly flow	24 hour monthly flow	24 hour monthly flow	24 hour monthly flow		24 hour monthly flow	24 hour monthly flow	24 hour monthly flow	24 hour monthly flow	24 hour monthly flow	24 hour monthly flow	24 hour monthly flow	24 hour monthly flow	24 hour monthly flow	24 hour monthly flow	
2010	Jan	99	280	Closed	241	234	1241	504	1127	1064	15003	4468	No data	No data	**24261**	1164	391	2277	1876	2001	1027	1835	No data	No data	No data	**34832**
	Feb	168	389	Closed	507	297	1370	490	1202	1083	18284	5125	No data	No data	**28915**	1367	492	2699	2119	2334	1212	1894	No data	No data	No data	**41032**
	Mar	181	392	326	456	282	1859	637	1476	1445	24129	6990	No data	No data	**38173**	2745	817	3911	3373	3466	2088	3730	No data	No data	No data	**58303**
	Apr	252	501	317	529	376	1970	655	1459	1623	22706	7950	No data	No data	**38338**	4276	1566	5377	3635	3846	2197	4418	No data	12212	3723	**79588**
	May	231	510	284	626	358	2093	697	1687	1728	25229	8277	No data	No data	**41720**	4461	1899	5819	4130	4294	2499	6482	7309	14875	3722	**97210**
	Jun	247	512	302	520	391	2320	837	1772	1939	26751	9342	No data	No data	**44933**	6406	2163	6600	4354	4694	2623	7159	7786	15085	3680	**105483**
	Jul	285	642	554	600	353	2443	741	1760	1747	25813	10018	No data	24180	**69136**	5302	2158	6859	4351	4443	3100	7655	8136	13844	3356	**128340**
	Aug	167	403	480	445	235	2141	690	1834	1598	22597	8784	No data	22016	**61390**	4853	1870	5852	3822	4063	1985	6887	7231	12315	3583	**113851**
	Sep	249	336	389	542	349	2214	738	1940	1635	25571	8955	14760	27831	**85509**	3293	1496	5804	4520	4163	2436	5688	7953	15848	3103	**139813**
	Oct	226	524	315	616	319	1862	714	1781	1535	27734	7862	10292	34033	**87813**	2765	1026	5052	3961	3569	2157	4256	7214	19070	2839	**139722**
	Nov	232	316	257	569	258	1450	587	1536	1706	23093	6519	11820	29748	**78091**	1291	278	3755	3236	2942	1780	2403	5795	15308	2007	**116886**
	Dec	201	322	344	324	224	729	463	936	1467	10680	3020	4681	10060	**33451**	526	214	1606	1309	1633	669	1036	2828	7196	965	**51433**
Total		**2538**	**5127**	**3568**	**5975**	**3676**	**21692**	**7753**	**18510**	**18570.333**	**267590**	**87310**	**41553**	**147868**	**631730**	**38449**	**14370**	**55611**	**40686**	**41448**	**23773**	**53443**	**54252**	**125753**	**26978**	**1106493.33**
2011	Jan	219	280	402	432	320	1320	508	1492	1434	18519	6553	5518	22837	**59834**	1634	421	3855	2865	2797	1460	2524	5380	12010	2299	**95079**
	Feb	203	325	393	418	277	1262	486	1237	1371	19934	6422	9688	27141	**69157**	1546	410	3820	2520	2719	1361	2203	5362	12945	1977	**104020**
	Mar	249	432	276	404	375	1650	636	1733	1580	26494	8657	13735	35146	**91367**	2800	921	5495	3828	3785	2360	4499	6829	16232	3166	**141282**
	Apr	333	539	410	655	359	1677	647	1754	1509	21066	8278	12354	23907	**73488**	5105	1836	6329	4048	4718	2168	7881	7392	13048	4230	**130243**
	May	307	504	487	747	341	2141	778	2111	1624	25714	9238	14339	32135	**90466**	3482	1306	6191	4246	4729	2236	5901	6839	16479	3578	**145453**
	Jun	320	514	668	625	437	2255	776	2106	1581	26280	10236	14735	28674	**89207**	5277	1397	6669	4690	4984	2272	7031	7624	16431	4128	**149710**
	Jul	306	627	543	704	373	2456	800	2159	1678	24955	9883	14368	26284	**85136**	5018	1767	7146	4802	4469	2415	8026	7954	15455	4881	**147069**
	Aug	266	603	477	592	227	2075	665	2146	1563	24088	9771	13934	24763	**81170**	4733	1571	6613	3854	3993	1718	7556	7764	14790	4979	**138741**
	Sep	195	374	356	445	387	2190	711	2104	1599	25546	9020	14901	28359	**86187**	3491	1192	6409	4162	4319	2533	6283	7796	17144	3789	**143305**
	Oct	254	465	553	698	404	2003	685	2135	1462	28733	8239	17671	41275	**104577**	2965	1104	5935	3896	4824	2646	5292	7567	22095	3478	**164379**
	Nov	227	455	410	518	314	1654	714	1760	1581	29931	7797	15736	40229	**101326**	1846	650	5197	3758	4134	1969	3691	6687	20261	2805	**152324**
	Dec	147	462	388	452	222	1291	527	1272	1362	17738	5025	9568	22107	**60561**	1421	392	3591	2431	2879	1243	2223	4689	12554	2043	**94027**
Total		**3026**	**5580**	**5363**	**6690**	**4036**	**21974**	**7933**	**22009**	**18344**	**288998**	**99119**	**156547**	**352857**	**992476**	**39318**	**12967**	**67250**	**45100**	**48350**	**24381**	**63110**	**81883**	**189444**	**41353**	**1605632**
2012	Jan	194	412	418	578	310	1636	680	1312	1368	22471	6409	11444	25350	**72582**	1923	639	4405	3045	3767	1521	3038	5651	14159	2529	**113259**
	Feb	157	450	479	440	390	1550	626	1040	1298	21510	5896	10855	28372	**73063**	1778	536	3619	2432	3257	1190	2934	5198	14069	2227	**110303**
	Mar	226	576	472	576	465	1997	716	1031	1452	28581	8702	16328	37664	**98786**	3320	1360	6321	4239	5078	1972	6366	7349	19041	3732	**157564**
	Apr	235	379	464	541	268	1553	553	1064	1343	19156	6642	11760	20509	**64467**	2444	980	4653	2750	3853	1219	3945	5735	11403	2761	**104210**
	May	243	425	417	579	491	2159	850	1396	1520	27850	9346	17534	34490	**97300**	4051	1465	6711	4230	5533	2063	7007	7783	18182	3788	**158113**
	Jun	149	505	484	612	342	2105	707	1313	1324	22579	7744	14172	24492	**76528**	3561	1417	5741	3630	4509	1578	5531	6143	14066	3910	**126614**
	Jul	203	437	495	463	416	2376	729	1730	1491	25176	9226	14960	23945	**81647**	4666	1786	7376	4610	4816	1849	5836	6998	14642	4476	**138702**
	Aug	238	581	501	402	488	2593	641	1722	1350	25482	9459	14810	23675	**81942**	5043	2105	7352	4517	4882	1830	7447	7213	15306	4928	**142565**
	Sep	278	617	603	238	443	2605	685	1863	1448	26382	8972	14767	27348	**86249**	3883	1616	6389	5253	4818	1866	7970	7709	15775	3950	**145478**
	Oct	239	536	636	408	399	2349	727	1989	1620	29567	8732	16956	43808	**107966**	2323	957	4622	4374	4208	1587	10852	7029	20888	2976	**167782**
	Nov	226	418	613	401	256	2070	673	1761	1485	29280	7536	15826	40890	**101435**	1438	625	3898	4243	3483	1435	8646	4733	18474	2401	**150811**
	Dec	245	385	368	377	213	1407	416	1283	1259	17440	4969	8708	21556	**58626**	1027	397	2168	2521	2417	1004	7923	4044	11172	1900	**93199**
Total		**2633**	**5721**	**5950**	**5615**	**4481**	**24400**	**8003**	**17504**	**16958**	**295474**	**93633**	**168120**	**352099**	**1000591**	**35457**	**13883**	**63255**	**45844**	**50621**	**19114**	**77495**	**75585**	**187177**	**39578**	**1605632**
2013	Jan	197	458	625	432	364	1622	613	1475	1509	20468	5358	9922	23592	**66635**	1268	456	2686	2731	2185	1207	4847	4489	12684	2151	**101339**
	Feb	217	369	492	345	353	1655	560	1445	1322	23871	5958	11993	32444	**81024**	1702	521	3072	2999	2369	1324	3742	4637	15032	2305	**118727**
	Mar	286	484	396	381	214	1663	642	1346	1372	20995	6003	11498	28401	**73681**	1556	467	2766	3141	2366	1231	3071	4666	13972	2070	**108987**
	Apr	229	428	655	320	496	2115	803	1716	1425	26241	8280	14188	29599	**86495**	3186	1169	4160	3550	3023	1644	5383	6451	15576	3594	**134231**
	May	253	534	450	377	289	2383	758	1879	1543	28406	9196	15791	34051	**95910**	4041	1598	4963	4018	Tram works	1939	7505	7281	18149	3970	**149374**
	Jun	292	427	439	485	277	2531	851	2098	1427	29043	10516	16049	30384	**94819**	3972	1878	6847	4911	Tram works	2157	8064	7676	17296	3886	**151506**
	Jul	298	492	785	301	462	2961	1004	2292	1615	31931	11646	18461	30715	**102963**	4951	2296	7228	5677	Tram works	2332	10585	8434	18245	4621	**167332**
	Aug	163	559	879	214	484	2594	885	2253	1381	27248	10798	15306	26112	**88876**	5163	2193	6299	4702	Tram works	1716	9067	7579	15611	4868	**146074**
	Sep	308	514	768	445	502	2741	833	2138	1403	28210	10477	17236	30940	**96515**	3679	1763	6565	5225	Tram works	2181	7598	7701	18564	3725	**153516**
	Oct	227	531	872	574	276	2760	768	2155	1413	31615	9313	17336	43089	**110929**	2116	1168	5043	4501	Tram works	1562	4759	7088	21965	2732	**161863**
	Nov	280	478	638	234	437	2564	779	2128	1313	30876	8401	16942	39402	**104472**	1855	902	4339	4373	Tram works	1289	3920	6553	20133	2439	**150275**
	Dec	203	470	830	311	461	2062	644	1531	1056	19856	6325	11689	23844	**69282**	1560	634	3270	3297	Tram works	887	3003	4760	13875	2207	**102775**
Total		**2953**	**5744**	**7829**	**4419**	**4615**	**27651**	**9140**	**22456**	**16779**	**318760**	**102271**	**176411**	**372573**	**1071601**	**35049**	**15045**	**57238**	**49125**	**9943**	**19469**	**71544**	**77315**	**201102**	**38568**	**1645999**

Appendix G: Monthly Cycle Monitoring Count Data from 2010

2014	Jan	230	450	632	399	459	2124	1021	1699	1088	21621	7912	13389	28829	**79853**	1770	610	3981	3865	Tram works	1165	3431	6318	16715	2603	**120311**
	Feb	143	482	573	340	231	2176	642	1581	1115	23880	6901	13357	30576	**81997**	1783	598	3641	3393	Tram works	1114	3549	5267	17452	2852	**121646**
	Mar	165	390	655	397	498	2492	857	1932	1277	32327	8715	17575	37209	**104489**	3020	1197	5716	4826	Tram works	1663	6443	6902	21216	3882	**159354**
	Apr	92	463	550	294	706	2447	896	1924	1254	29968	9003	15748	29164	**92509**	3645	1477	5759	4373	Tram works	1588	6994	6880	18195	4220	**145640**
	May	192	519	708	309	446	2525	858	2052	1294	32683	9313	16592	31101	**98592**	4219	1605	5950	4598	Tram works	1556	7656	7200	20126	3694	**155196**
	Jun																									
	Jul																									
	Aug																									
	Sep																									
	Oct																									
	Nov																									
	Dec																									
Total		**822**	**2304**	**3118**	**1739**	**2340**	**11764**	**4274**	**9188**	**6028**	**140479**	**41844**	**76661**	**156879**	**457440**	**3026**	**3026**	**3026**	**3026**	**3026**	**3026**	**3026**	**3026**	**3026**	**3026**	**487700**

Note: The last full and verified collection of data across all counters (as of October 2014) was in May 2014. Data after this date is yet to be completed/verified

Note: The Index is calculated using comparable figures from each year, to remove discrepencies caused by adding or removing counters. The total figures of all counters is therefore likely to be more than the reported index figure