Appendix A: **LSTF Programme: Outcomes Monitoring Performance Indicators**

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	560 City 1,731 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	67.49m	Sustainable Community Strategy indicator	↘
			Tram: 8.9m (2009/10)		9.02m	7.74m	7.88m	8.09m		↘
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 16secs per mile. Average speed 18.3mph	3 min 32secs per mile. Average speed 16.9mph	3min 38secs per mile. Average speed 16.5mph	3min 46secs per mile. Average speed 15.9mph	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	38.6% PT 61.4% 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	67,000	66,000	65,000	65,000	Nottingham Energy Strategy/Sustainable Community Strategy	↗
			GN: 239,000 tonnes (2009)		236,000	237,000	239,000	240,000		↘

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	39 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)	94.01% (2015)	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%	87%	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	13.8	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	1064	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	133.1 City 128.1 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) (Old)	32% by 2020	22.90%	25.50%	24.90%	Dataset Discontinued	Sustainable Community Strategy indicator/APS (24-month rolling average)	↗
			21.5% (2009/10) (New)	32% by 2020	25.5%	21.8%	21.2%	23.20%	APS Indicator based on new methodology (annual)	

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%	Dataset / question discontinued	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	~580km	Council monitoring (approximation based on road length)	↗
IMPACT PERFORMANCE INDICATORS										
PI 14	**Nottingham Economy**	Total GVA for Nottingham City and Greater Nottingham (£millions)	City: 7.850bn (2010) Greater Nottingham: 12.588bn (2010)	Increase on base year	City: 7.942bn (2011) Greater Nottingham: 12.792bn (2011)	City: 7.814bn (2012) Greater Nottingham: 12.907bn (2012)	City 7.706bn (2013) Greater Nottingham: 13.136bn (2013)	City 8.003bn (2014) Greater Nottingham 13.658bn (2014)	ONS figures. Year data provisional, with revision each subsequent year. Figures revised 2015.	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: 205,000 (Jan-Dec 2013) Greater Nottingham: 315,000 (Jan-Dec 2013)	City: 211,900 (Jan-Dec 2014) Greater Nottingham: 322,800 (Jan-Dec 2014)	ONS figures. 2013 figures revised 2014 figures provisional.	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	Southglade Business Park Extension	Council monitoring	↗
PI 17	**Carbon emissions**	Reduced carbon emissions from transport(tonnes) per capita	City: 1.38 tonnes of CO2 per person (2010)	Reduce levels	City: 1.27 tonnes of CO2 per Capita (2011)	City: 1.13 tonnes of CO2 per Capita (2012)	City: 1.09 tonnes of CO2 per Capita (2013)	Data for 2014 not yet released	National statistics DECC divided by population. Revised to 2 decimal places	↗
PI 18	**Reduced levels of worklessness**	Worklessness rate	City: 16.7 (Nov 2010) NUA: 12.7 (Nov 2010)	Reduce on base year	City: 17.3 (Nov 2011) NUA: 13.2 (Nov 2011)	City: 16.4 (Nov 2012) NUA: 12.6 (Nov 2012)	City: 15.4 (Feb 2014) NUA: 11.6 (Feb 2014)	City: 14.1 (Feb 2015) NUA: 10.9	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	9.1	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	109.5	Sustainable Community Strategy indicator derived from ONS statistics / Public Health Outcomes Framework.	↘

Trend key:

↗ On track and heading in right direction
↘ Progress slightly below desired levels
↓ Performance not in desired direction

Appendix B: Methodologies

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. Quarterly data is provided in Appendix F.

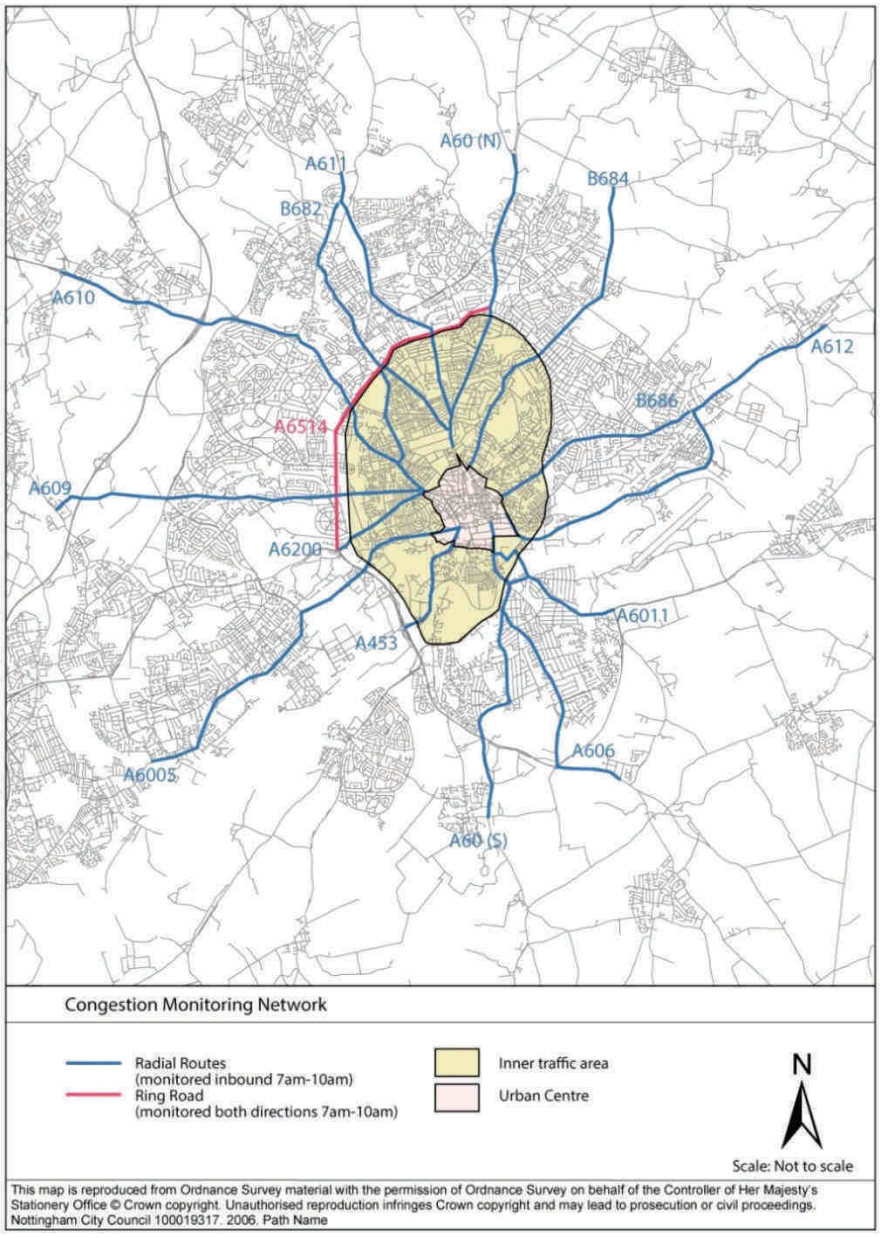
PI 3: Congestion

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 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.

It should be noted that support for the ACCESSION software has been phased out. Instead the City Council now has the use of Visography TRACC software, which provides enhanced functionality for Accessibility/Connectivity statistics. Therefore figures beyond 2015/16 will not be comparable.

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. Data collection at Cator Lane has not yet commenced since the opening of NET Phase 2.

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.

Monthly data of individual cycle counts is provided in Appendix G. Figures up to December 2015 have also been provided.

PI 11: Adult Physical Activity Levels

Data collected from Sport England. Figures shown are for Nottingham City only.

The methodology for this dataset has been changed in the 2014/15 year, with figures provided as an annual figure, opposed to the rolling average (24-month) figure. This revised dataset has been provided alongside the previous reported figures of the rolling average in appendix A.

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.

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

The revised data is collected from the following source (accessed March 2016):
http://activepeople.sportengland.org/Query

Sport England has indicated that the Active People Survey will be discontinued after 2016. The survey will be replaced by the Active Lives Survey.

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

Data collection for this data series was discontinued after 2013.

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 Nottingham City and for Nottingham Urban Area 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 has not been updated for 2014/15.

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

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Appendix C: Supplementary Tables for LSTF outcomes report.

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
2014	560	901	1731	2786

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
2014/15	48.74	7.44	56.18	67.49	8.09	75.58

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

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
2014	3.78	15.87

Mode Share (PI 4)

Public transport mode share 2002-2014

	Public Transport Total	Car/MC Total	Public Transport %	Car / Motorcycle %
2002	25,410	50,700	33.4	66.6
2003	25,783	50,050	34.0	66.0
2004	26,396	46,800	36.1	63.9
2005	25,168	47,200	34.8	65.2
2006	25,823	46,150	35.9	64.1
2007	25,576	45,450	36.0	64.0
2008	24,836	45,950	35.1	64.9
2009	24,558	46,500	34.6	65.4
2010	26,082	42,600	37.9	62.1
2011	26,981	42,600	38.8	61.2
2012	25,889	41,550	38.4	61.6
2013	25,084	42,750	37.0	63.0
2014	25,050	39,850	38.6	61.4

Mode share into city centre traffic cordon. 2015 data currently being processed.

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
2014	65,000	240,000

Data calculated from traffic levels data (PI1).

National Dataset figures covered as PI17, Appendix A.

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
2014/15	94.01

Levels of Worklessness (PI 18)

Levels of Worklessness (City and Nottingham Urban Area)

	City Total	City %	GUA Total	GUA %
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
2015	30,780	14.1	54,690	10.9

Data extracted from NOMIS figures (ONS), accessed January 2016. 2015 figures provided for completeness.

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
2014	129.4	13.8

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	123.6	119.7
2014	1,153,497	1,773,310	133.1	128.1
2015	1,162,504	1,774,727	134.1	128.2

Both 2014 and more recent 2015 figures have been provided for completeness. Monthly cycle data can be found in Appendix G.

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 was 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 Citycard can purchase a Kangaroo multi-operator one day ticket for £2.25 instead of the full £4.50 fare, allowing half-price travel on local buses, tram and trains within the Kangaroo travel area, which broadly aligns with the LSTF bid area.

In 2014/15, **3,604** Jobseeker Citycards were issued (Please not this is all cards so will include reissues and duplicate cards).

Data is collected regarding the total number of Kangaroo day tickets issued to Jobseeker Citycard holders. The scheme started in 2013, and is collected quarterly. The data indicates that 733,051 trips were made using the discounted ticketing on public transport by jobseekers in 2014/15 based on average trips per sale of 3.1.

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

2014/15	Kangaroo tickets issued
Q1	60,783
Q2	76,080
Q3	46,266
Q4	53,339*
Total	**236,468***
	Data for March 2015 has been estimated

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 were designed to 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 not all 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 provides a snap shot of activities in all five Hubs. The Annual Progress Reports for each Hub (which can be made available on request) provide a fuller picture of the specific employment support services offered in each area and their take up alongside case studies of individuals supported.

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 2014/15 financial year compared to the 2013/14 year. This is both due to the employment support package being rolled out from one Hub in 2013/14 to five Hubs by spring 2014 and to increased take-up as each scheme becomes established increasing the number of referrals from the partner employment support agencies. 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 continues to be 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 2,964 individuals receiving advice and support in 2014/15. 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. 1,076 individuals benefited from this bespoke support offer in 2014/15, of which 90% (967) received support in the form of smartcard tickets ranging from one day to one month ticket for travel to new jobs, interviews and training.

In 2014/15 the two County Hubs successfully demonstrated the business case for extending the Jobseeker Citycard half-price Kangaroo travel offer to eligible JSA claimants living in the Broxtowe and Gedling areas and additional funding of up to £55.4k was made available from the LSTF programme to the Broxtowe and

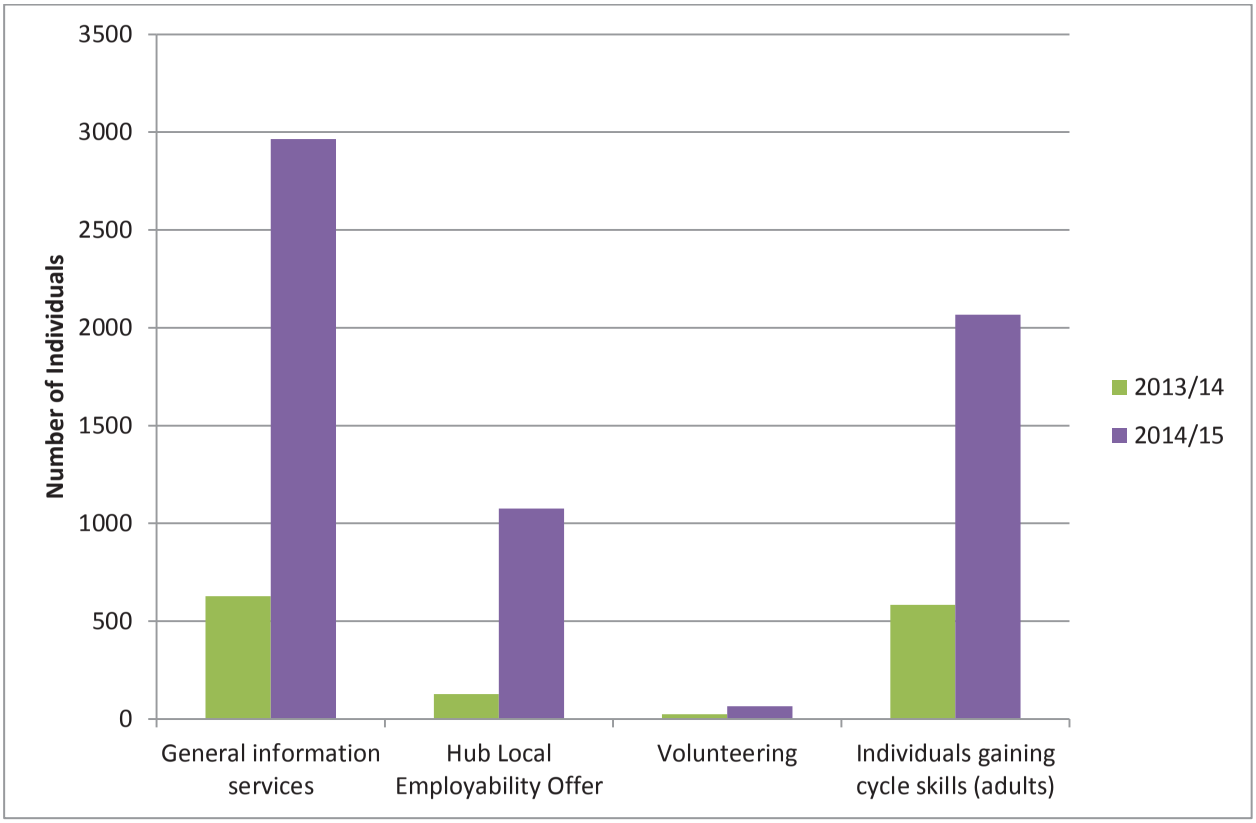
Gedling Hubs' intervention budgets to fund this. The extended scheme started in November 2014 administered by the NCC Citycard Team with applicants' eligibility verified by a stamped form from Job Centre Plus. Due to limitations of the Jobseeker Citycard monitoring which has to be requested via a third party provider, it has not been possible to identify the number of Broxtowe and Gedling residents benefiting from this offer within the total Jobseeker Citycard holder cohort. As the Jobseeker Citycard is not a smartcard but operates as flash pass entitling cardholder to a half-price Kangaroo ticket issued on the bus it is not possible to attribute Kangaroo tickets sold to individual card holders.

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. In 2014/15 60 individuals received training through the Hubs' volunteer programmes (totalling 81 people to date) and the Hubs hosted 5 longer term volunteer placements in 2014/15 (making 8 placement in total to date) which have been developed in partnership with the local employment agencies such as Ingeus. In 2014/15 2,066 adults gained cycle skills from attending cycle training, bike maintenance and recycling courses and other cycle activities; however the data does not record how many of these are jobseeker or JSA claimants.

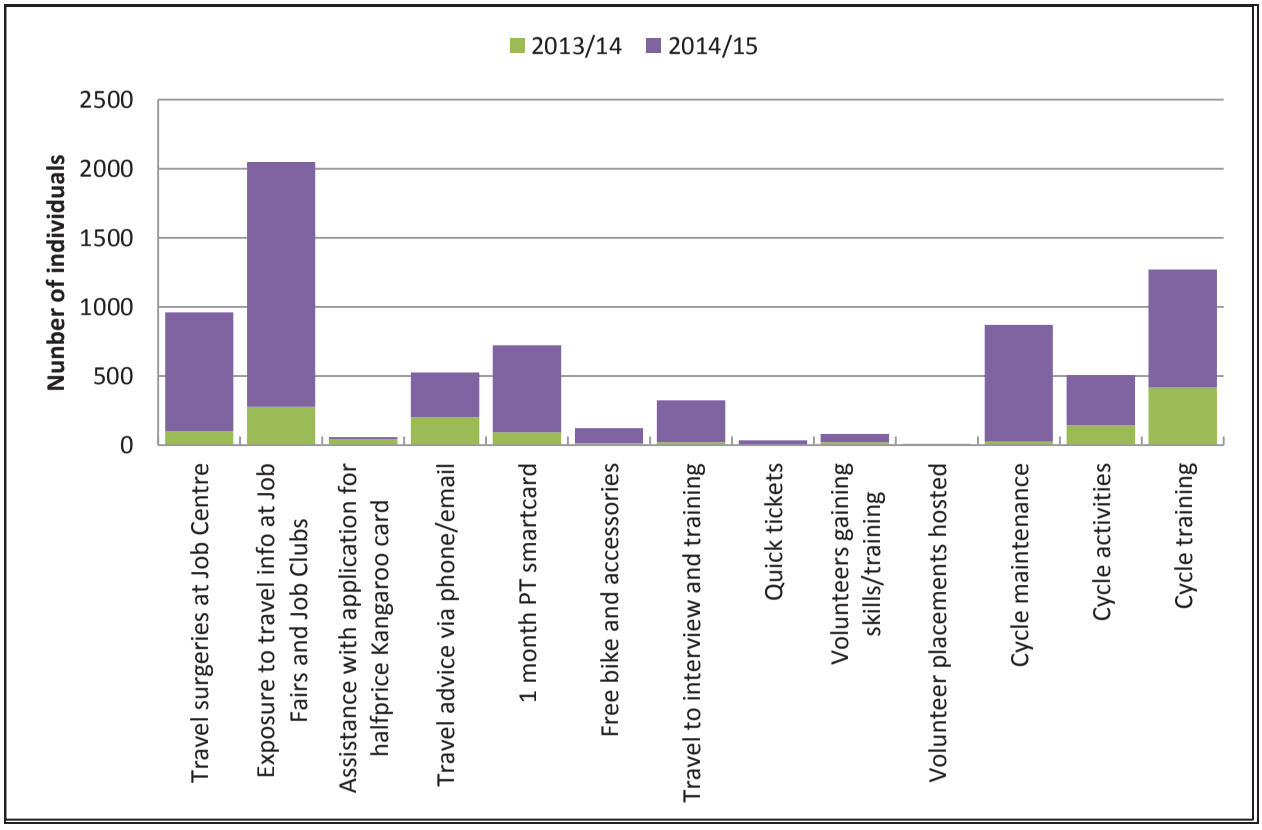
Table 1: Total Hubs Services Usage

	2013/14	2014/15	Totals
General information services	**628**	**2964**	**3592**
Travel surgeries at Job Centre	102	858	960
Exposure to travel info at Job Fairs and Job Clubs	278	1771	2049
Assistance with application for halfprice Kangaroo card	44	13	57
Travel advice via phone/email	204	322	526
Hub Local Employability Offer	**127**	**1076**	**1203**
1 month PT smartcard	93	630	723
Free bike and accessories	13	109	122
Travel to interview and training	21	302	323
Quick tickets	0	35	35
Volunteering	**24**	**65**	**89**
Volunteers gaining skills/training	21	60	81
Volunteer placements hosted	3	5	8
Individuals gaining cycle skills (adults)	**583**	**2066**	**2649**
Cycle maintenance	24	847	871
Cycle activities	142	365	507
Cycle training	417	854	1271

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)

	2013/14	2014/15	Totals
General information services	**587**	**1188**	**1775**
Travel surgeries at Job Centre	100	70	170
Exposure to travel info at Job Fairs and Job Clubs	278	1034	1312
Assistance with application for halfprice Kangaroo card	44	13	57
Travel advice via phone/email	165	71	236
Hub Local Employability Offer	**124**	**655**	**779**
1 month PT smartcard	90	290	380
Free bike and accessories	13	98	111
Travel to interview and training	21	267	288
Quick tickets	0	0	0
Volunteering	**22**	**50**	**72**
Volunteers gaining skills/training	20	46	66
Volunteer placements hosted	2	4	6
Individuals gaining cycle skills (adults)	**516**	**1645**	**2161**
Cycle maintenance	24	757	781
Cycle activities	97	357	454
Cycle training	395	531	926

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

	2013/14	2014/15	Totals
General information services	**41**	**1776**	**1817**
Travel surgeries at Job Centre	2	788	790
Exposure to travel info at Job Fairs and Job Clubs	0	737	737
Assistance with application for halfprice Kangaroo card	0	0	0
Travel advice via phone/email	39	251	290
Hub Local Employability Offer	**3**	**421**	**424**
1 month PT smartcard	3	340	343
Free bike and accessories	0	11	11
Travel to interview and training	0	35	35
Volunteering	**2**	**15**	**17**
Quick tickets	0	35	35
Volunteers gaining skills/training	1	14	15
Volunteer placements hosted	1	1	2
Individuals gaining cycle skills (adults)	**67**	**421**	**488**
Cycle maintenance	0	90	90
Cycle activities	45	8	53
Cycle training	22	323	345

Employment Support programme – samples of case studies from 2014/15

TravelRight Gedling Hub
The feedback from clients and the Jobcentre staff assisting in the promotion of the scheme has been overwhelmingly positive.
"*I found the travel scheme extremely useful - the kangaroo tickets that I received were a great help. I started a new job on 06 May '14 and didn't get paid till the 05 June '14 and wouldn't have been able to afford the cost of catching a bus to and from work for that first month of employment. Thank you*." Steve Henson

"*I thought the TravelRight scheme was very helpful getting me on my way to starting my new job, as it allowed me to focus fully on the work I needed to do, rather than worrying about how I was going to get to and from work each day. It helped me in the first month because my JSA stopped and I had no income until I got paid from my new job so the free month's travel helped me tenfold*." Rowan Uribe

"*After being offered a job in Loughborough following a lengthy period of job searching, I was directed to the TravelRight scheme by my Job Centre advisor, who suggested the staff might be able to offer help with travel for my first month of work. Chris Beaumont, a member of staff at TravelRight, was extremely helpful and went out of his way to ensure the best possible solution was found to assist with my commute from Nottingham to Loughborough, eventually securing bus passes for the whole leg of my journey for one month, despite having only a few days to do so before I started work.*

This travel assistance has been invaluable, meaning I have been able to focus on my new role without worrying about financial issues when it comes to travel. Without the scheme, the cost of travel in the first month prior to being paid would have been very difficult to manage, and I would like to thank Chris and TravelRight for being so helpful and making the transition into my new role during the first month so much easier. Thank you!" Natasha Birkin

South Community Hub
Stephen from St Ann's
Stephen found out about the Travel Support Scheme a few days before starting a new job. He was keen to get back to work, but was starting to worry that he wouldn't be able to get there on time. He said, "I'd been offered a job and was checking the bus route but it was going to be really difficult to get there for 7am." The only alternative would have been to walk, which would have taken well over an hour.

An advisor at the Chase Community Centre told him about the Travel Support Scheme. Stephen was very impressed with the help he received and said, "It was amazing. I went in on a Thursday and told them I was starting work on the Monday. The lady was really nice and she pulled out all the stops for me. She filled out all the forms and the next thing I knew I was picking up my bike that Saturday morning!"

Stephen said, "*They gave me bike, a helmet and a lock. It was such a help, it solved all my problems. It's given me that freedom in the morning, not to worry about whether a bus will turn up or not. It now takes me 20 to 25 minutes to get to work. It's given me the ability to get to work on time". Stephen knows that without this help, his job might have been at risk. He notes, "You have to get there on time. My new job was through an agency. They don't want to know the circumstances; you just can't afford to be late!"*

Since having a bike Stephen has noticed an impact on his health, he said, "*When I got on the bike I started to realise that I wasn't the fittest person in the world! But I realised that I could get off and walk up the hills, and then get back on the bike again. Actually, it's become quite enjoyable!" He's noticed an impact on his pocket too, he said, "Having a bike you don't have to scrabble around for change for the bus. Without it, I'd have to find £3.50 every day for the bus, and that's before receiving a pay packet*."

Stephen thinks that everyone should be offered this opportunity, from the first day they walk into a job centre. "*I would never have thought about a bike, for fear that I wouldn't be able to do it! But I could. If someone was thinking about getting a bike I'd say: 'Take it, give it a go. You can always take it back!'*"

Gordon from Clifton

Gordon was a regular at the Clifton Job Club. Searching through hundreds of jobs per week he finally found work at a company in Beeston. Gordon said, "*One Tuesday I went in and told then I'd got a job, I was starting the next week. They happened to mention the Travel Support scheme. I went down on the Friday to sort out the bus pass and they explained everything in detail. Then they gave me some tickets to tide me over while I was waiting for the pass. It was brilliant*!"

Gordon is still with the same company and enjoying his job, but he doubts he would have been able to do it without the free month's bus pass. He said, "*Without it I wouldn't have been able to go. There's no way I could have walked there, especially not at that time of the morning. As I'd got a job the Social stopped my money and I was paying full council tax and rent. I started my job at the end of June but didn't get paid until August. I just didn't have the money for bus fare! It was a big help, a really big help*!"

Starting a new job can be stressful, but the free bus pass meant there was one thing less for Gordon to worry about. He notes, "*I didn't have to worry about where I was going to get the bus fare for the next day or the next week. With the bus pass I didn't have it on my mind. It was a great feeling. I didn't have to worry about how I was going to get there or get back. I just had to concentrate on work."*

Gordon is doing really well in his new job. He said, "When I started it was for zero hours. But I did such a good job that they've taken me on full time. My name's on the board, I'm part of the team now. My boss is getting emails about what a good job I'm doing. I'm the top man there now!" Gordon is rightly proud of his achievements, but without the help of the free bus pass, none of this would have been possible.

Encouraged by his success, Gordon has been sharing his experience of the Travel Support scheme his friends. He says*, "I've passed it on to a few of my mates. A lot of them didn't go to the Job Club. But I told them you can get help there with your bus fare. A few of them have gone down, and they've kept on going too!"*

Volunteering experience offered by the Community Hubs - case studies from 2014/15

Sobia – TravelRight North Hub

Sobia began her volunteering experience with Cycling for All, a Ridewise project which promotes cycling to people with disabilities, after having met the coordinator at a Disability Direct event. Since then she has been involved with almost every possible aspect of TravelRight's volunteering offer and even initiated and took the lead on her own events.

"*I really enjoyed working with the team in the office. I was able to suggest my own ideas and use my skills and at the same time develop myself and learn more. After a few months in the office I started to get involved with helping run stalls at events, which gave me the opportunity to experience talking to the public. After helping with several events I felt like I wanted to run my own event, so I organised two children's workshops for National Road Safety Week 2014."*

"I started assisting with the Walk and Talk project after TravelRight arranged for the volunteers to go on walk leader training with Walking for Health. I have learnt the most from the Walk and Talk project because it has given me a lot of responsibility to make decisions. I have learnt how to work in a team of volunteers, look at ways to improve and develop the way we do things, include and welcome people of different faiths and cultures and help people to practise their English."

James - volunteer for the Central and South Community Hubs
James, the Hubs' social media volunteer, has given one day a week since January 2014 following his application to join through a volunteer vacancy placed at Nottingham Community and Voluntary Service. James' contributions have been invaluable to the project and have also provided work experience and skill sets which led James to find part time work with another organisation later in the Sustrans Central Community Hub. James contributed over 100 hours of work to the project. Several months into volunteering with the project James began cycling to the office for the first time in his working life

"I wasn't just cycling to Sustrans because I'm a volunteer here. Like many people, I have health issues. I don't mind saying that I'm overweight and I have had depression. Volunteering has helped me in overcoming this. However, physical activity can also help out in having a more active and healthy lifestyle."

Matthew - volunteer for the Central and South Community Hubs
Matthew is office volunteer who assists with administrative tasks and research one day a week starting in November 2014. Matthew has contributed almost 200 hours of work to the project. Matthew is visually impaired and looking to demonstrate his ability in a working environment having completed his degree.

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
2014/15	11.86	11.40	13.01	12.47	48.74	16.37	15.85	18.04	17.23	67.49
2015/16	11.86	11.05	12.68			16.46	15.46	17.49		

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
2014/15	1.73	1.71	2.09	1.91	7.44	1.88	1.86	2.27	2.08	8.09
2015/16	1.67	2.18	3.49			1.81	2.37	3.79		

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
2014/15	13.59	13.11	15.10	14.38	56.18	18.25	17.71	20.31	19.31	75.58
2015/16	13.53	13.23	16.17			18.27	17.83	21.28		

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**
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**

Appendix G: Monthly Cycle Monitoring Count Data from 2010

	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	1221	32683	9313	16592	31101	**98519**	4219	1605	5950	4598	Tram works	1556	7656	7200	20126	3694	**155123**
	Jun	275	577	765	349	556	2743	1008	2153	1223	35792	10878	19049	32605	**107973**	4677	1902	6409	5437	Tram works	1891	8618	8137	19180	4388	**168612**
	Jul	289	722	816	416	684	3002	1064	2225	1487	38134	12418	19629	26958	**107844**	5979	2254	6765	6012	Tram works	1832	10312	8761	20232	4879	**174870**
	Aug	253	533	574	215	402	2281	754	2158	1188	29794	9661	14564	22918	**85295**	4642	1707	5895	3681	Tram works	1252	7667	6855	17311	4166	**138471**
	Sep	264	540	437	546	492	2612	946	2334	1135	35036	11273	19159	29406	**104180**	4441	1711	6144	5028	Tram works	1734	7979	7983	20585	4256	**164041**
	Oct	203	504	562	395	643	2213	872	2069	1148	37346	9255	18387	38755	**112352**	2584	986	5301	4044	Tram works	1475	5171	6708	25168	3388	**167177**
	Nov	238	478	710	369	434	1980	778	1815	1062	39398	8197	17032	35973	**108464**	1651	690	4699	3920	Tram works	1334	4003	6202	21454	2695	**155112**
	Dec	203	464	598	391	593	1483	611	1561	971	26188	6158	11814	18987	**70022**	1140	372	3227	2992	Tram works	933	2640	4505	14934	2188	**102953**
Total		**2547**	**6122**	**7580**	**4420**	**6144**	**28078**	**10307**	**23503**	**14169**	**382167**	**109684**	**196295**	**362481**	**1153497**	**39551**	**15109**	**63487**	**52169**	**0**	**17537**	**74463**	**81718**	**232568**	**43211**	**1773310**
2015	Jan	142	329	420	306	786	1712	616	1526	1013	29034	6965	13039	25969	**81857**	1615	527	3793	3443	Tram works	1225	3226	4836	17543	2871	**120936**
	Feb	197	333	484	158	276	1715	617	1531	1084	29972	7066	13656	28886	**85975**	1798	518	4183	3228	Tram works	1171	3494	4764	18683	2773	**126587**
	Mar	156	395	522	360	420	2217	731	1807	1342	35248	8838	16455	35290	**103781**	2457	815	5159	4103	Tram works	1748	4907	5498	22071	3482	**154021**
	Apr	253	361	834	600	483	2327	810	1941	1333	33584	9729	16350	28710	**97315**	4385	1537	6941	4443	Tram works	1669	7751	6383	19400	4300	**154124**
	May	142	421	621	390	280	2177	806	1973	1277	33024	9153	16813	32317	**99394**	4101	1639	6659	4559	Tram works	1635	6840	6070	20501	4043	**155441**
	Jun	244	555	650	773	524	2514	988	2060	1413	35090	11008	18804	31020	**105643**	4346	1779	8743	5841	Tram works	1987	7977	6919	20839	4246	**168320**
	Jul	258	547	622	674	480	2521	1043	2128	1599	34928	11718	19377	29822	**105717**	5005	1850	8549	4997	Tram works	1974	8001	6565	20429	4601	**167688**
	Aug	225	499	517	376	332	2361	919	2092	1013	29816	10095	16065	25353	**89663**	4963	2171	7646	3888	Tram works	1349	8363	5837	17492	4395	**145767**
	Sep	228	547	660	664	428	2643	865	2263	1322	32738	10914	18091	29773	**101136**	4062	1438	7979	5460		1868	7034	5944	20554	4160	**159635**
	Oct	169	409	815	533	423	2491	797	2179	1246	40266	9921	17362	40546	**117157**	2776	1173	6005	4478		1589	5247	5785	23369	3299	**170878**
	Nov	208	550	671	543	449	2123	711	1748	1062	35341	8653	16082	35931	**104072**	1564	604	4707	4103		1437	2856	5117	19240	2505	**146205**
	Dec	297	404	625	416	294	1843	558	1445	922	24526	7184	11155	21125	**70794**	1642	432	4012	3037		1005	2677	4227	14618	2681	**105125**
Total		**2519**	**5350**	**7441**	**5793**	**5175**	**26644**	**9461**	**22693**	**14626**	**393567**	**111244**	**193249**	**364742**	**1162504**	**38714**	**14483**	**74376**	**51580**	**0**	**18657**	**68373**	**67945**	**234739**	**43356**	**1774727**

Note: The last full and verified collection of data across all counters (as of March 2016) was in December 2016. 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

Appendix H: Geographical Areas

The following information provides an overview as to the geographical areas referenced throughout the report relate to. The three main definitions are explained in more detail below.

Nottingham City

This covers the Nottingham City Council Administrative area, consisting of 20 wards. This area does not cover the full urban area of Nottingham due to the tight boundaries, but do cover the city centre. This is the smallest defined area out of the three.

This geography is applied to indicators listed as "City" or "Nottingham City".

Greater Nottingham

This area covers the full administrative areas of Nottingham City, Gedling, Rushcliffe and Broxtowe, as well as part of Ashfield (Hucknall area). This area covers the full extent of the core urban area, as well as including adjacent rural areas, most notably in Gedling and Rushcliffe. This area covers 95 wards.

This geography is applied to indicators listed as "Greater Nottingham" or by the Initials "GN". Note that the Greater Nottingham indicators include the City figures cumulatively, and not separate to the city area.

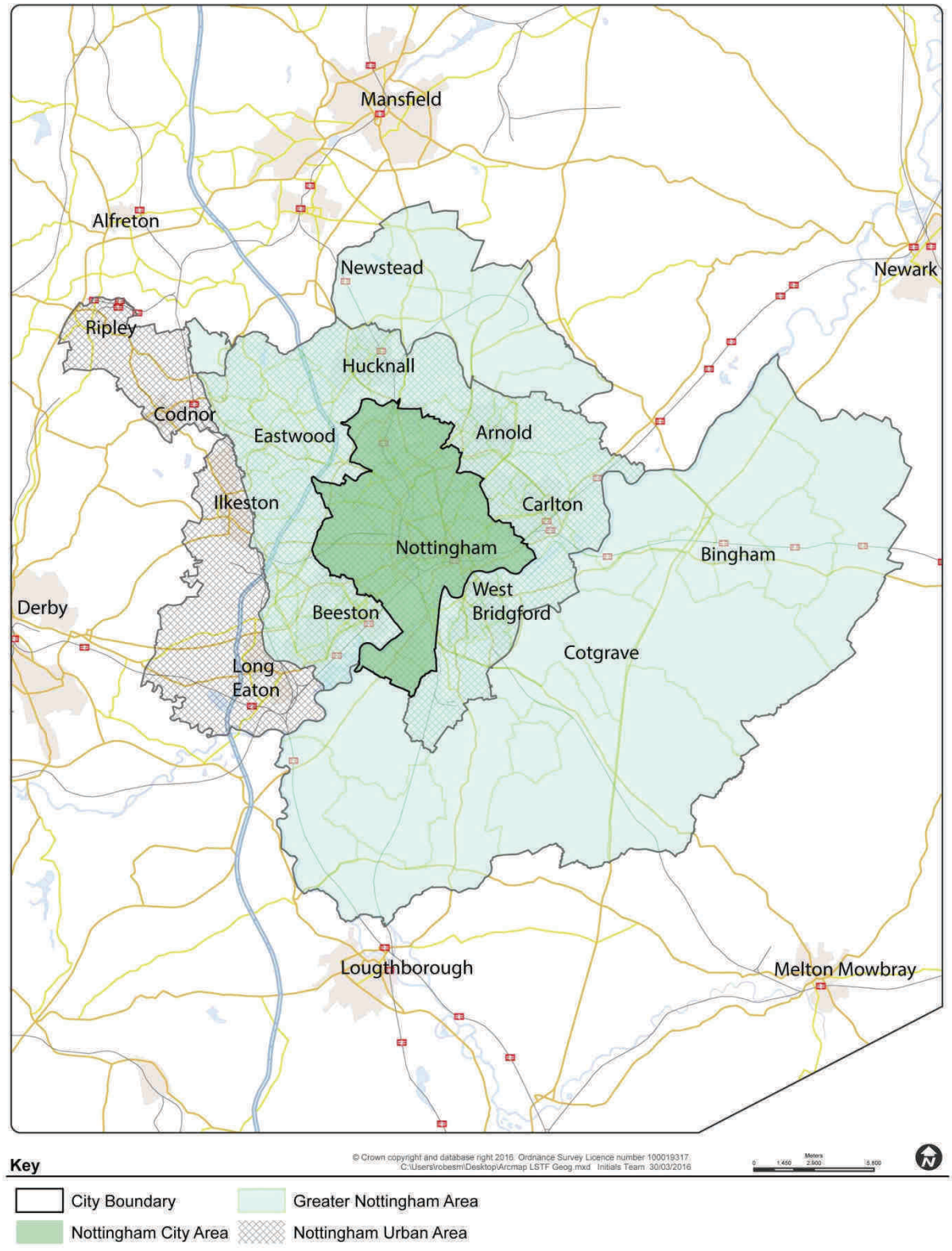
Nottingham Urban Area

This area covers the administrative areas of Nottingham City and parts of Broxtowe, Gedling, Rushcliffe and Ashfield in Nottinghamshire, as well as parts of Erewash and Amber Valley in Derbyshire. This area covers the Office for National Statistics (ONS) 2001 definition of the built up area (BUA) for the Nottingham Urban Area. This includes settlements that cover the surrounding urban areas around Nottingham, but excludes largely rural wards from this definition. This area covers 98 wards.

The data includes the City figures, which is wholly contained within the urban area. However, the Urban area is not comparable with the Greater Nottingham area, owing to the differences in geography.

A map indicating each area can be found below. A list of the individual wards that make up each area is provided in the following tables. It should be noted that some wards and associated boundaries have changed in Gedling and Erewash over the period of monitoring.

Map: Coverage of various Geographical Areas contained within the Outcomes report.



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C:\Users\robesm\Desktop\Arcmap LSTF Geog.mxd Initials Team 30/03/2016

Ward code	Ward name	District	Notes
E36000358	Arboretum	Nottingham City	
E36000359	Aspley	Nottingham City	
E36000360	Basford	Nottingham City	
E36000361	Berridge	Nottingham City	
E36000362	Bestwood	Nottingham City	
E36000363	Bilborough	Nottingham City	
E36000364	Bridge	Nottingham City	
E36000365	Bulwell	Nottingham City	
E36000366	Bulwell Forest	Nottingham City	
E36000367	Clifton North	Nottingham City	
E36000368	Clifton South	Nottingham City	
E36000369	Dales	Nottingham City	
E36000370	Dunkirk and Lenton	Nottingham City	
E36000371	Leen Valley	Nottingham City	
E36000372	Mapperley	Nottingham City	
E36000373	Radford and Park	Nottingham City	
E36000375	St Ann's	Nottingham City	
E36000374	Sherwood	Nottingham City	
E36000376	Wollaton East and Lenton Abbey	Nottingham City	
E36000377	Wollaton West	Nottingham City	

Ward code	Ward name	District	Notes
E36000358	Arboretum	Nottingham City	
E36000359	Aspley	Nottingham City	
E36000360	Basford	Nottingham City	
E36000361	Berridge	Nottingham City	
E36000362	Bestwood	Nottingham City	
E36000363	Bilborough	Nottingham City	
E36000364	Bridge	Nottingham City	
E36000365	Bulwell	Nottingham City	
E36000366	Bulwell Forest	Nottingham City	
E36000367	Clifton North	Nottingham City	
E36000368	Clifton South	Nottingham City	
E36000369	Dales	Nottingham City	
E36000370	Dunkirk and Lenton	Nottingham City	
E36000371	Leen Valley	Nottingham City	
E36000372	Mapperley	Nottingham City	
E36000373	Radford and Park	Nottingham City	
E36000375	St Ann's	Nottingham City	
E36000374	Sherwood	Nottingham City	
E36000376	Wollaton East and Lenton Abbey	Nottingham City	
E36000377	Wollaton West	Nottingham City	
E36004865	Hucknall Central	Ashfield	
E36004866	Hucknall East	Ashfield	
E36004867	Hucknall North	Ashfield	
E36004868	Hucknall West	Ashfield	
E36004905	Attenborough	Broxtowe	
E36004906	Awsworth	Broxtowe	
E36004907	Beeston Central	Broxtowe	
E36004908	Beeston North	Broxtowe	
E36004909	Beeston Rylands	Broxtowe	
E36004910	Beeston West	Broxtowe	
E36004911	Bramcote	Broxtowe	
E36004912	Brinsley	Broxtowe	
E36004913	Chilwell East	Broxtowe	
E36004914	Chilwell West	Broxtowe	
E36004915	Cossall and Kimberley	Broxtowe	
E36004916	Eastwood North and Greasley (Beauvale)	Broxtowe	
E36004917	Eastwood South	Broxtowe	
E36004918	Greasley (Giltbrook and Newthorpe)	Broxtowe	
E36004919	Nuthall East and Strelley	Broxtowe	
E36004920	Nuthall West and Greasley (Watnall)	Broxtowe	
E36004921	Stapleford North	Broxtowe	
E36004922	Stapleford South East	Broxtowe	
E36004923	Stapleford South West	Broxtowe	
E36004924	Toton and Chilwell Meadows	Broxtowe	
E36004925	Trowell	Broxtowe	
E36004926	Bestwood Village	Gedling	Pre-2015 wards used
E36004927	Bonington	Gedling	Pre-2015 wards used
E36004928	Burton Joyce and Stoke Bardolph	Gedling	Pre-2015 wards used

Ward code	Ward name	District	Notes
E36004929	Calverton	Gedling	Pre-2015 wards used
E36004930	Carlton	Gedling	Pre-2015 wards used
E36004931	Carlton Hill	Gedling	Pre-2015 wards used
E36004932	Daybrook	Gedling	Pre-2015 wards used
E36004933	Gedling	Gedling	Pre-2015 wards used
E36004934	Killisick	Gedling	Pre-2015 wards used
E36004935	Kingswell	Gedling	Pre-2015 wards used
E36004936	Lambley	Gedling	Pre-2015 wards used
E36004937	Mapperley Plains	Gedling	Pre-2015 wards used
E36004938	Netherfield and Colwick	Gedling	Pre-2015 wards used
E36004939	Newstead	Gedling	Pre-2015 wards used
E36004940	Phoenix	Gedling	Pre-2015 wards used
E36004941	Porchester	Gedling	Pre-2015 wards used
E36004942	Ravenshead	Gedling	Pre-2015 wards used
E36004943	St James	Gedling	Pre-2015 wards used
E36004944	St Marys	Gedling	Pre-2015 wards used
E36004945	Valley	Gedling	Pre-2015 wards used
E36004946	Woodthorpe	Gedling	Pre-2015 wards used
E36004947	Woodborough	Gedling	Pre-2015 wards used
E36005009	Abbey	Rushcliffe	
E36005010	Bingham East	Rushcliffe	
E36005011	Bingham West	Rushcliffe	
E36005012	Compton Acres	Rushcliffe	
E36005013	Cotgrave	Rushcliffe	
E36005014	Cranmer	Rushcliffe	
E36005015	Edwalton Village	Rushcliffe	
E36005016	Gamston	Rushcliffe	
E36005017	Gotham	Rushcliffe	
E36005020	Lady Bay	Rushcliffe	
E36005021	Leake	Rushcliffe	
E36005022	Lutterell	Rushcliffe	
E36005023	Manvers	Rushcliffe	
E36005024	Melton	Rushcliffe	
E36005025	Musters	Rushcliffe	
E36005026	Neville	Rushcliffe	
E36005018	North Keyworth	Rushcliffe	
E36005027	Oak	Rushcliffe	
E36005028	Ruddington	Rushcliffe	
E36005029	Soar Valley	Rushcliffe	
E36005019	South Keyworth	Rushcliffe	
E36005030	Stanford	Rushcliffe	
E36005031	Thoroton	Rushcliffe	
E36005032	Tollerton	Rushcliffe	
E36005034	Trent Bridge	Rushcliffe	
E36005033	Trent	Rushcliffe	
E36005035	Wiverton	Rushcliffe	
E36005036	Wolds	Rushcliffe	

Ward code	Ward name	District	Notes
E36000358	Arboretum	Nottingham City	
E36000359	Aspley	Nottingham City	
E36000360	Basford	Nottingham City	
E36000361	Berridge	Nottingham City	
E36000362	Bestwood	Nottingham City	
E36000363	Bilborough	Nottingham City	
E36000364	Bridge	Nottingham City	
E36000365	Bulwell	Nottingham City	
E36000366	Bulwell Forest	Nottingham City	
E36000367	Clifton North	Nottingham City	
E36000368	Clifton South	Nottingham City	
E36000369	Dales	Nottingham City	
E36000370	Dunkirk and Lenton	Nottingham City	
E36000371	Leen Valley	Nottingham City	
E36000372	Mapperley	Nottingham City	
E36000373	Radford and Park	Nottingham City	
E36000375	St Ann's	Nottingham City	
E36000374	Sherwood	Nottingham City	
E36000376	Wollaton East and Lenton Abbey	Nottingham City	
E36000377	Wollaton West	Nottingham City	
E36002036	Codnor and Waingroves	Amber Valley	
E36002040	Heanor and Loscoe	Amber Valley	
E36002041	Heanor East	Amber Valley	
E36002042	Heanor West	Amber Valley	
E36002045	Langley Mill and Aldercar	Amber Valley	
E36002046	Ripley	Amber Valley	
E36002047	Ripley and Marehay	Amber Valley	
E36002048	Shipley Park	Amber Valley	
E36002117	Abbotsford	Erewash	Pre-2013 wards used
E36002118	Breaston	Erewash	Pre-2013 wards used
E36002119	Cotmanhay	Erewash	Pre-2013 wards used
E36002120	Derby Road East	Erewash	Pre-2013 wards used
E36002121	Derby Road West	Erewash	Pre-2013 wards used
E36002122	Draycott	Erewash	Pre-2013 wards used
E36002123	Hallam Fields	Erewash	Pre-2013 wards used
E36002124	Ilkeston Central	Erewash	Pre-2013 wards used
E36002125	Ilkeston North	Erewash	Pre-2013 wards used
E36002126	Kirk Hallam	Erewash	Pre-2013 wards used
E36002128	Little Hallam	Erewash	Pre-2013 wards used
E36002129	Long Eaton Central	Erewash	Pre-2013 wards used
E36002130	Nottingham Road	Erewash	Pre-2013 wards used
E36002132	Old Park	Erewash	Pre-2013 wards used
E36002133	Sandiacre North	Erewash	Pre-2013 wards used
E36002134	Sandiacre South	Erewash	Pre-2013 wards used
E36002135	Sawley	Erewash	Pre-2013 wards used
E36002136	Wilsthorpe	Erewash	Pre-2013 wards used
E36004865	Hucknall Central	Ashfield	
E36004866	Hucknall East	Ashfield	
E36004867	Hucknall North	Ashfield	

Ward code	Ward name	District	Notes
E36004868	Hucknall West	Ashfield	
E36004905	Attenborough	Broxtowe	
E36004907	Beeston Central	Broxtowe	
E36004908	Beeston North	Broxtowe	
E36004909	Beeston Rylands	Broxtowe	
E36004910	Beeston West	Broxtowe	
E36004911	Bramcote	Broxtowe	
E36004913	Chilwell East	Broxtowe	
E36004914	Chilwell West	Broxtowe	
E36004915	Cossall and Kimberley	Broxtowe	
E36004916	Eastwood North and Greasley (Beauvale)	Broxtowe	
E36004917	Eastwood South	Broxtowe	
E36004918	Greasley (Giltbrook and Newthorpe)	Broxtowe	
E36004919	Nuthall East and Strelley	Broxtowe	
E36004920	Nuthall West and Greasley (Watnall)	Broxtowe	
E36004921	Stapleford North	Broxtowe	
E36004922	Stapleford South East	Broxtowe	
E36004923	Stapleford South West	Broxtowe	
E36004924	Toton and Chilwell Meadows	Broxtowe	
E36004925	Trowell	Broxtowe	
E36004926	Bestwood Village	Gedling	Pre-2015 wards used
E36004927	Bonington	Gedling	Pre-2015 wards used
E36004928	Burton Joyce and Stoke Bardolph	Gedling	Pre-2015 wards used
E36004930	Carlton	Gedling	Pre-2015 wards used
E36004931	Carlton Hill	Gedling	Pre-2015 wards used
E36004932	Daybrook	Gedling	Pre-2015 wards used
E36004933	Gedling	Gedling	Pre-2015 wards used
E36004934	Killisick	Gedling	Pre-2015 wards used
E36004935	Kingswell	Gedling	Pre-2015 wards used
E36004936	Lambley	Gedling	Pre-2015 wards used
E36004937	Mapperley Plains	Gedling	Pre-2015 wards used
E36004938	Netherfield and Colwick	Gedling	Pre-2015 wards used
E36004940	Phoenix	Gedling	Pre-2015 wards used
E36004941	Porchester	Gedling	Pre-2015 wards used
E36004943	St James	Gedling	Pre-2015 wards used
E36004944	St Marys	Gedling	Pre-2015 wards used
E36004945	Valley	Gedling	Pre-2015 wards used
E36004946	Woodthorpe	Gedling	Pre-2015 wards used
E36005009	Abbey	Rushcliffe	
E36005012	Compton Acres	Rushcliffe	
E36005015	Edwalton Village	Rushcliffe	
E36005016	Gamston	Rushcliffe	
E36005020	Lady Bay	Rushcliffe	
E36005022	Lutterell	Rushcliffe	
E36005024	Melton	Rushcliffe	
E36005025	Musters	Rushcliffe	
E36005028	Ruddington	Rushcliffe	
E36005034	Trent Bridge	Rushcliffe	



Nottingham Urban Area LSTF Programme 2011-2015
Impact Evaluation

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FINAL REPORT
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EXECUTIVE SUMMARY

Overview

The Nottingham Urban Area LSTF programme was led by Nottingham City Council (NCC), on behalf of a local partnership that included Nottinghamshire County Council, Derbyshire County Council, the Greater Nottingham Transport Partnership (GNTP)/Big Wheel, Sustrans, and NHS Nottingham City. The partnership was supported by a range of public, private, and third sector stakeholders. Successful Key Component and Main Bid applications meant the Nottingham Urban Area received a total of £16.196 million of LSTF funding from the DfT to fund local transport initiatives during the period 2011-15.

The interventions which constituted the Nottingham LSTF programme were delivered between April 2011 and March 2015, and addressed four objectives that are summarised in Table A:

Table A: LSTF programme objectives, workstrands and key interventions

Workstrand	LSTF intervention	Link to LSTF objectives			
		Growth	Carbon and Air Quality	Accessibility	Health
A	Enhanced smartcard	✓	✓	✓	
	Citycard cycle hubs and cycle hire	✓	✓	✓	✓
	Personalised journey planning (PTP)	✓	✓	✓	✓
	Inclusive accessibility			✓	
B	Neighbourhood smarter travel coordinators	✓		✓	✓
	Smarter travel services programme	✓	✓	✓	✓
	20mph limits programme		✓	✓	✓
	Small-scale infrastructure improvements in neighbourhoods		✓	✓	✓
C	Worksmart enhanced business support package	✓	✓	✓	✓
	Low carbon transport (Ecostars, Electric buses)	✓	✓		
	Cycle commuter corridors network infrastructure	✓	✓		
	Nottingham car club	✓	✓		
D	Ucycle scheme in universities and colleges		✓	✓	✓
	Cycling promotion in schools		✓	✓	✓
	Annual active travel marketing and events	✓			✓
	Cycling for all			✓	✓

The headline outcome targets, defined for achievement by the end of March 2014/15, aimed to:

- Increase sustainable travel modal share by 10% from 2011/12 levels by 2014/15.
- No increase in traffic levels contributing to a reduction in carbon emissions from transport by 10% over three years by 2014/15
- Increase in the number of people supported to employment and training by 2014/15.
- Double levels of cycling in key intervention areas from baseline levels by 2014/15.

Evaluated programme outputs and legacy of delivery

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A total of over 250,000 people were engaged in some way through the Nottingham LSTF programme, of whom 100,000 were beneficiaries of services, personalised information, and/or targeted marketing. Table B summarises the key outputs delivered between 2011 and 2015:

Table B: Key outputs delivered through the Nottingham LSTF programme 2011-15

Revenue Measure	Beneficiaries
Multi-operator smartcard and e-purse for Nottingham Urban Area	~800,000
Residents covered by 20mph	137,750
People engaged through FE and HE education active travel activities and initiatives	39,115
Individuals receiving PTP through: Community Hubs, community and workplace events, mobile travel centre + support for new-starters	13,488
People engaged through in-school active travel activities and initiatives	11,482
Jobseekers receiving personal travel planning advice to help them get a job or gain access to a new job	9,725
16-19 year olds in full-time education receiving free Kangaroo smartcard public transport passes	9,266
Bike maintenance services or classes	6,443
Jobseekers receiving half-price Kangaroo smartcard public transport passes to get a job or gain access to a new job	4,377
Led walks delivered through Community Smarter Travel Hubs	4,237
New starters receiving 1 month's free travel when starting a new job	1,967
Adult cycle training delivered through Community Smarter Travel Hubs	1,775
Led cycle rides delivered through Community Smarter Travel Hubs	1,516
People benefitting from bikes loaned through the Ucycle initiative	1,189
Workplace support including: developing travel plans, travel surveys, bespoke advice, implementation of sustainable transport improvements	92
Schools where new services, facilities or activities have been provided to reduce car use for the 'school run'	88
Capital Measure	**Output**
Bike parking spaces introduced/upgraded at 14 secure Cycle Hubs, Universities, FE Colleges and on-street in the city centre	1,642
Extent of 20mph speed limit introduced in residential areas	57.9km
Smartcard on-street retail network	20 vending machines
Off-road shared cycle/pedestrian routes	4.67km
On-road cycle lanes	2.03km
Electric Vehicles	6 vehicles
Off-road cycle paths	0.2km
New pedestrian or cyclist road crossings	2
Car club parking bay sites in the Nottingham Urban Area	18

As a result of LSTF funding and effective programme delivery, the Nottingham Urban Area can now point to:

- Full coverage of city residential areas by 20mph speed limits, which are estimated to have resulted in 28 fewer serious road incident casualties between 2011 and 2015.
- A multi-operator public transport smartcard that has been joined by the city's three main public transport operators (NCT, Trent Barton, Tramlink Nottingham), making it easier and cheaper for people to use most buses and trams in the Nottingham urban area.
- A car club, citywide bicycle hire service, and public network of secure cycle parking hubs. They complement forthcoming improvements to arterial and cross-city cycle routes that are

being constructed as part of the Local Growth Fund-supported Cycle City programme and broaden the range of multi-modal transport options available locally.

- The demonstrable impact of removing travel barriers for jobseekers and young people not in employment, education or training. A total of 919 jobseekers were supported into local employment through half price public transport incentives and free bike loans while looking for work, along with one month's free public transport travel to bridge the gap to their first pay cheque.
- A new mechanism for delivering local, community-focused travel advice in the form of the Community Smarter Travel Hubs established in five locations across Nottingham.
- A number of local cycle and walking infrastructure improvements that create traffic-free routes alongside the new NET tram lines and close to local schools.
- An off-road cycling track for traffic-free recreational and sports cycling at the Harvey Hadden sports centre in Bilborough.
- The successful Ucycle bike loan system delivered at HE and FE institutions as well as the city's two hospitals. Almost 1,200 bikes were loaned through this initiative between 2011 and 2015, with qualitative and quantitative evidence of significant increases in cycling activity as a result.

The body of evidence delivered through this independent impact evaluation is also part of the LSTF delivery programme's legacy. The insights into what worked, and the scale of quantifiable benefits arising from different initiatives, can be contrasted with earlier reported process evaluation findings to highlight which initiatives should be sustained over a longer time-frame (and how they can be delivered effectively). This may be used to inform future funding bids and sustainable transport intervention delivery planning.

Monitored outcomes of LSTF initiatives in Nottingham

The outputs from the Nottingham LSTF programme resulted in significant shifts in travel behaviour – predominantly through increases in active travel modes and reductions in car use. A modest increase in public transport use was recorded across all LSTF beneficiaries; however this masked reductions in public transport travel among several cohorts that reported switching to walking and cycling from bus and tram modes for some trips.

Table C: Key outputs delivered through the Nottingham LSTF programme 2011-15

Measure	Outcome	Impact (2011-15)
Total beneficiaries	246,263	• 933,299 net increase in trips made in Nottingham Urban Area (primarily walk & cycle)
Change in cycling behaviour	87,424 people changed cycle behaviour	• 9.2 mins average increase cycling/day • Average increase of 144km cycled / annum / person • 1.4m additional cycling trips • 12.5m net additional km cycled • 2,824 more people cycling regularly
Change in walking behaviour	63,288 people changed walking behaviour	• 1.1 mins average increase walking/day • Average increase of 58km walked / annum / person • 1.6m additional walk trips • 2.3m additional km walked
Change in public transport use	66,234 net additional public transport trips	• -136,437 bus trips following LSTF projects • 277,824 more tram trips by LSTF beneficiaries

		• -75,152 fewer in train trips by LSTF beneficiaries
Change in car use	-2.18m fewer car trips	• -28.4m car kilometres travelled

Aggregated impacts of the Nottingham LSTF programme

The aggregated impacts of the delivered Nottingham LSTF programme were considered in relation to the three core LSTF objectives (Table D). Although it is not possible to disentangle the impacts of LSTF funded initiatives from other local transport projects and socio-economic changes; local corroborative datasets indicate the programme delivered between 2011 and 2015 made a positive contribution to sustained local economic growth, improved public health and physical activity levels, reduced carbon emissions, and improved local air quality.

Table D: Aggregated impacts arising from LSTF-funded initiative outcomes

Measure	Outcome	Impact (2011-2015)
Growth & Accessibility	-28.4m car km travelled	• £3.2m of WebTAG marginal external benefits
	+2,824 new cyclists	• £0.045m of absenteeism benefit from cycling
	14.5 LSTF jobs	• £1.3m of Gross Value Added
	509 volunteer hours	• £1.07m of volunteering benefits estimated
	618 additional FTE jobseekers placed into work	• £3.1m of Gross Value Added for positions filled • £581,280 saving in Job Seekers Allowance claims • £44,000 of additional income tax
	325,245 bus trips generated	• £2.42m of additional public transport revenues for local bus and tram operators. • £2.9m of social value from generated bus trips
Carbon & air quality	-23,529 fewer Tonnes CO2e emitted	• £1.47 million of carbon reduction (DECC values) • £0.31m of net estimated WebTAG benefit • £0.37m saving in fuel costs to bus and HGV fleet operators
Health	Estimated long-term health savings for NHS and society	• -28 serious road incident casualties on average across LSTF-funded 20mph zones • £5.6m estimated net-saving in casualty reduction
	Increases in physical activity	• £3.0m of health economic benefits attributable to increases in walking and cycling activity.

Growth and accessibility impacts

Growth and accessibility outcomes account for around £14.6m of monetised economic benefits during the LSTF programme delivery period. These were derived from aggregated contributions to the following local trends observed in corroborative monitoring datasets covering the LSTF delivery period:

- A 2.5% overall reduction in local traffic levels in Greater Nottingham City area and stable public transport patronage and mode share. LSTF projects have helped to create capacity on existing public transport networks by encouraging a greater proportion of people to travel by active modes.

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- Increased public transport, walk and cycle accessibility to local employment centres and greater public satisfaction with their local neighbourhoods (up from 81% citing satisfaction in 2010 to 87% in 2014).
- A 10% increase in Gross Value Added economic output across Greater Nottingham between 2010 and 2014.
- A 5% increase in employment levels and a 10% reduction in worklessness across Greater Nottingham between 2011 and 2014.

Carbon and air quality impacts

Approximately £1.5m of net monetised economic benefits were derived from LSTF-funded initiatives' contributions to carbon reduction and air quality improvements, which included a headline reduction of 23,529 tonnes of CO2e emissions during the LSTF delivery period. This was achieved through a combination of mode-shift resulting in 2.18m fewer car trips and efforts to de-carbonise HGV and bus fleet operations in the local area. Evidence from corroborative datasets suggests that LSTF projects made a positive contribution to the following carbon and air quality trends observed in the Nottingham Urban Area over the same timeframe:

- The 1.2% average reduction in estimated annual car kilometres travelled by the 63,000 LSTF beneficiaries who reported making changes their car travel (an average of 163km per person per year) is likely to have minor contributed to the 2.5% reduction in area traffic levels across Greater Nottingham.
- A measured 2.5% reduction in carbon emissions from transport in Greater Nottingham has been supported by carbon reduction and mode-switching outcomes of LSTF projects. The estimated carbon reduction achieved through LSTF initiatives equates to around 2.5% of all the carbon emitted in Greater Nottingham between 2011 and 2015, or ~0.6% per annum.
- An average 9.5% reduction in Nitrogen Oxide levels recorded at the Nottingham AQMA monitoring sites since 2010. Car trip reductions recorded through LSTF initiatives are likely to have made a modest contribution to this trend

Health impacts

Approximately £9.6m of net monetised economic benefits were derived from LSTF-funded initiatives' contributions to public health. These were generated by the 1.4m additional cycling trips and 1.6m additional walking trips reported through project monitoring, as well as 28 fewer serious road incident casualties in 20mph speed limit areas. Corroborative data from secondary sources suggests these LSTF-funded impacts have supported:

- A 20% reduction in Killed and Seriously Injured road incident casualties in Greater Nottingham.
- ~30% growth in local cycling levels (50% in LSTF intervention areas), exceeding the national average of 20% over the same period.
- A 19% increase in the proportion of the population undertaking 30 mins of physical activity at least 3 times per week.
- A 25% reduction in the percentage of adults classed as overweight or obese.

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- An average 9.5% reduction in Nitrogen Oxide levels recorded at the Nottingham AQMA monitoring sites

Because the WHO HEAT tool cannot be used to estimate the economic value of physical activity undertaken by people under the age of 16, the health impacts arising from LSTF initiatives that engaged with young people (11,500 under 16's were engaged through the Bike It, Bikeability, and Lifecycle initiatives) are under-stated in relation to those which involved adult populations. It is therefore considered likely that the health impacts of the whole LSTF programme are higher than those stated above.

Performance against LSTF targets

As summarised in Table E, all of the targets defined at the beginning of the LSTF programme have been met to some degree, with the greatest success achieved in relation to supporting a greater number of people into employment and training. It was challenging to monitor performance against the non-motorised travel mode and cycling intervention area targets, since they were defined in a way that were not directly comparable against available secondary sources of data.

Table E: LSTF programme performance against defined outcome targets

Target	Extent achieved?	Supporting data
Increase sustainable travel modal share by 10% from 2010 levels by 2014/15	✓	• Public transport mode share increased by 1.85% in Nottingham City. • Non-motorised trip mode-share not captured by cordon counts.
No increase in traffic levels contributing to a reduction in carbon emissions from transport by 10% over three years by 2014/15	✓✓	• Traffic levels fell by 2.5 % in Greater Nottingham. • Traffic levels fell by 5.4% in Nottingham City. • 2.5% reduction in carbon emissions from transport across Greater Nottingham as a whole. • 21% reduction in total carbon emissions per capita in Nottingham City.
Increase in the number of people supported to employment and training by 2014/15	✓✓✓	• 5% increase in the number of people employed in Greater Nottingham (9% in Nottingham City). • 10% reduction in Jobseeker Allowance claimants in Greater Nottingham (> 10,000). • 14.5 FTE posts created through LSTF delivery. • 919 jobseekers supported into 618 FTE positions (569 FT + 250 PT).
Double levels of cycling in key intervention areas from baseline levels by 2014/15	✓✓	• Cycle mode share increased by an estimated 50% in key intervention areas, based on most robust before and after monitoring datasets. • Exceeds the local average (~30%) and national average (~20%) over the same time period.

Value for money assessment

By applying the WebTAG appraisal methodology to out-turn monitoring and evaluation data it is possible to estimate a Benefit:Cost Ratio of between 3.8 and 4.8 for the Nottingham Urban Area's

LSTF programme delivered between 2011 and 2015. As shown in Table F, this reflects high to very high value for money according to DfT's guidance on valuing the transport investments.

Table F: Value for Money assessment of LSTF delivery programme

Conservative scenario	Optimistic scenario
Total LSTF programme delivery costs, irrespective of whether individual project benefits were captured effectively	Total LSTF programme delivery costs, minus spending and benefits associated with Robin Hood multi-operator smartcard
• £64.2m of estimated monetised benefits	• £60.4m of estimated monetised costs
• £16.99m of programme delivery costs	• £12.69m of programme delivery costs
• BCR = 3.8	• BCR = 4.8
• High value investment	• Very high value investment

These evidence-based BCR calculations suggest the Nottingham Urban Area LSTF programme, considered as a whole, has delivered **a considerable return on the investment of public funding received.**

While the contribution of programme workstrands was uneven, the BCR values reported above are considered a fair reflection of overall programme's impact, taking into account the mix of different types of project delivered and challenges with capturing and estimating quantifiable benefits.

What worked?

Although less robust than the workstrand-by-workstrand value for money assessment, comparing the value of benefits generated by each individual project indicates which ones yielded the greatest benefits. Table G indicates 20mph speed limit areas, Jobseeker Kangaroo, Community Smarter Travel Hubs, Kangaroo free public transport travel for 16-19 year olds, and the Robin Hood smartcard projects generated the highest benefit values. As well as being the most impactful projects, they were also more costly to deliver.

Table G: Indication of highest and lowest impact LSTF initiatives

Highest Impact	Lower Impact	Unsure of Impact
20 mph speed limit areas £27.4m of benefits	Citycard cycle hire £0.5m of benefits	Bikeability BikeIt
Jobseeker Kangaroo £12.3m of benefits	1 month free pass jobseekers £0.4m benefits	Cycling for All Cycle infrastructure spend
Smarter Travel Hubs £7.6m of benefits	Workplace challenge £0.2m benefits	Lifecycle Robin Hood Smartcard
16-19 Kangaroo £4.2m of benefits	City Car Club £0.1m benefits	Small scale infrastructure Workplace engagement
Robin Hood Smartcard* £4.2m of benefits	Benefits from some projects were hard to quantify due to: • Younger beneficiaries (HEAT not valid for under 16s) • Lack of longer-term behaviour change data • Small numbers of beneficiaries • Short intervention periods • Impacts cannot be unpicked from other initiatives	
Ucycle £2.1m of benefits		
Ecostars £1.9m of benefits		
Electric Buses £1.4m of benefits		

Citycard Cycle Hubs £1.0m of benefits	
Cycle Live Events £0.9m of benefits	

Lower impact projects were typically those which had:

- Smaller numbers of beneficiaries (City Car Club, Cycling for All, Bikeability, Citycard Cycle Hire).
- Younger beneficiaries engaged in physical activity which could not be monetised using the HEAT tool because of their age (Bikeability, Bike It).
- Shorter intervention periods, with limited longer-term outcome monitoring (University Cycling Events, Cycling for All, City Car Club, 1 month free travel pass for new job starters).

This insight into relative project costs and benefits may be beneficial when devising future sustainable transport projects and bid packages.

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Recommendations for future initiatives

Taking on-board the findings from this evaluation, it is possible to identify a number of recommendations that could improve the design and implementation of local sustainable travel initiatives in the future. These are identified throughout this report, and have been summarised in Table H:

Programme design
• Draw on the evidence of impact from LSTF to refine the scale of proposed behaviour change for future sustainable transport initiatives. With hindsight, proposing a 10% increase in sustainable travel mode share and 100% increase in cycling was ambitious in the context of the four year delivery timeframe.
• Consider the size and overlap of individual projects when designing sustainable travel programme bids. The disparate nature of some smaller initiatives meant they were hard to monitor and evaluate. In reality they were often part of joined-up delivery mechanisms (e.g. the range of initiatives delivered through Community Smarter Travel Hubs). For future programmes it may be more efficient to pre-empt this issue by considering how, in practice, individual projects will be delivered when developing initial funding bids and designing monitoring and evaluation frameworks.
• Use the Workstrand BCR values and impact estimates from this evaluation to shape future programme design and delivery. The findings suggest that initiatives which mix capital and revenue spending, and direct people to new sustainable transport infrastructure through personalised information and incentives, have been most effective. Initiatives to remove cost and information barriers for jobseekers also deliver very high value for money when wider economic benefits of individual's employment are included in the evaluation of impacts.
Data collection and monitoring
• Fully consider available monitoring datasets when defining programme objectives to help ensure progress against all targets can be evaluated during and following programme delivery.
• Performance Indicator data collected and held by Nottingham City and Nottinghamshire County Council over a long period of time proved most useful when evaluating LSTF programme impacts. While a lot of data are available for the Nottingham City area, a much smaller range is held for the Nottingham Urban Area - increasingly a focus for transport funding and delivery. A greater volume of data on cycling levels would also have been beneficial, and is required to evaluate impacts of the Cycle City projects underway in Nottingham.
Data collection and monitoring (continued)
• Apply SLAs to all external suppliers and issuing mandates to internal delivery teams could achieve greater consistency and relevance of monitoring data available for post-implementation evaluation.
• With hindsight not collecting sufficient project-specific baseline data for specific target objectives was a missed opportunity for the LSTF programme, since it was always likely NCC's officers and Council members would need to demonstrate the programme's impact post-implementation, irrespective of DfT requirements.
Evaluation approach
• For major programmes such as LSTF, establishing an independent monitoring and evaluation team at the programme outset ensures that a baseline of travel behaviour and physical activity levels is determined for relevant intervention areas. This can inform target setting/monitoring across individual projects (negating the need for project-level data collection), and improve the quality of subsequent impact analyses.
• As a rule of thumb it would be appropriate to allocate 5-10% of similar future programme budgets for ongoing monitoring and evaluation activity. Such datasets are necessary if NCC wishes to determine the impact of projects and initiatives that are delivered through large-scale behaviour change programmes like LSTF.
• Future project teams could better support the monitoring effort by receiving more streamlined templates that make it easier for them to complete, and simpler for NCC to extract specific data and information they needed to meet reporting requirements.