Lendal Bridge Trial

– Month One (September 2013) Data Release

Foreword:

The Lendal Bridge trial is a bold experiment to tackle city centre congestion, a problem which continues to impact on residents, businesses and visitors. The aim of the trial is to reduce the volume of traffic in the corridor between the rail station and St Leonard's place, enabling improvements to bus services, creating a more pleasant environment for pedestrians and cyclists, thereby attracting people into the city. In the longer term this will underpin the city centre commercial and retail economies. The assessment of the success, or otherwise, of the trial will be based on the evaluation of a wide range of data

Evaluation:

The Council (CYC) has appointed ITS to undertake independent evaluation of the Lendal Bridge trial. The success, or otherwise, of the trial is based on a number of Evaluation Criteria, broadly based on CYC's five priorities to: Create jobs and grow the economy, Get York moving, Build strong communities, Protect vulnerable people, and Protect the environment.

The lead indicators are those where it might be expected to see a change (either positive or negative) during the trial period. Please note that not all of the evaluation data this is available at this early stage of the trial.

Summary of Observations:

- Overall the traffic network has responded well to the restriction, with preliminary results from automatic counters indicating decreases in traffic volumes on some key routes against increases on others.

- Preliminary results from automatic traffic counters indicate increases in traffic on Foss Islands Road and Clifton Bridge, with Leeman Road and the A1237 experiencing a small decrease in traffic volumes.

- Water End has had some localised queuing between Clifton Green and Salisbury Road in the early evening peak and the signals have been altered to assist traffic flow. These sites are key junctions that will continue to be monitored closely.

- Traffic has been flowing freely in front of the station and generally on Leeman Road, although localised queuing has been reported and is being investigated by the council assisted by the bus operators using this route (although traffic volume has actually fallen). .

- Foss Islands Road is busier during the day and at Walmgate Bar some extra queuing has been experienced on the Lawrence Street approach and this is being monitored and signal timings may require further fine tuning.

- Fishergate has experienced some queuing in the early evening peak partly from outbound on Fulford Road but also stemming back from Walmgate Bar. The network operators are closely monitoring this area to see if any changes can be made to ease this existing problem.

- Micklegate Bar looks to have improved slightly on the Queen Street approach but there is more queuing on the right turn from Blossom Street to Nunnery Lane.

- Elsewhere on the network the levels of congestion appear to be fundamentally unaffected by the restriction and are inline with traffic volume expectations during school term time.

- Traffic conditions across the network have been actively monitored by operators in the Council Traffic Control Centre. Signal timings have been adjusted at:

    - Bootham/Gillygate
    - Clarence Street/Lord Mayors Walk
    - Rougier Street/Lendal Bridge
    - Walmgate Bar
    - Layerthorpe Bridge
    - Water End/Salisbury Road
    - Clifton Green

- Further adjustments will continue be made to signals city wide to optimise the timings to help the flow of traffic and in response to any incidents on the network.

- The schools went back in September and therefore we would have expected residents and visitors to experience an increase from the August traffic flows.

- Note that in any location there are always day to day variations in traffic flows. Whilst overall traffic levels on the radial routes into the city have remained constant, specific incidents and events such as the Sky Ride on 14th September and localised flooding as a result of heavy rain, can have an impact on congestion and queuing at particular locations which is not as a direct result of the Lendal Bridge restriction.

AUTOMATIC TRAFFIC COUNT DATA

The network of Automatic Traffic Counters (ATCs) has been chosen to monitor where the traffic redistributes on the network.

Clifton Bridge and Foss Islands Road are highlighted below as these are the two routes onto which most of the traffic were expected to redistribute.

Preliminary results from automatic counter sites, showing two-way vehicle flow per hour between:

	Average all 2012	September 2012	September 2013***
A1237 Bridge	2243	2264	2249 (-15)
Clifton Bridge	1247	1233	1395 (+162)
Foss Island Road	1517	1468	1654 (+186)
Leeman Road	N/A	619*	590 (-29)
Tadcaster Road	1115	1048	1061(+13)
A19 Fulford Road	1353	1347	1357 (+10)
A1079 Hull Road	1074	1069	1066 (-3)
A59 Boroughbridge Road	1090	1071	1036 (-5)
A19 Shipton Road	823	819	845(+26)
Malton Road	1067	1055	1029(-26)

*Data shown refers to between the hours of 11:00- 17:00, on schooldays only

**Leeman Road count is from July 2013 – (counter installed for monitoring of the trial)

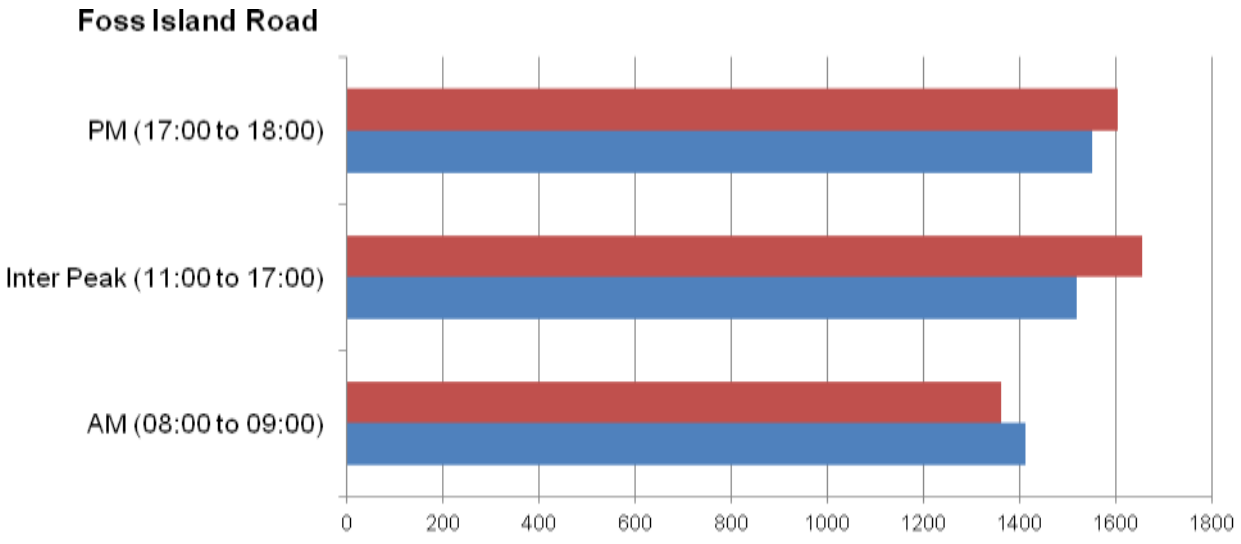
***Figures in (brackets) are change from pre-trial count average for that month

Commentary:

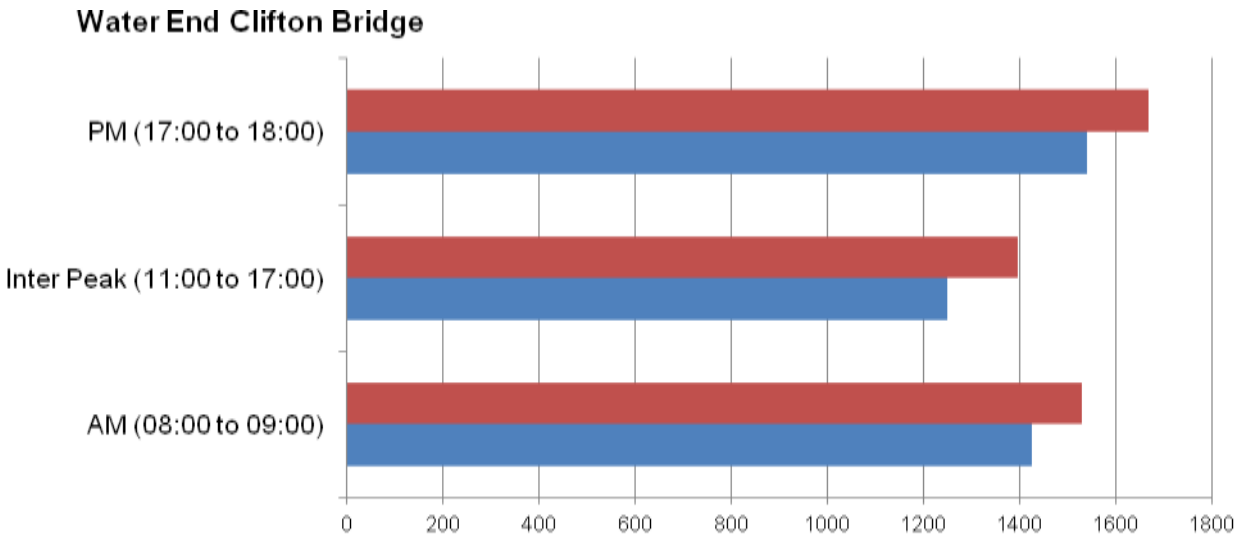
- During the first month of the trial, traffic that once used Lendal Bridge has, as might be expected, switched to using Skeldergate Bridge / Foss Islands Road and Clifton Bridge / Water End
- Traffic flow on Leeman Road is showing a reduction from the pre-closure levels.
- The Outer Ring Road (A1237) has shown little change in traffic volumes at present
- The radials are also showing little flow change – this indicates that significant numbers of people do not appear to be avoiding travel to York and that no significant volumes of traffic have been displaced onto the Outer Ring Road nor the A64
- It is early days with traffic patterns likely to still be in flux and traffic levels will no doubt continue to change as the trial progresses

Please note: *More comprehensive data will be available from the count surveys due to be carried out in October.*

Graph: *Hourly traffic counts*



	AM (08:00 to 09:00)	Inter Peak (11:00 to 17:00)	PM (17:00 to 18:00)
During trial (Sep 2013)	1361	1654	1604
Avg. school day (2012)	1412	1517	1550



	AM (08:00 to 09:00)	Inter Peak (11:00 to 17:00)	PM (17:00 to 18:00)
During trial (Sep 2013)	1529	1395	1666
Avg. school day (2012)	1424	1247	1539

PARK & RIDE
Given the high frequency and broad coverage of Park & Ride services, this data is collected and reported on as it represents a reliable proxy for general traffic flows around the city on a day-to-day basis. However, because many routes do not travel through the city centre they will not benefit from (or report on) the full savings in travel times as experienced on bus routes passing both ways over the Lendal Bridge corridor.

Summary results from Park & Ride tracking against baseline journey times from the same month a year ago are as follows:

Park and Ride travel times average journey times 10:30 to 17:30 baseline September 2012:	September 2012	September 2013
To City:		
Service 2 – Rawcliffe Bar to Museum Street	20 mins	18 mins
Service 3 – Askham Bar to Micklegate	13 mins	13 mins
Service 7 – Designer Outlet to Clifford Street	17 mins	17 mins
Service 8 – Grimston Bar to Piccadilly **	18 mins	18 mins
Service 9 – Monks Cross to Stonebow **	9 mins	10 mins
From City:		
Service 2 – Museum Street to Rawcliffe Bar	9 mins	8 mins
Service 3 – Micklegate to Askham Bar	17 mins	19 mins
Service 7 – Clifford Street to Designer Outlet	26 mins	26 mins
Service 8 – Piccadilly to Grimston Bar **	8 mins	6 mins
Service 9 – Pavement to Monks Cross **	10 mins	10 mins

**Note times include boarding and timing point times as well as vehicle run times*

*** Data only available from first two weeks of September due to ongoing utility works on Pavement*

Commentary:

- **Rawcliffe Bar (Service 2)** is showing an improvement both inbound and outbound, with no evidence of delays from the extra traffic on Water End
- **Askham Bar (Service 3)** is unchanged inbound and shows an extra 2 minutes to the outbound journey. With no new traffic reported on Tadcaster Road, the increase is unlikely to be related to the new traffic restrictions on Lendal Bridge and more to do with the ongoing works at Askham Bar. More investigations are needed.
- **Designer Outlet (Service 7)** is unchanged, indicating that Fulford Road and Tower Street roundabout are not impacting buses
- **Grimston Bar (Service 8)** is unchanged inbound but is showing a 2-minute improvement outbound
- **Monks Cross (Service 9)** is showing a slight increase in its inbound journey time – this seems due to increases in traffic at Layerthorpe Bridge on the Foss Bank approach

Bus Punctuality and Reliability:

Back data relating to bus punctuality and reliability from operators will be published as this becomes available.

In September, Will Pearson, Business Manager for First in York told the media: "...since [the Lendal Bridge trial] started we have seen improvements in terms of bus punctuality and reliability."

OTHER DATA
Other data expected to be available and published in October's update: • **Bus punctuality and reliability.** Sourced from Bus Operator Reports (Vix Acis). • **Bridge count data.** Bridge count data is undertaken on an annual basis in September/October and as a multi-modal count will provide a good indication of any changes in traffic, pedestrian and cycle flows at that particular time on all the bridges in York.

Please note: Data will continue to be collected throughout the 6-month trial and evaluated periodically. ITS will provide an interim report after three months and this interim report will be published on the council website as soon as it is available. ITS will also undertake a full report after six months and this report will also be publically available. It may however take a couple of months to complete the assessment and the report. Officers will be monitoring the highway network on a continual basis.

ONGOING SURVEYS

- ITS have undertaken an initial series of surveys to gauge public perception to the public realm and public transport services as a result of the bridge restrictions. These were undertaken between 15th and 20th August to obtain the 'before' trial data. Follow up surveys are planned during October half term.
- A separate business-focused survey will seek to gauge the impact of the trial on businesses.
- A more detailed survey form will be available shortly for further public feedback regarding the impacts of the trial.
- Insight gathered at Public Consultations in August showed approximately 60% (of 73 written responses) thought the bridge trial would impact them negatively and 34% thought the bridge trial would impact on them beneficially. The same questions asked at the September event has shown a significant shift indicating approximately 34% (of 36 written responses) that thought the bridge trial would impact them negatively and 50% that thought the bridge trial would impact on them beneficially.
- A final consultation event is due to be held on Saturday 5th October.

ADDITIONAL INFORMATION

- As a result of public feedback to date we have considered the provision of further signage to advise drivers of the restrictions and additional AA advisory signs with more specific detail are to be installed around the inner ring road and in the immediate vicinity of the bridge from early October. A map showing the location of all the signage can be viewed at: http://www.york.gov.uk/citycentreimprovements

- A number of popular travel planning websites are now offering alternative routes that do not cross Lendal Bridge, including iTravel, Transport Direct, and Google Maps. Many phone-based mapping apps use this data.

- SATNAV companies are currently unable to make changes to their mapping because the restriction is not permanent. We are continuing to liaise with these companies to provide warnings to drivers.

- Visit York recently advised all their Members to use their booking confirmations and websites to advise their customers to the restrictions

ABOUT THE EVALUATION CRITERIA

- The success, or otherwise, of the trial is based on a number of Evaluation Criteria. These include a number of lead indicators that will form the primary basis for determining success and a number of contextual indicators that provide a range of data and information on supporting indicators.

- The lead indicators are those where it might be expected to see a change (either positive or negative) during the trial period, for example traffic flow and journey time data. The contextual data includes areas where it is important to understand if there are any changes but they may not be statistically significant due to the short period of time the data is collected over, for example footfall and accidents.

- The lead indicators are based on the changes in the following areas in relation to changes in traffic distribution on the network:
    - Can the network operate
    - Could the network operate with improvements (identifying pressure points on the network)
    - Bus reliability improvements
    - Bus journey time improvements
    - Was it a better experience – a) residents b) businesses

- The contextual criteria being collected includes:
    - Perception surveys re issues such as quality, satisfaction, economic impact
    - Pedestrian and cycle count data
    - Accident data
    - Air quality data

DATA COLLECTION AND PUBLICATION

- A wide range of data has been and will continue to be collected. Not all of this is available at this stage of the trial and not all has been published as further work to collect and review it is required.

- Baseline data was published prior to the start of the trial. This is provided in the Evaluation Criteria document published pre-trial and includes:
    - Bridge Count Data – showing average two way vehicle flows from September 2012 annual counts
    - Park and Ride Journey Time – average journey times both into and out of the city for services 2,3,7,8 and 9. As these services do not run to a timetable
    - Traffic Master Dataset – average vehicle route travel times for school days only in the 2011/12 academic year
    - Automatic Traffic Counter (ATC) data on Foss Islands Road and Water End Clifton Bridge – hourly two way traffic volumes, average school days 2012, for morning peak, evening peak and inter-peak hours

- Overall the transport network is operating well with the Lendal Bridge restrictions in place. The traffic count data collected so far shows that the flows during the restricted periods are broadly the same across the city and are in line with flows in September 2012.

- We wish to reiterate that this report shows only one month's data, and whilst preliminary results are reasonably positive at this stage it is still relatively early days of the trial. Traffic conditions across the city may continue to change as drivers adjust to the restrictions.

Lendal Bridge Trial - October 2013 update:

Please find below the following updates:

1. Park & Ride travel times in October 2012 and October 2013.
2. Traffic volumes in the city centre in September/October 2012 and September/October 2013
3. Traffic levels on Foss Island Road and Water End

2 Please find below Park & Ride travel times in October 2012 and October 2013.

The times are a good indication of the travel times on the routes through and around Lendal Bridge. Although bus priority measures will be helping some routes, the results show that the bridge trial is not causing any significant increases in travel time on these key routes.

It should be noted that some network changes have been made between 2012 and 2013 at Fishergate Bar and the signalling of the A19/A64 roundabout slip roads (which have relevance on the number 7 Designer Outlet service).

	Sep 2012	Sep 2013	Oct 2012	Oct 2013
To City:				
Service 2 Rawcliffe Bar	19.2	18.5 (-0.7)	19.2	19.7 (+0.5)
Service 3 Askam Bar	13.6	13.3 (-0.3)	13.9	13.2 (-0.7)
Service 7 Designer Outlet	15.9	15.8 (-0.1)	16.6	16.4 (-0.2)
Service 8 Grimston Bar	17.8	17.5 (-0.3)	17.7	18.3 (+0.6)
Service 9 Monks Cross	10.3	9.8 (-0.5)	10.1	10.6 (+0.5)
From City:				
Service 2 Rawcliffe Bar	9.2	8.7 (-0.5)	9.1	7.9 (-0.2)
Service 3 Askam Bar	21.0	20.0 (-1.0)	20.3	19.8 (-0.5)
Service 7 Designer Outlet	24.5	25.3 (+0.8)	25.6	27.8 (+2.2)
Service 8 Grimston Bar	11.5	11.2 (-0.3)	11.3	12.0 (+0.7)
Service 9 Monks Cross	13.6	13.7 (+0.1)	13.2	14.3 (+1.1)

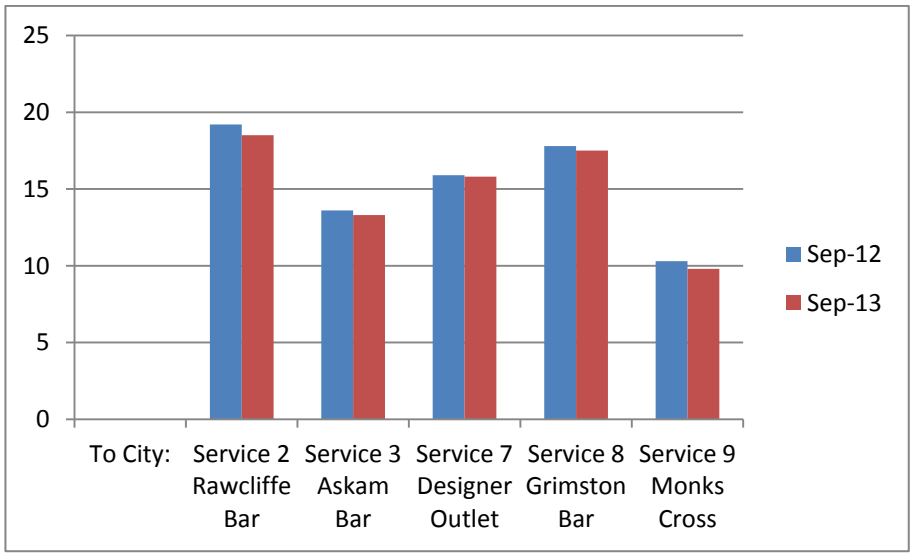
* Travel times in minutes.

**Figures in (brackets) are change from previous year.

***A different method has been used to prepare these figures - so they may not fully comparable to previously published figures.

Below are graphs which illustrate the travel time details in the above table:

- **To city: P&R services - travel times in September 2012 and September 2013**



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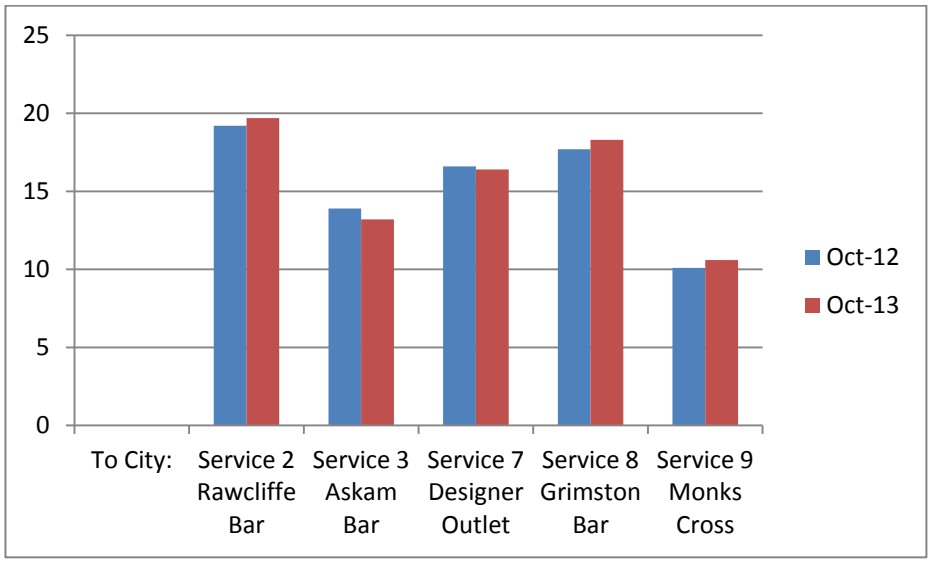

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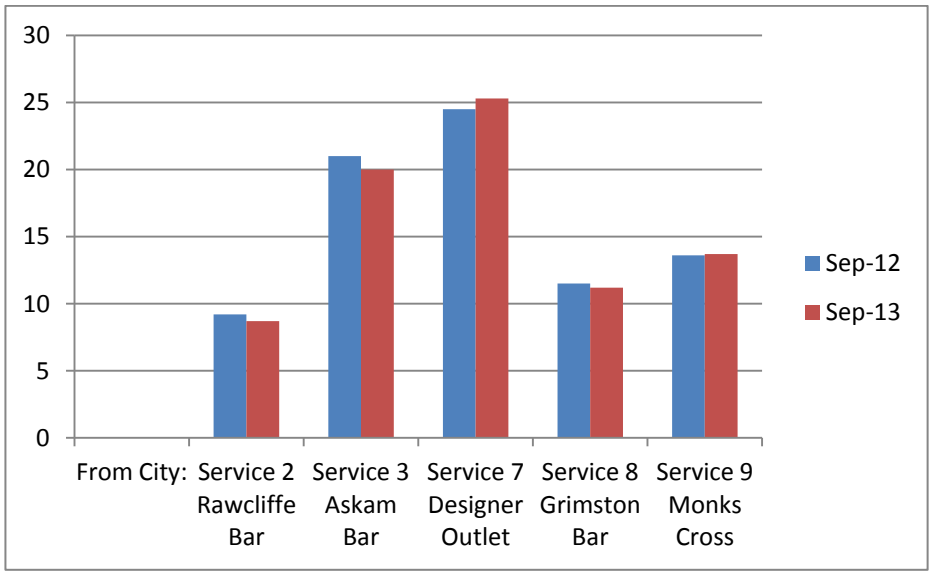
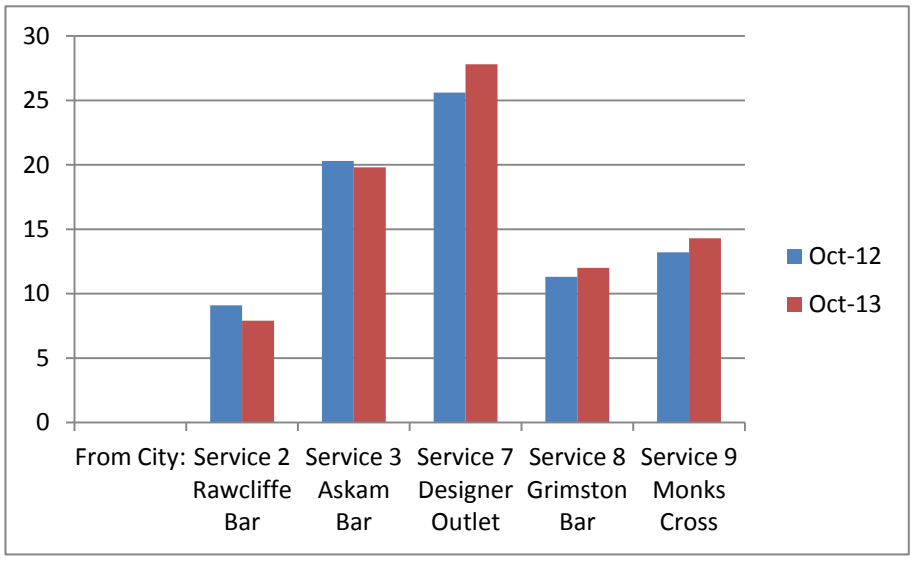


- **From city: P&R services - travel times in October 2013 and October 2013**



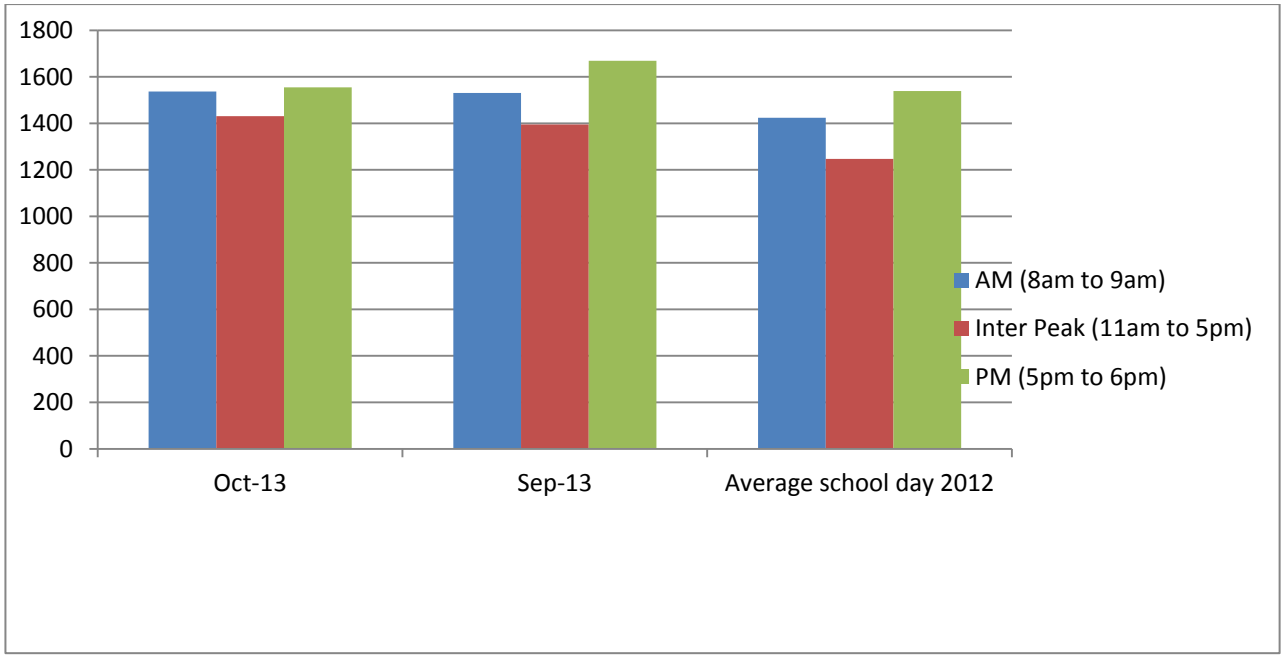
3 Traffic volumes in the city centre:

Below is a table which shows the average number of vehicles in and around York in September 2012 and 2013, and October 2012 and 2013.

All radial routes, including and outer ring road show little change in traffic volumes during the bridge restriction periods.

Foss Islands Road and Water End (Clifton Bridge) are showing increases in traffic, and the traffic flow on Leeman Road is showing a small decrease in traffic.

	Average all 2012	Sep 2012	Sep 2013	Oct 2012	Oct 2013
A 1237 Bridge	2243	2264	2249 (-15)	2281	2202(-79)
Clifton Bridge	1247	1233	1395(+162)	1242	1431(+189)
Foss Islands Road	1517	1468	1654(+186)	1472	1627(+155)
Leeman Road	N/A	619**	590(-29)	N/A	606(-13)
Tadcaster Road	1115	1048	1061(+13)	1081	1071(-10)
A19 Fulford Road	1353	1347	1357(+10)	1358	1375(+17)
A1079 Hull Road	1074	1069	1066(-3)	1077	1041(-36)
A59 Boroughbridge Road	1090	1071	1036(-35)	1052	1034(-18)
A19 Shipton Road	823	819	845(+26)	862	893(+31)
Malton Road	1067	1055	1029(-26)	1072	1056(-16)



**Leeman Road count is from July 2013 – counter installed as part of the monitoring of the trial*

*** Figures in (brackets) indicate change from pre-trial for that month*

**** Data for school days only, for the hours 11:00 and 17:00 and are two-way hourly vehicle flows*

4 Traffic levels on Foss Island Road and Water End

The figures from October 2013 show that traffic levels on Foss Island Road have fallen slightly since the first month of the trial, whilst levels on Water End have risen slightly.

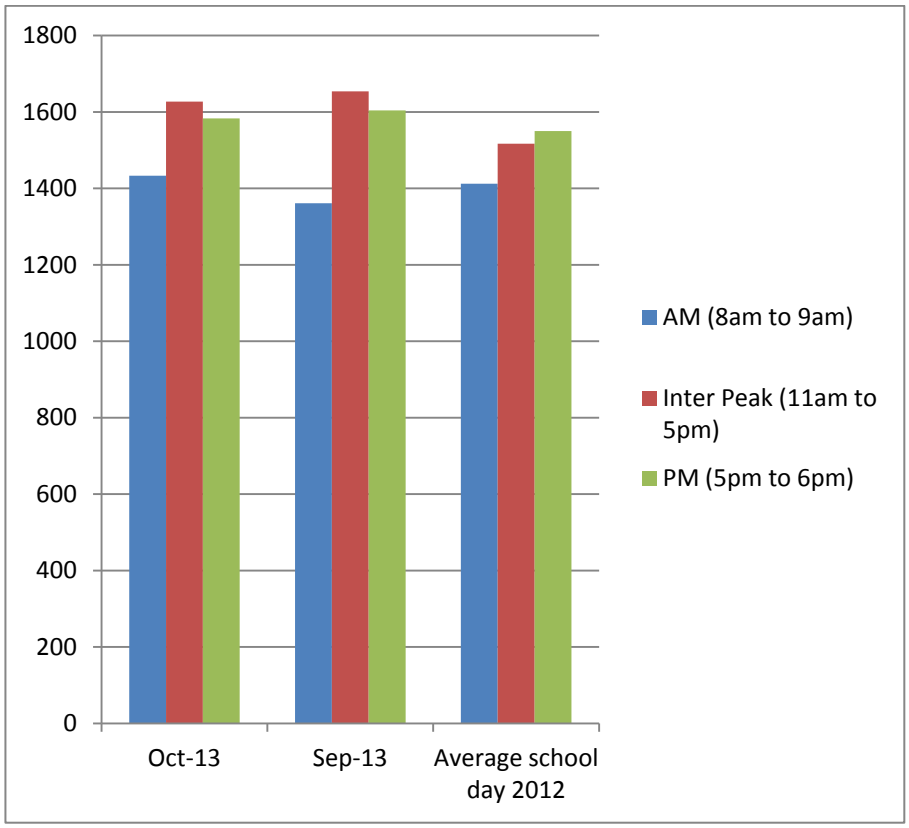
Compared to the first month of the trial, there has been a significant improvement on Clifton Bridge in the afternoon peak, where traffic flows were up by 130 vehicles per hour and are now only up by 16 vehicles.

These differences are likely to be due to a combination of effects including that traffic patterns are still settling down, there has been improvements to levels of compliance with the restriction and people are changing the time of day that they travel.

Foss Islands Road:	AM (8am to 9am)	Inter Peak (11am to 5pm)	PM (5pm to 6pm)
October 2013	1433(+21)	1627(+110)	1583(+33)
September 2013	1361(-51)	1654(+137)	1604(+54)
Average school day 2012	1412	1517	1550

**Data for school days only, for the hours 11:00 and 17:00 and are two-way hourly vehicle flows*

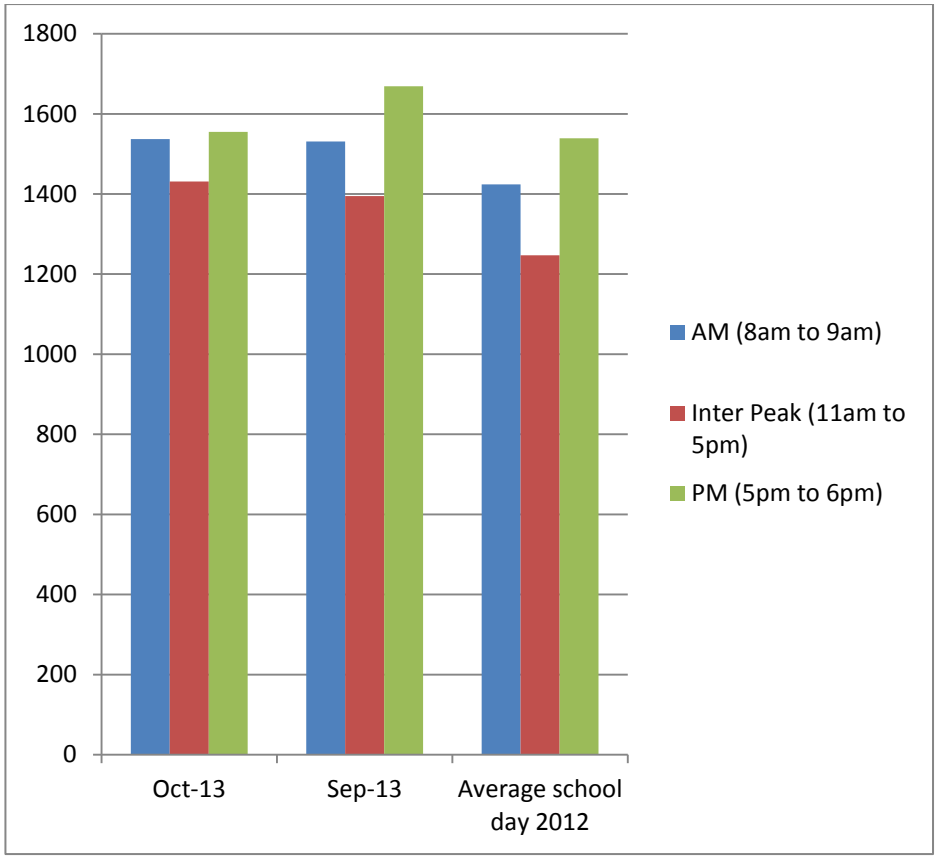
*** Figures in (brackets) indicate change from pre-trial for that month*



Water End Clifton Bridge:	AM (8am to 9am)	Inter Peak (11am to 5pm)	PM (5pm to 6pm)
October 2013	1537(+113)	1431(+184)	1555(+16)
September 2013	1531(+107)	1395(+148)	1669(+130)
Average school day 2012	1424	1247	1539

**Data for school days only, for the hours 11:00 and 17:00 and are two-way hourly vehicle flows*

*** Figures in (brackets) indicate change from pre-trial for that month*



Lendal Bridge Trial - November 2013 update:

Please find below the following updates:

1. Park & Ride travel times in November 2012 and November 2013
2. Traffic volumes in the city centre in September, October, November 2012 and 2013
3. Traffic levels on Foss Island Road and Water End

1. Please find below Park & Ride (P&R) travel times in November 2012 and November 2013.

The times below are a good indication of the general traffic on the routes through and around Lendal Bridge. Although bus priority measures will be helping some routes, the results continue to show that the bridge trial is not causing any significant increases in travel time on these key routes.

It's also important to note that all Park & Ride routes work to a scheduled timetable and therefore require to arrive/leave destinations at certain times during the day, so overall journey times may mask improvements in reduced actual real time travelling between stops.

Where buses are running faster it means that they must wait longer at certain stops, predominantly at the Park & Ride sites or at their main city centre stop, to maintain an equal time between buses arriving/departing. This means that unless the trial is made permanent and the scheduling of the buses is altered, it is not possible for the buses to take full advantage of the time savings being generated.

- The Rawcliffe Bar P&R service runs along Water End, Leeman Road, Lendal Bridge and Bootham and is showing a small reduction in travel times on the journey inbound to the city centre and a more significant reduction out of the city.
- Askam Bar P&R is showing a reduction in travel time inbound and a small increase outbound of the city centre.
- The Designer Outlet P&R is showing a small increase inbound and a more significant increase outbound . The outbound delay is being picked up at the A64 roundabout and looks to be due to the new signals installed by the Highways Agency at this junction.
- Grimston Bar P&R is showing a small increase in delays but this is being picked up at the Layerthorpe Bridge junction due to the additional traffic on Foss Islands Road.
- Monks Cross P&R is showing up a small amount of additional delays due again to increases in traffic at the Layerthorpe Bridge junction.

Park & Ride patronage for Sept and Oct 2013 are both up on the same period last year. Far from seeing reduced footfall these indicators suggest that it is up. York remains very much open for business

Park & Ride – all services

Sept 12 to Sept 13	1.6 per cent increase year on year
Oct 12 to Oct 13	2.5 per cent increase year on year

Park & Ride – Rawcliffe Bar

Sept 12 to Sept 13	0.5 per cent increase year on year
Oct 12 to Oct 13	3.7 per cent increase year on year

All non-Park & Ride First York bus services (*)

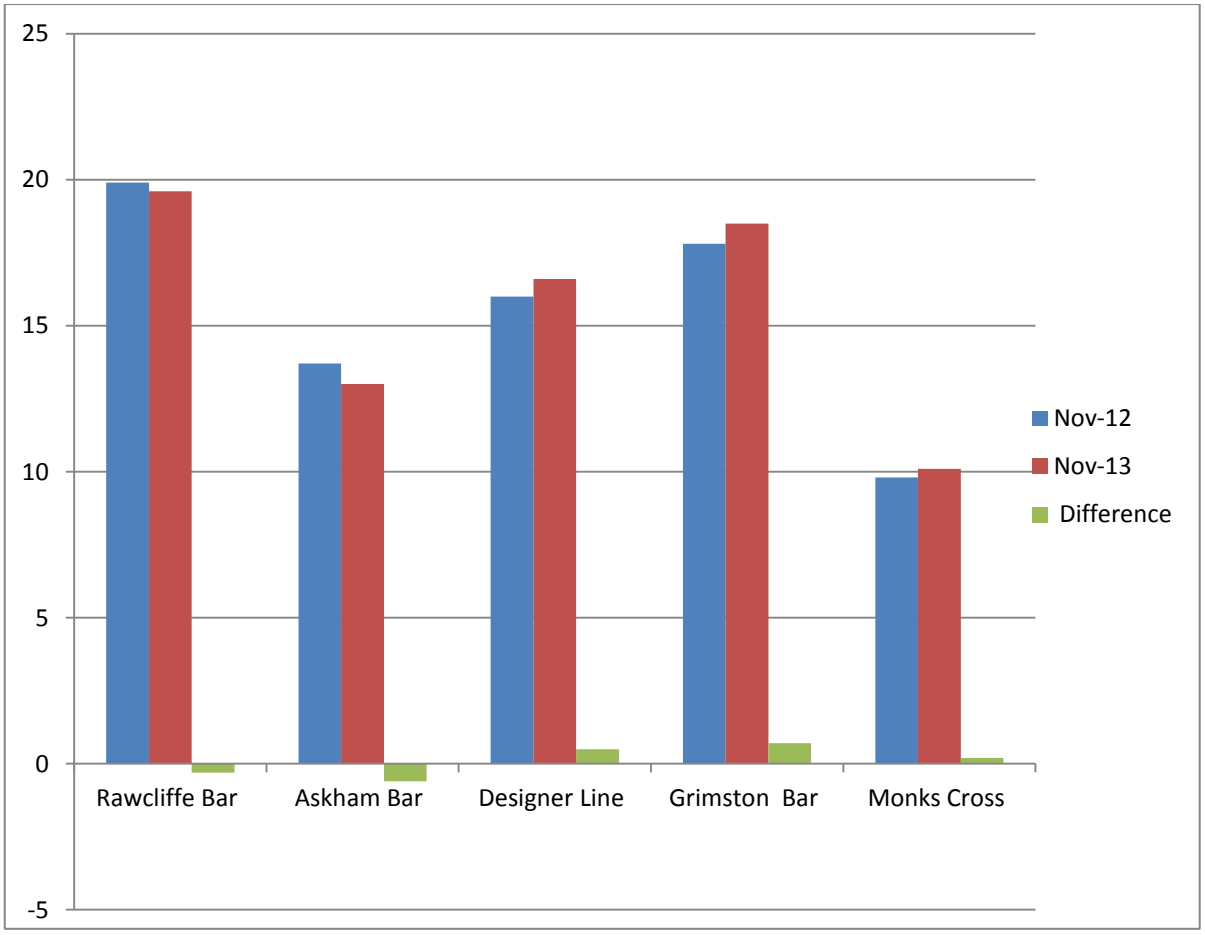
Sept 12 to Sept 13	0.9 per cent increase year on year
Oct 12 to Oct 13	3.8 per cent increase year on year

(*)These increases in patronage are as a result of a number of improvements to public transport, including; deployment of bus wardens in the city centre who ensure the smooth running of the buses and resolve issues causing delay, provision of an information and ticket point at the station for visitors and residents alike, an increase in the number of real-time displays in the city and ongoing improvements to key city centre bus stops etc. In addition, on 29 September First altered their city routes and their fares structure for non-P&R.

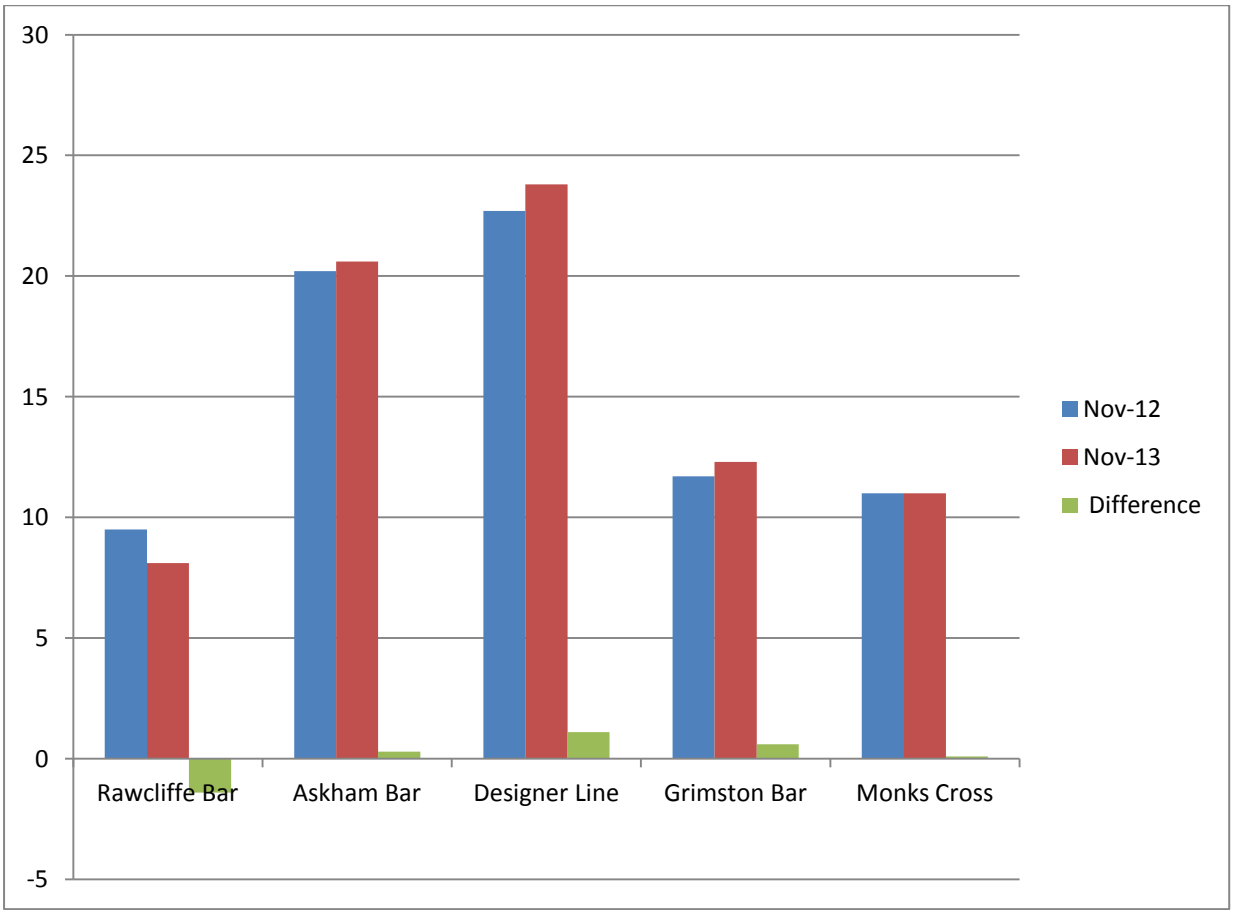
This could also have had an impact on people using P&R along the route (e.g. on the Rawcliffe service, journeys from East Cottages to Museum Street).

Please find below Park & Ride travel times (in minutes) including boarding time at stops and a graph to illustrate this:

To city:	Nov-2012	Nov-2013	Difference (in seconds)
Rawcliffe Bar (route 2)	19.9	19.6	-0.3
Askham Bar (route 3)	13.7	13.0	-0.6
Designer Line (route 7)	16.0	16.6	0.5
Grimston Bar (route 8)	17.8	18.5	0.7
Monks Cross (route 9)	9.8	10.1	0.2



From city:	Nov-2012	Nov-2013	Difference
Service 2 Rawcliffe Bar	9.5	8.1	-1.4
Service 3 Askham Bar	20.2	20.6	0.3
Service 7 Designer Line	22.7	23.8	1.1
Service 8 Grimston Bar	11.7	12.3	0.6
Service 9 Monks Cross	11.0	11.0	0.1



2 Traffic volumes in the city centre:

Below is a table which shows the average number of vehicles in and around York in September, October and November 2012 and 2013. The traffic count data collected so far shows that the flows during the restricted period are broadly the same as flows in September 2012 and October and giving no indication that people are avoiding coming to York.

The outer ring road (A1237) is showing a drop in traffic volumes comparing November 2013 with 2012. This may be due to the ongoing road works at the A59 roundabout. The reduction in traffic on the Bouroughbridge Road (A59) and slight increase on Shipton Road (A19) would seem to confirm that some drivers are rerouting to avoid these works.

Apart from the A59 and A19 the other main radial routes show little change in traffic volumes during the bridge restriction periods so travel times on these radials will be unaffected by the restriction.

The volume of traffic using Leeman Road is for the third month showing a small decrease compared to the pre-trial levels. There is no evidence that the Lendal Bridge restriction is causing any increase in traffic using this route. However, Foss Islands Road and Water End (Clifton Bridge) are showing increases in traffic. But the November figures show that Foss Islands Road traffic is showing less of an increase than previous months.

	Average all 2012	Sep 2012	Sep 2013	Oct 2012	Oct 2013	Nov 2012	Nov 2013
A 1237 Bridge	2243	2264	-15	2281	-79	2264	-126
Clifton Bridge	1247	1233	+162	1242	+189	1282	+182
Foss Islands Road	1517	1468	+186	1472	+155	1508	+101
Leeman Road	N/A	619**	-29	N/A	-13	619	-8
Tadcaster Road	1115	1048	+13	1081	-10	1104	-9
A19 Fulford Road	1353	1347	+10	1358	+17	634	+12
A1079 Hull Road	1074	1069	-3	1077	-36	1040	-67
A59 Boroughbridge Road	1090	1071	-35	1052	-18	1066	-82
A19 Shipton Road	823	819	+26	862	+31	434	+26

Malton Road	1067	1055	-26	1072	-16	551	-5

*Data for schooldays only, for the hours 11:00 and 17:00 and are two-way hourly vehicle flows **Leman Road count is from July 2013 – counter installed as part of the monitoring of the trial *** Figures in (brackets) indicate change from pre-trial for that month

3 Traffic levels on Foss Island Road and Water End

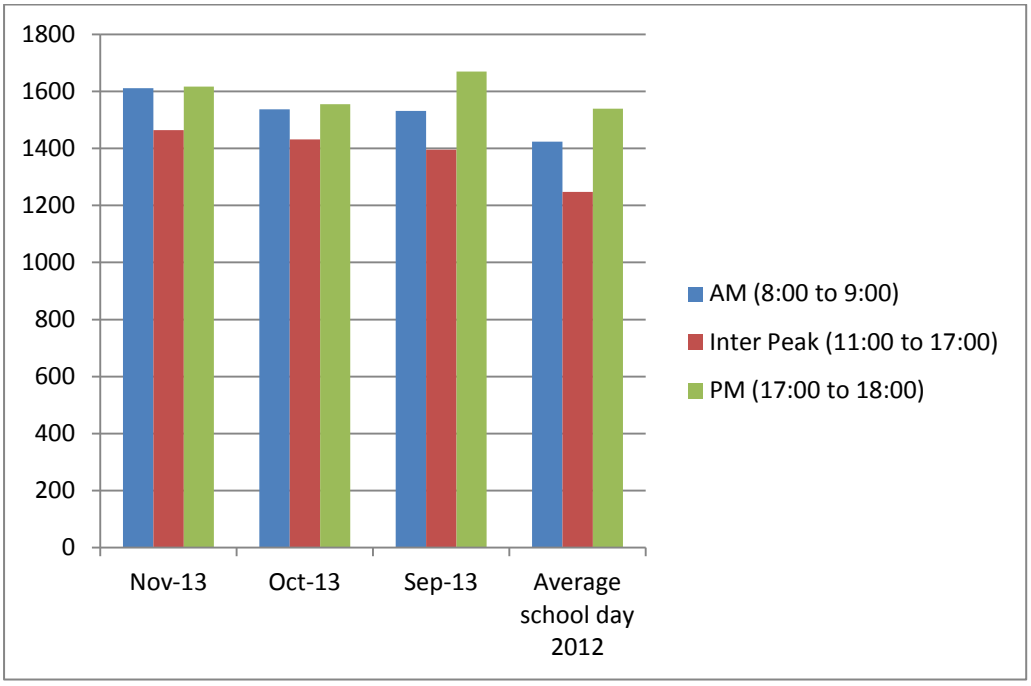
The tables below show there has been less traffic in November using Foss Island Road since the first two months of the trial.

During the PM peak period this level is now less than during an average school day pre-trial. The AM peak on Foss Islands Road is unaffected by the Lendal Bridge restriction.

Clifton Bridge by contrast is seeing further increases in traffic most noticeably during the AM peak. This increase may be (partially) due to the ongoing road works on the A1237/A59 roundabout.

This demonstrates that traffic patterns are still changing three months into the trial provides good reasoning for conducting the trial over the six month period.

Foss Islands Road:	**AM (8:00 to 9:00)**	**Inter Peak (11:00 to 17:00)**	**PM (17:00 to 18:00)**
November 2013	1417(+5)	1609(+92)	1499(-51)
October 2013	1433(+21)	1627(+110)	1583(+33)
September 2013	1361(-51)	1654(+137)	1604(+54)
Average schoolday 2012	1412	1517	1550



Water End Clifton Bridge:	AM (8:00 to 9:00)	Inter Peak (11:00 to 17:00)	PM (17:00 to 18:00)
November 2013	1611(+187)	1464(+217)	1616(+77)
October 2013	1537(+113)	1431(+184)	1555(+16)
September 2013	1531(+107)	1395(+148)	1669(+130)
Average school day 2012	1424	1247	1539