



## Coast to Capital Local Transport Body Application Form: Worthing Sustainable Transport Package Stage 1 - Worthing Connectivity Public Realm Scheme (Phase 1)

SECTION 1			
<b>LTA/ Proposer:</b>	West Sussex County Council	<b>Scheme name &amp; [District/ Borough]:</b>	Worthing Sustainable Transport Package Stage 1 – Worthing Connectivity Public Realm Scheme Phase 1
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WHAT & WHERE – Outline description, scope & maps			
<p>The Worthing Sustainable Transport Package aims to deliver a range of transport and urban realm schemes in Worthing and is included in the Coast to Capital Strategic Economic Plan (C2C SEP). The Package is split into several stages. Stage 1 of the Package consists of the first phase of the Worthing Connectivity Public Realm Scheme.</p> <p>The Worthing Connectivity Public Realm Scheme aims to tackle the issue of the declining urban realm in the centre of Worthing and improve connectivity making a more attractive town centre. The Scheme is split into Six Phases of which WSCC is seeking funds for Phase 1.</p> <p><b>Full Scheme description</b></p> <p>The full scheme involves refurbishing the urban realm along the pedestrian section of Montague Street, the junction of Montague Street with Crescent Road, and Portland Road. In addition improvements will be made to Montague Place including the removal of the Rotunda, creating an area for market and social events, and strengthening the link between the main shopping area and the seafront. Once constructed, the improvements are expected to have an estimated design life of 40 years.</p> <p>The planned activities for the whole scheme include:</p> <ul style="list-style-type: none"> <li>• reinstating the kerbs and raising the short section of carriageway on Montague Street between Surrey Street and west buildings;</li> <li>• reconstructing the existing footways, and the concrete carriageway;</li> <li>• replacing the existing drainage channels with a system of gullies;</li> </ul>			

- planting trees or installing surface mounted tree planters;
- installing new street furniture;
- removing the rotunda in Montague Place and installing two contemporary shelters;
- reducing vehicle access in Montague Place and one way system for delivery vehicles. To compensate for the reduced vehicle access and reduced parking, new disabled parking will be placed on the sea front; and Liverpool Gardens
- relocating the new street lighting that is currently being carried out as part of a separate contract

### **Description of Phase 1 of the Scheme**

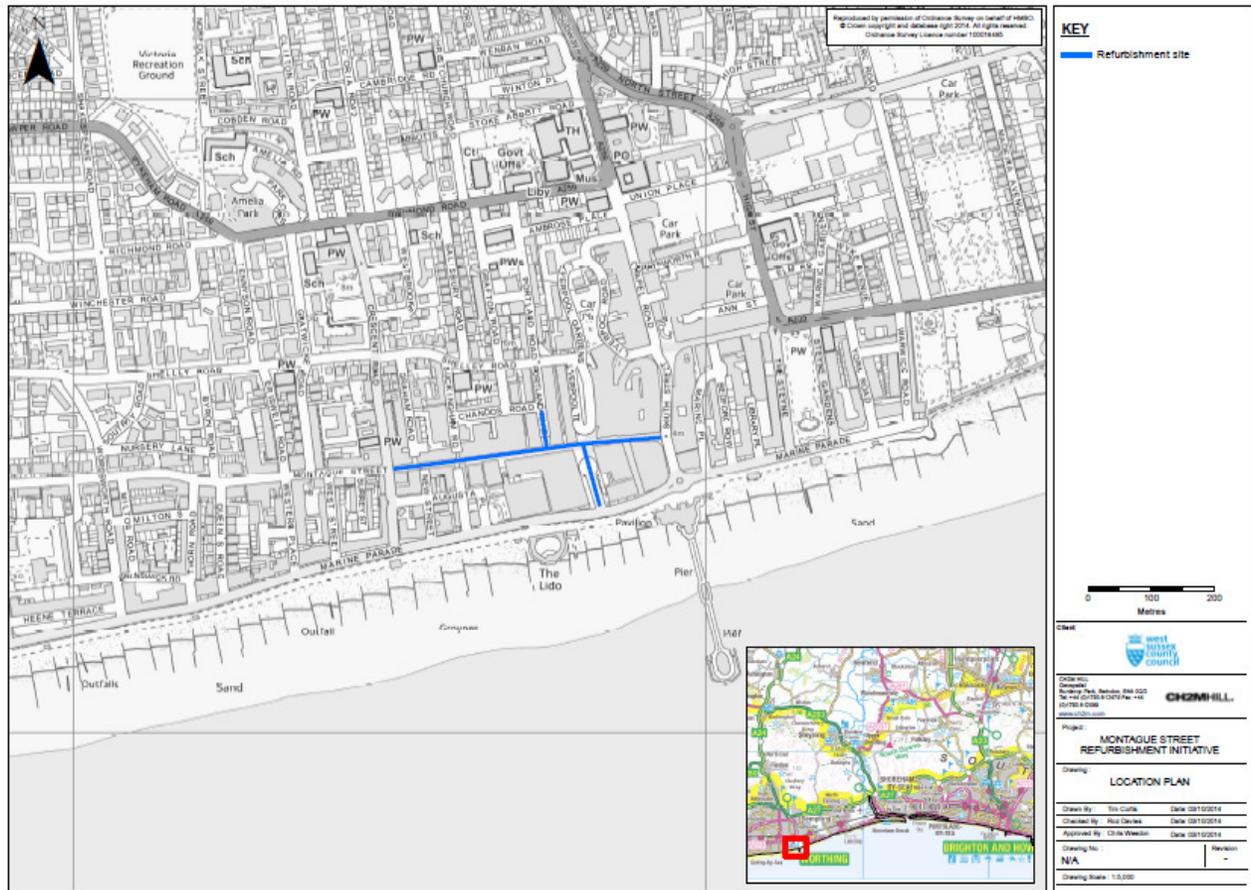
Phase 1 of the Scheme comprises of works to Montague Place. The works will comprise of:

- Removing the Rotunda at Montague Place
- Installation of two contemporary shelters for events/stalls
- Central paving feature integrating way finding lettering
- Stone cubes providing informal seating and a barrier for vehicles
- Raised table to improve pedestrian link to Liverpool Gardens
- Relocate disabled bays

### **Maps**

See Funding Application Supporting Document for feasibility maps. The location of the proposed scheme is presented in Figure 1:

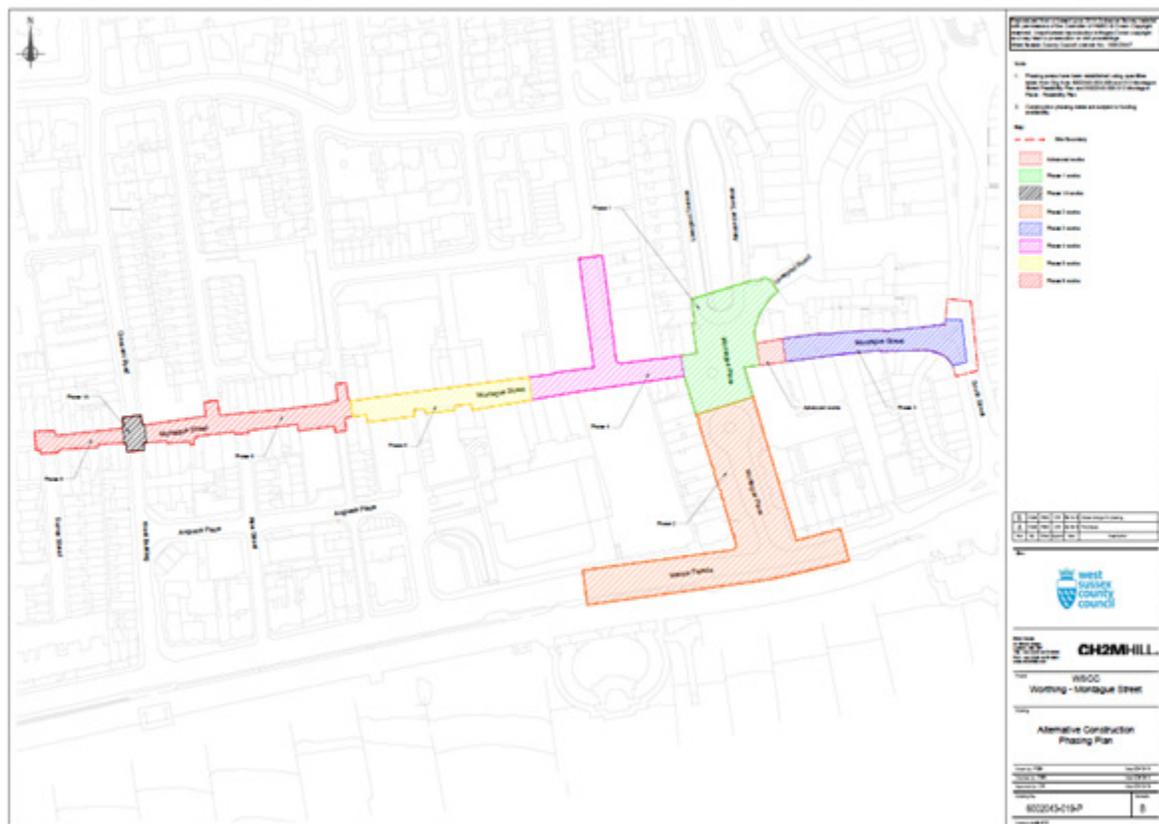
**Figure 1: Location map of the full scheme**



Source: CH2M HILL (2014)

The phases of the scheme are presented in Figure 2. Phase 1 is located at Montague Place and is highlighted in green in the figure.

**Figure 2: Phases of the Scheme**



Source: CH2M HILL (2014)

**HOW MUCH & WHEN – Estimated construction costs and construction timetable**

<p><b>Est. Costs:</b></p>	<p>The estimated costs of Phase 1 of the scheme are £1.2 million including 35% optimism bias (excluding VAT).</p>	<p><b>Start construction by:</b></p>	<p>Phase 1 of the scheme will commence construction in January 2016.</p>
<p><b>Funding expectations:</b></p>	<p>Funding of Phase 1 of the scheme is expected from the following sources:</p> <ul style="list-style-type: none"> <li>• LEP Single Local Growth Fund: £800,000</li> <li>• Section 106 Funds: £120,000</li> <li>• WSCC Capital Budget: £280,000</li> </ul>		

**WHY IT SHOULD BE FUNDED**

**Summary of the Key Scheme Benefits**

The full scheme will benefit the local community, visitors, businesses and local government. It will have a transformational impact on the town centre improving the urban realm and the connectivity of the town centre for pedestrians, leading to long term economic growth reversing the current decline in footfall and turnover. It will contribute the Coast to Capital Local Enterprise Partnership (C2C LEP) economic growth strategic targets to increase GVA and employment, potentially leading to £17.7 million per annum in GVA and the creation of

permanent jobs through new businesses entering the area.

By improving the public realm and connectivity of the key town centre shopping streets, the area will become a more attractive environment to be in, and a safer place for pedestrians reducing trips on old, uneven paving. It will attract more people to shop in the area, increasing the footfall, turnover and the associated benefits with this. The area will improve its competitiveness with other local centres, and will help encourage higher end shops to move into the area. The rate of vacant properties will reduce creating new jobs and improve the overall vibrancy of the town centre. The government will benefit from this through the associated increase in business rates and taxes on profits and employees' wages.

The benefits of the full scheme have been assessed. The implementation of Phase 1 of the scheme alone will support the realisation of a proportion of the total benefits. However, the full scheme will need to be constructed for the full benefits to be realised.

***Outline business case of key criteria (based on DfT's EAST approach)***  
***[maximum score = 5 per criteria]***

**Expected economic benefits  
 [transport and scheme related]:**

To consider:

- BCR (if known)
- Expected impact on journey times and reliability
- Expected impact on cost of travel
- Expected impact on accidents
- Valuing public realm

**[Scheme Score = 3 (based on whole scheme)]**

- The BCR of the full scheme has been based on monetised economic growth indicators (rental values, business rates, GVA generated from construction, and GVA generated from operational stage (annual) which are appropriate measures for a pedestrian focused urban realm project, rather than time savings. The estimated BCR is 4 to 1. Phase 1 would achieve a proportion of these benefits, but the full scheme would be required to realise all the benefits. A detailed explanation of how this was calculated is presented in the Funding Application Supporting Document.<sup>1</sup>
- Journey quality and experience of the high street for pedestrians will be significantly improved as a result of the refurbishment.
- The restriction of parking in Montague Place will help to reduce congestion in the area for deliveries.
- By replacing the paving and making alterations to curbing stones the risk of trips and falls will be reduced.
- Evidence from existing studies show that on average, pedestrians were willing to pay more for better streets. Local residents were willing to pay more council tax, renters were willing to pay more rent and public transport users were willing to pay more in fares to have an improved town centre urban realm.<sup>2</sup>
- The scheme is not expected to impact costs of travel.

**Expected economic benefits  
 [economic growth]:**

To consider:

**[Scheme Score = 5 (based on whole scheme)]**

Key indicators for economic benefits of high street improvement projects include footfall, retail turnover, rental values, business rates, and commercial property vacancy rates:

<sup>1</sup> CH2M HILL (2014) Worthing Sustainable Transport Package Stage 1 - Worthing Connectivity Public Realm Scheme (Phase 1) Funding Application Supporting Document

<sup>2</sup> Collin Buchannan stated preference survey for TfL referred to in CABE/Collin Buchannan (2007) Paved With Gold: the real value of good street design

<ul style="list-style-type: none"> <li>• Support for retention of jobs</li> <li>• Contribution to GVA</li> <li>• Encouragement of new businesses</li> <li>• Expected jobs created</li> <li>• Expected housing delivered</li> </ul>	<p>Construction stage:</p> <ul style="list-style-type: none"> <li>• The construction stage of the scheme is likely to generate around 33 temporary jobs/contractors during the three year construction period (approximately 22 in construction and 11 in professional technical roles). Approximately £2.3 million in GVA will also be generated at the construction stage.</li> </ul> <p>Operational stage:</p> <ul style="list-style-type: none"> <li>• Once the construction is complete and the public realm improvements are in place, a growth in footfall of approximately 25-32% is expected to be achieved (a mean of 29%).<sup>3</sup> Applying this to current annual footfall indicates that an increase of approximately 1.6 million pedestrian visits annually to the town centre is expected to be achieved.</li> <li>• Turnover is expected increase by 18%<sup>4</sup> which would lead to an increase in annual turnover of approximately £17.7 million in the refurbished area or £52.1 million across the whole town centre as a result of the project.</li> <li>• An increase in commercial rental values of 18% is expected.<sup>5</sup> This would amount to an additional £1.5 million in the refurbishment area or £4.5 million in rental value per annum across the town centre.</li> <li>• An increase of business rates of £700,000 in the refurbishment area or £2.0 million across the town centre is expected to be achieved annually.</li> <li>• There is potential for a 21%<sup>6</sup> reduction in vacancy rates, equating to 3 new businesses at the refurbishment site or 10 new businesses across the town centre.</li> <li>• As a result approximately 14 new direct permanent jobs may be created at the refurbishment site or 45 new direct permanent jobs across the town centre. In addition a small number of jobs would be created through indirect and induced effects.</li> <li>• During the 40 year asset lifetime of the refurbishments additional GVA from new businesses will be generated. An estimated £500,000 in GVA will be generated annually at the refurbishment area from new businesses. Combining this with the £17.7 million extra in annual turnover<sup>7</sup> from the existing businesses in the refurbishment area, indicates that a total of £18.2 million in additional GVA may be achieved at the site.</li> <li>• Generation of government revenues (in addition to business rates) including taxes on business profits, employees' wages, and profits from rental income.</li> </ul>
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<sup>3</sup> Eilís Lawlor, Just Economics (2013) Pedestrian Pound

<sup>4</sup> Eilís Lawlor, Just Economics (2013) Pedestrian Pound

<sup>5</sup> Based on studies by CABE/Collin Buchannan (2007) and Just Economics (2013)

<sup>6</sup> Based on Eilís Lawlor, Just Economics (2013) Pedestrian Pound

<sup>7</sup> Turnover has been used as a proxy for GVA.

<p><b>Social Distributional Impact:</b> To consider:</p> <ul style="list-style-type: none"> <li>• Expected regeneration &amp; deprivation impact</li> <li>• Expected impact on severance, physical activity, accessibility</li> </ul>	<p>• <b>[Scheme Score = 4 (based on whole scheme)]</b></p> <ul style="list-style-type: none"> <li>• Residential properties are likely to increase in value by 5.2% within the town centre.<sup>8</sup> Applying this percentage increase to current average property values indicates average increase of almost £14,000 as a result of the scheme, making average property prices £276,000 (based on current prices).</li> <li>• Improved public realm can have beneficial impacts on wellbeing including crime reduction.<sup>9</sup></li> <li>• The removal of the Rotunda in Montague Place and the associated works will improve the connectivity between the main town centre shopping area and the sea front opening up the town and making it more accessible, reducing the severance and improving pedestrian flow.</li> </ul>
<p><b>Environmental impact:</b> To consider:</p> <ul style="list-style-type: none"> <li>• Expected impact on carbon emissions</li> <li>• Expected impact on air quality</li> <li>• Expected impact on noise/natural and urban environment</li> </ul>	<p><b>[Scheme Score = 3 (based on whole scheme)]</b></p> <p>A high level environmental appraisal was carried out for the scheme. This concluded that:</p> <ul style="list-style-type: none"> <li>• The project is not expected to have any significant impacts on air quality or carbon emissions.</li> <li>• The noise and vibration generated during the construction period will be audible to local residents in Montague Street and Montague Place. However it is not considered that these impacts will overly disturb the residents.</li> <li>• The Planning Department (Development Management) in Adur and Worthing Councils should be contacted to discuss the proposals and potential impacts on the conservation area and trees within the area prior to submitting a planning application.</li> <li>• Several listed buildings are present adjacent to Montague Street. However none are present within the site boundary itself.</li> <li>• Some limited temporary disturbance to the community during the construction period. In the long term the community would benefit from the proposed scheme.</li> </ul>
<p><b>Scheme feasibility and deliverability:</b> To consider:</p> <ul style="list-style-type: none"> <li>• State of scheme – feasibility detailed design</li> <li>• Scheme within the public highway</li> <li>• If land is required, is this</li> </ul>	<p><b>[Scheme Score = n/a (this section is not included in other scheme submissions. The score for this section has been excluded for consistency)]</b></p> <ul style="list-style-type: none"> <li>• Initial feasibility designs for the refurbishments along Montague Street, Montague Place, and Portland Road have been prepared (see Annexes 1-3). Detailed designs are currently being developed.</li> <li>• The scheme is within the public highway and no additional land is required.</li> </ul>

<sup>8</sup> Based on evidence from study CABA/Collin Buchanan cited in CH2M (2014) FUNDING Application Supporting Document

<sup>9</sup> CABA (2002) The Value of Design

<p>secured</p> <ul style="list-style-type: none"> <li>• Public acceptability of scheme [if known]</li> <li>• Risks to deliverability [if known]</li> </ul>	<ul style="list-style-type: none"> <li>• A consultation was carried out by the Worthing Town Centre Initiative in 2013 with the public and local businesses to gather feedback on the scheme. The majority of respondents were in favour of refurbishing the area. 71% of the respondents from the community voted for light grey paving (and 29% for dark paving). 60% of businesses also voted for light grey paving (and 40% for dark). The designs have been based on light grey supporting the consultation results. A smaller but sizable proportion of respondents from the community (45%) and from businesses (38%) voted to remove the rotunda in Montague Place.</li> <li>• A project risk register has been prepared for the scheme (see Application Supporting Document for details). There is a risk that funding will not be secured and as a result the project will be delayed or only partially delivered. There is a risk that ground conditions/contamination could cause costs and delay.</li> </ul>
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**SECTION 2**

<p><b>Links to policy support</b></p> <p>To consider:</p> <ul style="list-style-type: none"> <li>• Local Transport Plan</li> <li>• District/Borough Local Plans</li> <li>• LEP Strategy for Growth</li> <li>• Other relevant policies</li> </ul>	<p><b>[Scheme Score = 4 (based on whole scheme) ]</b></p> <ul style="list-style-type: none"> <li>• At the national level, high streets were raised into the limelight by the Portas Review in 2011. Portas recommended making explicit a presumption in favour of town centre development in the NPPF.</li> <li>• The National Planning Policy Framework (NPPF) states that planning should favour growth in town centres. This creates a supporting policy environment for the project. The NPPF recognises town centres as the heart of their communities and policies should be pursued that support their viability and vitality. It also requires local planning authorities to plan positively for their future to encourage economic activity where town centres are in decline.</li> <li>• Policy at the sub regional (LEP) level is also supportive, the Worthing Sustainable Transport Package is included in the Coast to Capital Strategic Economic Plan (C2C SEP). The Worthing Connectivity Public Realm Scheme will also support the overall priorities of the C2C LEP (economic growth and business competitiveness)</li> <li>• Support for the Scheme is explicit in local policy documents. The proposed enhancements to Montague Street were included in the Worthing Infrastructure Delivery Plan as a priority project in 2013.<sup>10</sup></li> <li>• The local Town Centre Master Plan (2006) highlights various locations, including Montague Street and Montague Place where improving the quality of public spaces would contribute towards regeneration and economic benefits.<sup>11</sup></li> <li>• The West Sussex Transport Plan (2011-2026) identifies the need to ensuring good access into vibrant town and neighbourhood</li> </ul>
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<sup>10</sup> Worthing Borough Council (Sept. 2010) Worthing Infrastructure Delivery Plan

<sup>11</sup> Worthing Borough Council (2006) Worthing Town Centre Master Plan

	<p>centres. It states that effective parking restrictions and enforcement activities is part of the long term strategy. <sup>12</sup> The Worthing Transport Plan (2006) was developed in line with the West Sussex Transport Plan. It states that there are proposals to redevelop and regenerate various areas around Worthing town. This will provide opportunities to improve the vitality and environment of the town centre. The Plan also states that it will need to take into account the transport implications of such proposals. <sup>13</sup></p> <ul style="list-style-type: none"> <li>• In summary, the Scheme is supported by both the economic and transport planning priorities at every level. <sup>14</sup></li> </ul>
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**SECTION 3**

<p><b>Local Indicators:</b> To consider:</p> <ul style="list-style-type: none"> <li>• Any key aspects of these indicators</li> </ul>	<p>The following local indicators are of significance for the Borough:</p> <ol style="list-style-type: none"> <li>1. Number of jobs - workplace base (2013, Business Register and Employment Survey, Nomis) (45,652)</li> <li>2. Business survival rates (1 year) (2007, Business Demography, ONS) 100%</li> <li>3. Number of businesses per 10,000 working age population (2012, ONS) (No of businesses: 3,830, WAP: 47,100)</li> <li>4. Business births per 10,000 working age population (2012, Business demography; 2011; and Annual Population Survey, ONS) (Births: 420; WAP: 47,100)</li> <li>5. Amount of planned new retail floorspace (sq m) up to common future end year (LDF documentation – various)</li> <li>6. Index of Multiple Deprivation (IMD) - number of LSOAs in Borough or District within the top 20% most deprived nationally (2010) (6 LSOAs out of a total of 65 LSOAs in Worthing)</li> </ol>
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**SCORE SUMMARY**

<p><b>Primary: Key criteria score [max 25]</b></p>	<p>19*</p> <p>* Including policy section score to be in line with the scoring approach for the other schemes that have been submitted by WSCC.</p> <p>* The feasibility section has been excluded from the score in order to make the scoring approach consistent with the other schemes that are being submitted. Feasibility was not included as a component in the application form for these schemes.</p>
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<sup>12</sup> West Sussex County Council (2011) West Sussex Transport Plan 2011 -2026

<sup>13</sup> Worthing Borough Council (2006) Worthing Area Transport Plan

<sup>14</sup> CH2M (2014) Funding Application Supporting Document

The 'key criteria score' is the **Primary** score and is to be used in relative ranking of schemes for funding considerations.

**Secondary:** Policy linkage score [max 5]

4 (included in the scoring above)

The 'policy linkage score' is **Secondary** and is to be used in deciding between schemes with equivalent 'key criteria score'.

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## Scoring criteria used with the proposed LTB template

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### Introduction:

This document is a supplement to the 'LTB Template for July 2013' and provides an explanation for the scoring method used in the template. This explanation is intended for both the Local Transport Authorities and Local Transport Boards.

The purpose of presenting multiple scores against each of the proposed schemes is several folds. DfT prescribe the use of Early Assessment Sifting Tool [EAST], in order to compare the relative merits of transport schemes and to consider only those schemes that score above a certain criteria. EAST assesses schemes at an early stage against a number of Business Cases - strategic, economic, managerial, financial and commercial, which include a number of sub-criteria under each of these cases that serve to provide a good evaluation of a scheme. For the purposes of the LTB, key assessment criteria have been selected that are considered to best meet LTB and LEP priorities at this time.

In addition to the assessment criteria based on EAST, a local policy indicator has been selected to ensure that the scheme can be assessed appropriately against local & national policy. Particular note is taken of the LEP strategies. Fundamental to the selection of schemes to be delivered through the LTB, is the contribution they make to meeting the high level targets contained in the LEPs Strategy for Growth. These have been determined to maintaining the competitive position of the Coast to Capital area relative to the national baseline, and improving on that. The headline targets for the period up to 2020 are:

- Jobs: To increase the employment rate from 76.8 to 80%;
- GVA: To increase GVA per head from £21,500 to £22,500 through increased productivity and a focus on businesses in high value added sectors.
- Business Births: To increase the business birth rate by 1% (against the 2010 baseline), from 8,035 per annum to 8,880

Another dimension is the local context of a scheme. Whilst the descriptive accounts place the scheme in its location, it does not and cannot provide the richness of the multiple facets of the district in which it is located. This dimension is best conveyed by a basket of 'Local Indicators', based on nationally collected data available through the Office of National Statistics databases and/or other government databases

Thus, two sets of scores are presented in the template – score based on a derivative of key EAST key criteria and score related to policies supported by the scheme.

### 1 Assessment related to - Outline business case based on key criteria

The full EAST tool reflects each section of DfT's Transport Business Case, comprising the five Business Cases – Strategic, Economic, Managerial, Commercial and Financial. Whilst these Business Cases would be completed for a full submission for funding, at this early stage of consideration of schemes, it is pertinent to focus upon only the key criteria that can qualify a scheme. The following **key criteria** have been selected from the EAST tool and reflected in the template:

- Expected Economic Benefits [transport and scheme related]
- Expected Economic Benefits [economic growth related]
- Socio-distributional impacts
- Environmental impacts
- Scheme feasibility and deliverability

These key criteria cover all the Business Cases except the Financial Case, which is reflected in the template under – Estimated Scheme Costs and Funding Expectations.

The EAST guidance proposes the use of RAG [Red, Amber, Green] score against the evaluation of the Economic criteria but it does not provide any direction as to what qualifies for Green, Amber or Red, with these choices left at the discretion of the users of the tool.

To make the tool more usable, we have elected to use a numeric scale of 1 to 5, where Red =1 and Green = 5, and provided our definitions of what constitutes a 1, 3, 5, across all the key criteria [see table below]. Scores of 2 and 4 would be assigned for responses that fall between the respective ranges. Thus, each criterion has a maximum score of 5. As the assessment is based across five criteria, the maximum total possible is 25.

Using this approach, it is possible to rank/ compare schemes using the key criteria score. The Key Criteria Assessment is to be the **Primary** score [with the Policy Support score as a **Secondary** score]. It is recommended that key criteria score is used to establish relative ranking between proposed schemes, for the purposes of selecting schemes for future funding.

Scores	Expected Economic benefits (transport and scheme related)	Expected Economic benefits (economic growth)	Socio-distributional Impact	Environmental Impact	Scheme feasibility and deliverability
<b>Score: 5</b> <b>[Green]</b>	Expected BCR of 2+ (if known)  Significant beneficial impact on journey time reliability & cost of travel expected. reducing accidents,	Support for delivery of new jobs, housing & employment floor space in area clearly expected.	Significant positive benefits expected, such as supporting regeneration, improving accessibility, reducing severance and/or promoting physical activity.	Likely to lead to a reduction in carbon emissions and have limited impact on the natural environment and/or air quality and noise standards.	Scheme within public highway and/or land secured for scheme.  Evidence of scheme development, such as feasibility level design undertaken.
<b>Score:3</b> <b>[Amber]</b>	Expected BCR of 1.5 to 2 (if known)  Some, but limited beneficial impact on journey time reliability & cost of travel expected.	Expected to support retention of existing jobs & help deliver some housing.	Some socio-distributional and well-being impacts expected.	Limited or neutral impact on carbon emissions, natural environment and/or air quality shown.	Some design work undertaken and unlikely to be significant land/ other deliverability issues.

<b>Score 1:</b>  <b>[Red]</b>	Expected BCR of under 1.5 (if known)  Very limited or negative impact on journey time reliability & cost of travel expected.	Very limited linkage with delivery of employment and/or housing expected.	Very limited or negative impact on distributional and well-being impacts expected.	Likely to have a negative impact on carbon emissions, local air quality and/or the natural environment.	Likely to be significant risks to deliverability of scheme within the 2015-19 period, with limited development of scheme to date.
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It should be noted that the proposed approach assigns 'double weight' to economic criteria [as economic criteria are scored twice], reflecting the LEP focus upon economic development. All other criteria are assigned equal weight.

## 2 Assessment related to – Support for national, local, LEP and/or other policies

Proposed transport schemes are in the main, intended as a realisation of one or more policy initiatives. A scoring scheme akin to that for the 'key criteria', using a 1-5 scale is proposed for conveying the strength of linkage between a scheme and relevant policies. As previously, description is only produced for scores of 1, 3 and 5.

This measure is to be treated as a **Secondary** score and is recommended to be used to moderate between schemes that have equivalent 'key criteria score'.

<b>Scores</b>	<b>Qualifying policy linkages</b>
Score: 5	Scheme clearly links to deliverability of the area Local Transport Plan, district or borough local plans, LEP priorities and other relevant policies.
Score:3	Scheme shows some linkage to deliverability of the area Local Transport Plan, district or borough local plans, LEP priorities and other relevant policies.
Score 1:	Weak linkage with local transport plans, district or borough local plans, LEP priorities or other relevant policies.

### 3 Assessment related to – Local Indicators

As mentioned in the Introduction, local indicators are intended to provide contextual details to a proposed scheme, by identifying salient characteristics of the district in which the scheme is to be located. Local Indicators also serve as a useful analytical tool, in explaining to interested stakeholders why schemes in one district may have development preference over schemes in other districts/ adjoining districts. Local Indicators make use of nationally available data and as such, provide an objective account.

A basket of 15 indicators have been used, grouped under three categories – Economic growth; Transport effects; Regeneration impact. They are included as a **secondary** descriptor of the proposed scheme. The relevant indicators are listed below:

#### **Economic Growth**

7. Employment - residence base (2012; Annual Population Survey, Nomis)
8. Employment Rate (2012; Annual Population Survey, Nomis)
9. Number of jobs - workplace base (2011, Business Register and Employment Survey, Nomis)
10. Business survival rates (1 year) (2011, Business Demography, ONS)
11. Number of businesses per 10,000 working age population (2012, ONS)
12. Business births per 10,000 working age population (2011, Business demography; 2011; and Annual Population Survey, ONS)
13. JobSeekers Allowance claimant count - % of economically active population (April 2013, Nomis)

#### **Transport Effects**

1. % of working age population (aged 16-74) in employment using walking or cycling as main mode to get to work (2011 Census)
2. % of working age population (aged 16-74) in employment using bus, train, underground, tram or metro as main mode to get to work (2011 Census)
3. Congestion – indicator being developed based on either average delay on links (Trafficmaster data) or million vehicle km on principal roads

#### **Regeneration Impact**

1. Amount of planned new housing up to common future end year (LDF documentation – various)
2. Amount of planned new commercial floorspace (sq m) up to common future end year (LDF documentation – various)
3. Amount of planned new retail floorspace (sq m) up to common future end year (LDF documentation – various)
4. Index of Multiple Deprivation (IMD) - number of LSOAs in Borough or District within the top 20% most deprived nationally (2010)
5. Index of Multiple Deprivation (IMD - average score for District (2010)