

Basic

No.	Stage	Benefit/characteristic	Qual/Quant?	Information Required	Source of Information (in UK)
1	ED	N/A	Quant	Implementation year	Person responsible for the project
2	ED	N/A	Quant	Evaluation period (no. of years)	Person responsible for the project
3	ED	N/A	Quant	Evaluation Base Year	Person responsible for the project
4	PC	N/A	Quant	Project costs (per year)	Person responsible for the project
	PC	N/A	Quant	Maintenance costs of public realm when complete (per year)	Person responsible for the project
5	SA	Dimensions of all Links and Spaces in study area	Quant	Lengths of links and spaces	Measure using large scale plan, GIS software, Google Maps or via site visit.
6	SA	Numbers of pedestrians using each Link and Space	Quant	Pedestrian counts	For guidance, TfL's Measuring Pedestrian Activity is a useful document
7	D2 –L and D2-S	Quality of public space	Quant	PERS scores for each link and space, pre and post-improvement (forecast)	Carry out PERS audit of study area or engage consultant to do so. Further information on PERS is available from TfL's Walking Good Practice and TRL.
8	B6	Retail rents increase from improved urban realm quality	Quant	Rateable values of retail property in each Link and Space	Valuation Office Agency (England and Wales), the Scottish Assessors (Scotland) and the Valuation and Lands Agency (Northern Ireland)
9	B7a	Residential property value increase from improved urban realm quality	Quant	Sale prices of residential property in each Link and Space	Land Registry (via RightMove)

Intermediate

No.	Stage	Benefit/characteristic	Qual/Quant?	Information Required	Source of Information (in UK)
1	ED	N/A	Quant	Implementation year	Person responsible for the project
2	ED	N/A	Quant	Evaluation period (no. of years)	Person responsible for the project
3	ED	N/A	Quant	Evaluation Base Year	Person responsible for the project
4	PC	N/A	Quant	Project costs (per year)	Person responsible for the project
5	PC	N/A	Quant	Maintenance costs of public realm when complete (per year)	Person responsible for the project
6	SA	Dimensions of all Links and Spaces in study area	Quant	Lengths of links and spaces	Measure using large scale plan or via site visit.
7	SA	Numbers of pedestrians using each Link and Space under Baseline conditions and Scenario forecasts	Quant	Pedestrian counts	For guidance, TfL's Measuring Pedestrian Activity is a useful document
8	Sec D?	Heritage and local character	Qual	Description of how the proposed measures will protect and enhance heritage and local character.	Useful publications: Heritage Works (2006) by RICS, British Property Federation, English Heritage and Drivers Jonas. Demonstrating the Public Value of Heritage (2006) by The National Trust and Accenture
9	D2 –L and D2-S	Quality of public space	Quant	PERS scores for each link and space, pre and post-improvement (forecast)	Carry out PERS audit of study area or engage consultant to do so. Further information on PERS is available from TfL's Walking Good Practice and TRL.
10	B6	Retail rents increase from improved urban realm quality	Quant	Rateable values of retail property in each Link and Space	Valuation Office Agency (England and Wales), the Scottish Assessors (Scotland) and the Valuation and Lands Agency (Northern Ireland)
11	B7a	Residential property value increase from improved urban realm quality	Quant	Sale prices of residential property in each Link and Space	Land Registry (via RightMove)
12	Sec A	Emissions reduction from mode shift	Qual	If mode shift predictions are available, the net change in kilometres travelled by mode can be input.	Standard output from traffic modelling software packages
13	B1	Proportion of trips that are in-worktime	Quant	NB: This is optional; the Toolkit provides a national average figure for this by default.	Modelling source data (optional)
14	Sec C (C1 & C3)	Inclusive Design, Diversity and Adaptability	Qual	Benefits forecast in these areas as a result of proposed investment	Person responsible for the project
15	Sec E	Reduction in accidents and collisions	Quant	Accident statistics: (fatal, severe, slight)	Obtainable from police STATS19 data. Also see DfT WebTAG 3.4.1
16	Sec E	Increase in physical activity from encouraging new walk and cycle trips	Qual	Description of how the new measures will encourage people to walk and cycle who would not previously have done so.	NICE PH8 (2008) Physical activity and the environment NICE (2010) Measuring effectiveness and cost effectiveness: the QALY
17	Sec E	Crime reduction resulting from streetscape improvements	Qual	Description of how the proposed streetscape will increase footfall and eyes-on-the-street	See: Safer Places: The Planning System and Crime Prevention (2004)

Advanced

No.	Stage	Benefit/characteristic	Qual/Quant?	Information Required	Source of Information (in UK)
1	ED	N/A	Quant	Implementation year	Person responsible for the project
2	ED	N/A	Quant	Evaluation period (no. of years)	Person responsible for the project
3	ED	N/A	Quant	Evaluation Base Year	Person responsible for the project
4	PC	N/A	Quant	Project costs (per year)	Person responsible for the project
5	PC	N/A	Quant	Maintenance costs of public realm when complete (per year)	Person responsible for the project
6	SA	N/A	Quant	General Time Period of Analysis (per hour/peak period/day/week etc	Person responsible for the project
7	SA	N/A	Quant	Vehicle Time Period of Analysis (per hour/peak period/day/week etc	Person responsible for the project
8	SA	N/A	Quant	Vehicle Time Period of Analysis (per hour/peak period/day/week etc	Person responsible for the project
6	SA	Dimensions of all Links and Spaces in study area	Quant	Lengths of links and spaces	Measure using large scale plan or via site visit.
10	SA	Users of the entire space throughout (baseline)	Quant	Total predicted trips and total kilometres of the following modes (where appropriate): Bus, Car, Bicycle , LGV, Light Rail Passenger, Motorcycle, OGV, Pedestrian, Underground Passenger	Standard output from traffic modelling software packages
11	SA	Users of the entire space throughout (scenario)	Quant	Total predicted trips and total kilometres of the following modes (where appropriate): Bus, Car, Bicycle , LGV, Light Rail Passenger, Motorcycle, OGV, Pedestrian, Underground Passenger	Standard output from traffic modelling software packages
12	Sec A	Expected change in emissions from mode shift (change in annual kilometres and CO ₂ emitted per passenger km)	Qual	Description of forecast impact of proposal on mode shift	Business plan/justification for scheme
13	Sec A	Build (Embedded) emissions	Qual	Description of the embedded emissions associated with the use of proposed materials (e.g. transport, longevity, etc.)	Results from carbon impact assessment
14	Sec A	Climate Change Adaptation	Qual	Climate change adaptation refers to a new attitude towards people's lifestyles, the built environment and how to mitigate and reduce the effects of changes in the climate.	Describe how the proposed improvements will help mitigate and reduce the effects of climate change.
16	A1	Mode shift	Quant	If mode shift predictions are available, the net change in kilometres travelled by mode can be input.	Standard output from traffic modelling software packages
17	A2	Build Emission	Quant	Where a carbon impact assessment for a project has been undertaken, the net carbon impact can be input directly into the toolkit. Users can input annual emissions for the construction year(s) or for all years of the appraisal period, expressed as either tCO ₂ e or tCe.	Results from carbon impact assessment
18	Sec B	B2 Tourism Analysis of major urban realm projects such as London's South Bank and Trafalgar Square have shown that visitors do spend more time in these environments after the improvements	Qual	Description of how proposed scheme will create a high quality environment that encourages people to use the place for longer, visit it more often and attracts new visitors.	Business plan/justification for scheme. It is possible to value the economic benefit of supporting tourism and/or other economic activity, such as retail and leisure, by estimating the additional expenditure generated by those additional visitor trips attracted by an urban realm improvement scheme. This process is not included in the VUR Toolkit.
19	Sec B	B3 Inward Investment In Cushman & Wakefield's European Cities Monitor, 21% of businesses surveyed across Europe in 2009 deemed the quality of life for their employees an essential factor when deciding where to locate their business	Qual	Description of how an improved urban realm will attract businesses to the area.	Business plan/justification for scheme. The impact of the urban realm in attracting businesses to locate their operations in an area could be valued in terms of the business turnover attracted/secured and the number of jobs created. This process is not included in the VUR Toolkit.

20	Sec B	B5 Agglomeration In spatial economics, the term agglomeration is used to describe increasing returns as a result of spatial accessibility. This concept has been used to evaluate the impact of increasing transport capacity and labour market access for economic hubs	Qual	Description of how increased spatial accessibility will generate increased returns through agglomeration	Business plan/justification for scheme. TAG 3.5.14 on the wider economic impacts of transport schemes provides guidance on the agglomeration metric, known as 'effective density', which provides a measure of the clustering of economic activity, reflecting the accessibility of firms and employees to each other.
21	B1	Improved conditions for pedestrians	Quant	Pedestrian flows (Baseline and proposed Scenario)	Output from traffic modelling software package Also refer to TfL's Measuring Pedestrian Activity
22	B1	Improved conditions for pedestrians	Quant	Proportion of pedestrian trips that are work-related	Optional. Generally available if used as an input to modelling software. National average can be selected if alternative information is unavailable.
23	B1	Improved conditions for pedestrians	Quant	Mean time saving per pedestrian trip (either expressed as time or as a percentage reduction of an average trip time)	Output from traffic modelling software package
24	B1	Improved conditions for bicyclists	Quant	Cycling flows (Baseline and proposed Scenario)	Output from traffic modelling software package Also refer to TfL's Measuring Pedestrian Activity
25	B1	Improved conditions for bicyclists	Quant	Proportion of cycling trips that are work-related	Optional. Generally available if used as an input to modelling software. National average can be selected if alternative information is unavailable.
26	B1	Improved conditions for bicyclists	Quant	Mean time saving per cycle trip (either expressed as time or as a percentage reduction of an average trip time)	Output from traffic modelling software package
27	B6	Retail rents increase from improved urban realm quality	Quant	Rateable values of retail property in each Link and Space	Valuation Office Agency (England and Wales), the Scottish Assessors (Scotland) and the Valuation and Lands Agency (Northern Ireland)
28	B6	Retail rents increase from improved urban realm quality	Quant	Retail floorspace in affected Links and Spaces	Valuation Office Agency (England and Wales), the Scottish Assessors (Scotland) and the Valuation and Lands Agency (Northern Ireland)
29	B7a	Residential property value increase from improved urban realm quality	Quant	Sale prices of residential property in each Link and Space	Land Registry (via RightMove)
31	C1	Design of streets and spaces is made more inclusive	Qual	Description of how the built environment will be made more inclusive to all users, especially the most vulnerable ones, by proposed measures	The standard approach to measuring the inclusiveness of the public realm is undertaken predominantly by assessing existing or future designs and layouts against various sets of standards. For standards and examples of good practice, see Inclusive Mobility (DfT, 2005)
32	C2	Benefits expected as a result of reduction in pedestrian severance	Qual	No inputs are needed. These benefits are calculated as part of the B1 and D1 Local Connectivity benefits	N/A
33	C3	Versatility and adaptability of the space as a result of proposed improvements	Qual	Description of ability of space to accommodate and welcome a complete cross section of society. Outcomes of Equality Impact Assessment (EIA).	An excellent source of information on accommodating many different types of users in the public realm is Project for Public Spaces
34	D1	Pedestrian and Cyclist Connectivity	Quant	Same data as used in B1	Same sources as used in B1
35	D2	User Experience of Public Realm	Quant	PERS scores for each link and space, pre and post-improvement (forecast)	Carry out PERS audit of study area or engage consultant to do so
36	D2	User Experience of Public Realm	Quant	Pedestrian flows for each link and public space (and the average number of static persons)	For guidance, TfL's Measuring Pedestrian Activity is a useful document
37	D3	Reduction in noise disturbance	Quant	The final net present value of changes in house prices calculated using the TAG 3.3.2 methodology where relevant	Use TAG 3.3.2 methodology to obtain a value and enter it in box D3 in Sec D

38	D4	Heritage and Local Character	Qual	Description of how the proposed measures will protect and enhance heritage and local character.	Useful publications Heritage Works (2006) by RICS, British Property Federation, English Heritage and Drivers Jonas. Demonstrating the Public Value of Heritage (2006) by The National Trust and Accenture Indicators and datasets for measuring provision and usage of green space are available from: <ul style="list-style-type: none">▪ Natural England GIS Digital Boundary Datasets▪ CLG Land Use statistics▪ National Green Flag Award data▪ National Place Survey 2008/09▪ Natural England Monitor of Engagement with the Natural Environment 2009-10.
39	D5	Natural Landscape	Qual	Description of how the proposed measures will protect and enhance the natural landscape and the benefits associated with this.	
40	D6	Biodiversity	Qual	Description of how the proposed measures will contribute to maintaining biodiversity.	The Green Infrastructure Valuation Toolkit can provide values of increased biodiversity.
41	D7	Enhanced Community and Social Capital – benefits arising as a result of increases in social cohesion. Reductions in crime levels can be significant here, with associated benefits for encouraging investment.	Qual	Description of how the proposed measures will contribute to social cohesion.	There are two main approaches to measuring cohesion 1) Resident surveys, e.g. CLG Citizenship Survey (CLG, 2009b) 2) Use proxy measures, e.g. levels of crime, fear of crime, mental health, etc. See: The Economic Case for Cohesion (DCLG, 2009) The Equality Trust Predictors of community cohesion: multi-level modelling of the 2005 Citizenship Survey (DCLG, 2008)
42	E1	Reduction in accidents / collisions	Quant	Accident statistics: (fatal, severe, slight)	Obtainable from police STATS19 data. Also see DfT WebTAG 3.4.1
43	E2	Reduction in non-vehicular accidents (trips and falls)	Qual	Description of how the improved footway maintenance will reduce the frequency of trips and falls.	See: Pavement Condition Information Systems (PCIS)
44	E3	Increase in physical activity from encouraging new walk and cycle trips	Quant	Requires assumptions to be made about the types of walking trips to be valued. This is selected from a drop-down menu. Other data for this criterion is calculated from previous sections.	See: NICE PH8 (2008) Physical activity and the environment NICE (2010) Measuring effectiveness and cost effectiveness: the QALY
45	E4	Improved mental health and reduced stress	Qual	Description of how proposed improvements will make it more pleasant to be outdoors, increasing physical activity and reducing anxiety and fear of crime.	See: Grahn & Stigsdotter (2003) Landscape planning and stress . Halpern, D., (1995) Mental health and the built environment: more than bricks and mortar? Layard, R. (2006) The Depression Report: A New Deal for Depression and Anxiety Disorders (LSE)
46	E5	Improved air quality from new trees and woodland provision	Quant	Numbers of trees in area under baseline and scenario and areas of woodland provision (Ha)	See DfT TAG 3.3.3 (quantifying the change in exposure to pollutants)
47	E6	Crime reduction	Quant	FIGURES FOR THE FOLLOWING CRIMES Violence against the person, Criminal damage. % change forecast	See: Safer Places: The Planning System and Crime Prevention (2004)