

## APPENDIX I HACT SOCIAL VALUE CALCULATIONS BY THEME

Employment & Skills									
What's the activity?	Associated outcome / value	Average person value	No. of participants/beneficiaries				Total value	Total minus deadweight	Comments / notes / assumptions / judgements
			Age unknown	<25	25-49	>50			
Direct job creation (in new commercial uses)	◆ Full-time employment	£ 14,433	46				£ 663,896	£ 564,312	Job creation data taken from Lichfields economic assessment
Indirect job creation (supply chain effect)	◆ Full-time employment	£ 14,433	21				£ 303,083	£ 257,621	Job creation data taken from Lichfields economic assessment
Indirect job creation (resident expenditure effect)	◆ Full-time employment	£ 14,433	26				£ 375,246	£ 318,959	Job creation data taken from Lichfields economic assessment
Provision of youth-focused community space	◆ General training for job	£ 1,567		25			£ 62,668	£ 53,268	Assumes youth space holds weekly training courses attended by 25 people. *Figures from Offset Projects.
Local employment in consultation	◆ Full-time employment	£ 14,433	1				£ 14,433	£ 12,268	Retention of Kevin, former Agora centre employee to look after the site and any anti social behaviour
Local employment in construction	◆ Full-time employment	£ 14,433	310				£ 4,474,085	£ 3,802,972	Assumes the projection in the Planning and Economic Statement for over a year (20 months).
Local employment in operation	◆ Full-time employment	£ 14,433	46				£ 663,896	£ 564,312	Assumes the projection in the Planning and Economic Statement.
<b>SUB TOTAL</b>								<b>£ 5,573,711</b>	
<b>Design &amp; infrastructure</b>									
Demolition and regeneration of Agora	□ Resolution of problems with scruffy/neglected buildings (NB: Definition excludes dwellings)	£ 449	1249				£ 560,801	£ 560,801	Assumes 10% of the population of Wolverton and Greenleys (pop. 12,492) feel a meaningful improvement from the demolition and regeneration of the Agora site.

Demolition and regeneration of Agora	» Good neighbourhood	£ 1,747	1249				£ 2,564,950	£ 2,077,609	Assumes 10% of the population of Wolverton and Greenleys (pop. 12,492) feel that they live a good neighbourhood following the demolition and regeneration of the Agora site.
Retainment of Kevin to protect the site from anti-social behaviour	» No problem with anti-social behaviour	£ 7,057	1				£ 7,057	£ 5,716	
Provision of youth-focused community space	○ Go to youth clubs			25			£ 61,608	£ 49,902	Assumes 25 young people regularly use community space. *Figures from Offset Projects.
Provision of youth-focused community space	○ Improvements in confidence (youth)			25			£ 236,371	£ 172,551	Assumes 25 young people regularly use community space. *Figures from Offset Projects.
Provision of youth-focused community space	◆ Regular attendance at voluntary or local organisation			25			£ 45,600	£ 36,936	Assumes 25 young people regularly use community space.*Figures from Offset Projects.
Provision of youth-focused community space	◆ General training for job			25			£ 62,668	£ 53,268	Assumes youth space holds weekly training courses attended by 25 people. *Figures from Offset Projects.
Provision of youth-focused community space	■ Member of social group			25			£ 73,985	£ 59,928	Assumes 25 young people regularly use community space. *Figures from Offset Projects.
Provision of Non-Residential Uses in Town Centre	♥ Walking		1249				£ 6,764,257	£ 5,479,048	Assumes 10% of the population of Wolverton and Greenleys (pop. 12,492) will now walk to the site to use the non-residential spaces, instead of driving to the Agora Car Park.

Provision of shared communal gardens and car-free little streets	» Talks to neighbours regularly		104			£ 471,6 18	£ 382,011	Assumes 50% of new residents use car free little streets and shared gardens to talk to neighbours. MKC's factors for population arisings in calculating developer contributions have been used to forecast total resident population.
Provision of shared communal gardens and car-free little streets	— Gardening		21			£ 30,72 5	£ 24,888	Assumes 10% of new residents engage in gardening activities in shared courtyards. MKC's factors for population arisings in calculating developer contributions have been used to forecast total resident population.
Construction of energy efficient buildings	☐ Energy efficiency improved by one EPC band		208			£ 45,13 6	£ 45,136	Assumes 100% of residents benefit from EPC being one band higher than without commitment to sustainability measures. MKC's factors for population arisings in calculating developer contributions have been used to forecast total resident population.



Community Health, Wellbeing and cohesion									
Provision of youth-focused community space	○ Improvements in confidence (youth)			25			£ 236,371	£ 172,551	Assumes 25 young people regularly use community space. *Figures from Offset Projects.
Provision of youth-focused community space	◆ Regular attendance at voluntary or local organisation			25			£ 45,600	£ 36,936	Assumes 25 young people regularly use community space.*Figures from Offset Projects.
Provision of youth-focused community space	■ Member of social group			25			£ 73,985	£ 59,928	Assumes 25 young people regularly use community space. *Figures from Offset Projects.
Active on-site management regime	» Able to obtain advice locally		208				£ 411,275	£ 333,132	Assumes 100% of rental community regularly liaises with on-site management team. MKC's factors for population arisings in calculating developer contributions have been used to forecast total resident population.
Active on-site management regime	■ Active in tenants group		21				£ 167,088	£ 135,341	Assumes 10% of residents have engaged on management and maintenance of the scheme, including communal gardens. MKC's factors for population arisings in calculating developer contributions have been used to forecast total resident population.

Intentional Community	■ Active in tenants group					17	£ 82,786	£ 67,057	Assumes 100% of Still Green residents feel in control of their lives after moving to an intentional community. MKC's factors for population arisings in calculating developer contributions have been used to forecast total resident population.
Intentional Community	■ Member of social group					55	£ 101,729	£ 82,400	Assumes 100% of Still Green residents regularly talk with other Still Green residents. MKC's factors for population arisings in calculating developer contributions have been used to forecast total resident population.
Active on-site management reigme	» Able to obtain advice locally					55	£ 216,230	£ 175,146	Assumes 100% of Still Green residents have engaged on management and maintenance of the scheme, including communal gardens. MKC's factors for population arisings in calculating developer contributions have been used to forecast total resident population.

Positive emotions	☼ Feel in control of life	£ 15,878	104				£ 1,643,359	£ 1,199,652	Assumes 50% of all new residents complete the POE survey; and 75% of those who complete it have positive emotions. MKC's factors for population arisings in calculating developer contributions have been used to forecast total resident population.
Connecting	» Talks to neighbours regularly	£4,535	104				£ 469,351	£ 380,174	Assumes 50% of all new residents complete the POE survey; and 75% of those who complete it experience connecting. MKC's factors for population arisings in calculating developer contributions have been used to forecast total resident population.
Positive emotions	» Feel belonging to neighbourhood	£ 3,919	104				£ 405,617	£ 328,549	Assumes 50% of all new residents complete the POE survey; and 75% of those who complete it experience belonging to the neighbourhood. MKC's factors for population arisings in calculating developer contributions have been used to forecast total resident population.

Positive emotions	♥ Frequent mild exercise	Relevant survey question	104				£ 366,092	£ 296,535	Assumes 50% of all new residents complete the POE survey; and 75% of those who complete it exercise mildly frequently. MKC's factors for population arisings in calculating developer contributions have been used to forecast total resident population.
Participation	▣ Active in tenants group	£ 7,957	104				£ 823,550	£ 667,075	Assumes 50% of all new residents complete the POE survey; and 75% of those who complete it participate. MKC's factors for population arisings in calculating developer contributions have been used to forecast total resident population.
Positive emotions	⊗ Relief from depression/anxiety (adult)	£ 36,827	104				£ 3,811,595	£ 2,782,464	Assumes 50% of all new residents complete the POE survey; and 75% of those who complete it experience relief from depression / anxiety (adult). MKC's factors for population arisings in calculating developer contributions have been used to forecast total resident population.
<b>SUB TOTAL</b>								<b>£ 6,716,940</b>	

## APPENDIX II TFL HEALTHY STREETS

### TFL Healthy Streets

**Key:** Scheme has adopted these indicators in design

There is data missing, for example they could be operational indicators we cannot predict

Pedestrians from all walks of life

The best test of a Healthy Street is whether there are people reflecting the full diversity of society on the street. Streets should be inviting for everyone to spend time and make journeys on foot, cycle or by public transport. Social norms influence active travel, people are more likely to walk and cycle when they see others doing the same.

Is the street accessible and welcoming to all? Is the street somewhere an eight or 80- year-old could happily travel independently on foot?  
 Is the local public transport offer attractive and accessible?  
 Do the people on the street reflect all sections of society and the local community?  
 Are any groups or individuals not using the street, particularly at certain times of the day or night?  
 Is the pavement smooth, level, free of obstructions and wide enough for the number of people using them, now and in the future?  
 Is it sufficiently wide to support a range of activities including scooting, skateboarding, shop mobility, playing, sitting and socialising?  
 Does the mix of services along the street serve the varied needs of the local community?  
 Could parking be removed to increase the available pavement width around obstructions such as trees or lamp posts?  
 Do streets remain accessible to people walking, cycling and using public transport during road works and construction activity?  
 Are the needs of all people who currently and potentially walk on the street being considered in the development of proposals to change the street? Is additional engagement needed to ensure any concerns over accessibility are understood and addressed?

People choose to walk, cycle and use public transport

Walking, cycling and using public transport should be the most attractive ways to travel, and making them more enjoyable will benefit everyone, including those already travelling on foot, by bike or public transport. People walk and cycle on almost every street in London and do not always have an alternative travel option. This means even the streets with the heaviest traffic must be made more attractive to walk and cycle.

Does the street provide an attractive environment for walking and cycling?  
 Will people walking or cycling think the street has been designed with their needs in mind?  
 Are public transport services frequent and direct enough to provide a competitive alternative to car use?  
 Is the amount and speed of traffic and driver behaviour appropriate for the type of street?  
 Have steps been taken to reduce the effects of motorised traffic on people walking and cycling, and local businesses and residents?  
 Does the street feel looked after and is it maintained to a high standard?  
 Is it easy for people to get to bus stops and change between different types of public transport?

Is the street an attractive place to wait for the bus and access train stations?  
 Is enough space allocated for walking, cycling and public transport?  
 Will this be enough space for future demand?  
 Can people cycling easily stop and secure cycles at convenient locations for accessing shops and services?  
 Are people walking and cycling forced to share the same space when cycles could be accommodated separately?  
 Have steps been taken to reduce the attractiveness of residential streets as short-cuts for motor vehicles?

Have measures been taken to increase the attractiveness of residential streets as places where people can spend time and encourage children to play out?  
 Can the amount, cost and availability of car parking at local amenities be changed to make people want to walk, cycle and use public transport over using the car?

People feel relaxed

People are more likely to walk or cycle if they feel relaxed and find it enjoyable. Good quality street design, a clean, well kept environment and plenty of plants can help create attractive and relaxing places to walk and cycle. Ensuring there is enough space so that people walking and cycling don't feel stressed is important, as is making sure people can find their way around.

Does the street feel clean and well maintained? Are litter bins provided?

Does the street feel appropriately peaceful or lively given the kind of street it is and the time of day?

Is the amount and speed of traffic and the way the people are driving intimidating?

Is there a smooth and level surface for people walking and cycling? Will people walking or cycling worry that they might trip or fall because the path or carriageway is poorly maintained?

Are pavements and cycle lanes wide enough for the number of people using them now and in the future, and for those travelling in groups?

Is the street laid out in a way that makes it easy to navigate on foot or by cycle?

Are the important walking and cycling routes easy to locate and signposted?

Does the street feel cluttered with obstacles on the pavement, such as phone boxes, bins, signs or advertising boards, or is there clear space for walking?

Does rain water drain away without leaving puddles?

Is there high quality, well maintained planting on the streets, for example trees, planters, hanging baskets or window boxes?

Easy to cross

Streets without suitable crossing facilities make walking and cycling

Can people cross the road safely at the point they would find most convenient?

less appealing. They can be a significant barrier to some people travelling on foot or bike. The types of crossing needed will vary, but on all streets it should be easy for people of all ages and abilities to find a safe place to cross without having to go out of their way.

Does the amount and speed of traffic make it difficult for people to cross the road?  
Are the crossings provided suitable for the type of street, the amount of traffic and nearby uses eg doctor's surgery or school?  
Are crossings accessible to everyone?  
Do people need to walk to a junction to find a safe and accessible place to cross?  
Can people walking and cycling pedestrians and cyclists cross safely, directly and comfortably at junctions?  
Are people waiting a long time for a green man at pedestrian crossings?  
Is there enough time for everyone to cross without feeling rushed, including mobility impaired people or people crossing with children?  
Is there good visibility so that people crossing can see oncoming traffic and be seen?  
Where pavements get crowded, is there enough space for people to wait and are crossings wide enough for the amount of people using them?  
Could crossings where people have to wait on an island in the middle of the road be made more comfortable to use?  
Have the entrances to side streets been narrowed and raised to pavement level to give clear priority to people walking and make drivers slow down?  
Does the amount and location of car parking and loading bays make it difficult for people to cross the road?

People feel safe

People will be less willing to walk, cycle or use public transport if they feel unsafe on a street. The whole community should feel comfortable and safe from crime, intimidation or injury on any street day and night.

Will people walking or cycling on the street worry that they might be involved in a collision with a motor vehicle?  
If a person stepped into the carriageway would people driving or cycling be able to stop or manoeuvre safely to avoid a collision?  
Do people driving and cycling on this street manoeuvre aggressively? For example, overtaking when there is some risk and little benefit in doing so.  
Does the speed limit need to be lowered or the streets redesigned to encourage people to travel at an appropriate speed that means that people and walking and cycling do not feel intimidated?  
Is there ever a visible police presence, and is there any enforcement against aggressive or antisocial driving or cycling?  
Are people cycling on the pavements because it would be too intimidating to cycle on the carriageway?  
Will people using the street worry that they might be a victim of crime or feel threatened by antisocial behaviour?  
Will people feel safe at all times of the day and night?  
Does the street lighting illuminate the pavement as well as the carriageway?  
Are side-streets, footpaths or alleyways leading from the street well lit?  
Are there places that feel neglected or run down, or where crime and antisocial behaviour might go unnoticed?  
Will people walking, cycling or waiting at bus stops feel isolated?

Does the street have buildings with doors and windows that overlook the pavement? Are people regularly going in and out of the buildings or passing by?

If there are cycle parking stands on the street, would it feel safe to leave a cycle there? Does the location have many people passing by and is it overlooked?

Is the street kept clean and free from litter and other signs of neglect?

#### Things to see and do

People will be less willing to walk and cycle on streets that are visually unappealing or bland. People are more likely to travel actively when there are things to do locally and will also be less dependent on cars if shops and services are within walking distance.

Are there shops, services, schools and parks on the street or within walking distance?

Is the street an interesting and engaging place to walk and spend time?

Does the street provide opportunities for informal play and social activities?

Do the buildings along the street help make it interesting?

Do buildings create a varied frontage or do they present a long and unbroken face to the street?

Are there opportunities to use planting, public art or lighting to make the buildings and street more interesting and engaging?

Do occupiers make the front of their buildings interesting and attractive, eg art, front gardens, window boxes or window displays?

Are things happening on the street, for instance street vendors, street artists, children playing or people socialising?

Do different things ever happen on the street, such as parties, markets, street vendors, street artists, or closures to traffic?

#### Places to stop and rest

Lack of resting places can limit mobility for some people, particularly those who are ill, injured, older or very young. Ensuring there are places where people have room to stop or somewhere to rest benefits everyone, including local business, as people will be more willing to visit, spend time in, or meet other people on these streets.

Is there enough room for people to find somewhere away from the flow of pedestrians to stop when they need to?

Are there opportunities to sit down every five to 10 minutes?

Are seats designed around the needs of all users? Do some have back and arm rests?

Does seating in town centres and other places where people meet and socialise allow people to sit in groups?

Will seats be comfortable to use at all times of year, particularly when it is very cold or very sunny?

Are seats in an attractive location and a comfortable distance from heavy traffic?

Are seats located in areas that are overlooked by nearby buildings to help reduce the potential for antisocial behaviour?

Is seating located to avoid obstructing people walking, and has it been aligned with other street features, such as lamp-posts, bus stops and planting?

Does the design of seating help to make the street interesting and attractive?

Are there informal opportunities for stopping and resting?

Do walls, planters or steps provide places for people to rest if they need to?

Do cafes and other businesses provide outdoor seating?

Are there opportunities to provide temporary or seasonal seating?

Are public spaces used informally or illegally to park cars, vans and motorcycles?

Not too noisy

Motorised road traffic is a primary source of noise pollution in urban areas. This affects the health of people who walk, cycle, shop, work, study and live on noisy streets. Reducing traffic volumes and speeds, quieter vehicles and low noise road surfaces will all benefit health as well as improve the ambience of street environments, encouraging people to interact and travel actively.

Do people have to raise their voices to hold a conversation?  
Do buildings lining the street keep their windows closed even on hot days?  
Do people avoid the street even though it is inconvenient to do so?  
Do vehicles sound horns or rev their engines?  
Are the materials used to surface the road smooth to help reduce noise from vehicles on the road?  
Has the street been designed to reduce aggressive driving or are drivers being educated to drive courteously on this street?  
Is there noise and other disruption coming from deliveries and waste collection, and do these happen at particularly sensitive times?

Clean air

Improving air quality benefits everyone while also helping to reduce health inequalities. Citywide measures are needed but there are also local actions that can be taken. Anything that significantly reduces that amount of traffic on the road or reduces the number of high polluting vehicles will help improve local air quality and will contribute to any citywide measures.

Have steps been taken locally to improve air quality and reduce the sources of air pollution, particularly from motor vehicles?  
Do people drive for short trips, when they could walk or cycle?  
Has anything been done to make walking, cycling and public transport quicker or more convenient than driving for short trips?  
Does the amount, availability and cost of car parking at local amenities provide an incentive to drive rather than walk, cycle or take public transport? Is adequate cycle parking provided?  
Is it possible to reduce the amount of traffic using the street or restrict access to low polluting vehicles?  
Are there initiatives in place to promote the use of low or zero emissions vehicles for deliveries, servicing and journeys that cannot be made on foot, by bike or using public transport?  
Are local businesses being encouraged to reduce traffic by consolidating deliveries and waste collection? Could electric or low emission vehicles make those journeys?  
Are there campaigns and promotional activities to discourage drivers from leaving their engines running when they're parked or in stationary traffic?  
Do people accelerate and brake aggressively when driving?

Shade and shelter

High winds, heavy rain, high temperatures and sun exposure can have a significant effect on people's ability to travel actively and spend time in the street as well as their enjoyment. The need for shade and shelter will increase as the climate changes and

Will people find it easy to find shade on hot and sunny days, particularly in places where they gather and spend time, such as public squares and seating areas?

Will people find it easy to find shelter if it rains?

London experiences more extreme weather.

Are people exposed to high winds that make it difficult to walk or unpleasant to spend time in the street?

Is the shade and shelter sufficient for the heavier rain and higher temperatures that will occur as a result of a changing climate?

Is shade and shelter provided in ways that make the street a more attractive place to walk, cycle and spend time?

Does the presence of different types of tree provide shade in the summer but allow sunlight through in winter?

Do the buildings along the street provide opportunities for shelter, such as canopies or awnings? Do bus stops have shelters?

Do the buildings lining the street create an unpleasant microclimate? Do they increase wind speeds?

## APPENDIX III SPORTS ENGLAND ACTIVE DESIGN

This checklist provides a useful tool for applying Active Design principles to a specific proposal or measure and assessing the ability to deliver more active and healthier outcomes. The checklist provides an overview of the principles and pointers to best practice found within the guidance. These chosen principles are not suitable to the scheme

### Active Design Checklist (2015)

#### 1. Activity for all

Neighbourhoods, facilities and open spaces should be accessible to all users and should support sport and physical activity across all ages.

*Enabling those who want to be active, whilst encouraging those who are inactive to become active.*

#### 2. Walkable communities

Homes, schools, shops, community facilities, workplaces, open spaces and sports facilities should be within easy reach of each other.

*Creating the conditions for active travel between all locations.*

#### 3. Connected walking & cycling routes

All destinations should be connected by a direct, legible and integrated network of walking and cycling routes. Routes must be safe, well lit, overlooked, welcoming, wellmaintained, durable and clearly signposted. Active travel (walking and cycling) should be prioritised over other modes of transport.

*Prioritising active travel through safe, integrated walking and cycling routes.*

#### 6. High Quality Streets and Spaces

Flexible and durable high quality streets and public spaces should be promoted, employing high quality durable materials, street furniture and signage.

*Well designed streets and spaces support and sustain a broader variety of users and community activities.*

#### 8. Active Buildings

The internal and external layout, design and use of buildings should promote opportunities for physical activity.

*Providing opportunities for activity inside and around buildings*

#### 9. Management, maintenance, monitoring & evaluation

The management, long-term maintenance and viability of sports facilities and public spaces should be considered in their design. Monitoring and evaluation should be used to assess the success of Active Design initiatives and to inform future directions to maximise activity outcomes from design interventions.

*A high standard of management, maintenance, monitoring and*

*evaluation is essential to ensure the long-term desired functionality of all spaces.*