Local Recovery Index

September Reset



Introduction to the LRI

- The purpose of the Local Recovery Index (LRI) is to measure the broad impact that Covid-19
 has had on five dimensions in Surrey Economy, Health, Place, Society and Infrastructure and
 how boroughs and districts are recovering from this impact.
- Recovery is considered to be a return to the status quo or business as usual rather than something different. To measure this, we have collected data on a range of indicators which will have been depressed or exhibited negative performance during the pandemic and lockdown, and monitoring their return to expected levels.
- The index produces a weighted score and rank for each dimension and indicator to enable
 a comparison between areas, and to help identify the geographic and thematic areas where
 Surrey is recovering well and those where it is struggling. In turn, this will help guide local
 decision making and identifying policy and investment priorities.

Further Development

- This version of the LRI should be considered as a test version. While it has been calculated
 using real data we are still developing the concept of what 'recovery' looks like and shaping
 some of the parameters used for calculating the index score (such as capping extreme values
 and setting what the best and worst case scenarios look like).
- We are also working to include a wider variety of indicators, which will provide a more complete view of recovery and lessen the impact of low scores in dimension with a small number of indicators. The LRI will be updated quarterly for the foreseeable future and new or updated indicators will be included in the next quarter.
- The LRI does not replace Surrey's Social Progress Index (SPI), which is in development. It is
 more focussed version that relates to Covid-19 impact and recovery. The LRI will be updated as
 recovery continues and more data becomes available, but it is expected that the SPI will
 eventually supersede the LRI. The SPI has a broader purpose of reflecting Surrey's social
 development goals, and the progress made in these areas, rather than recovering to the status
 quo.

Overview of Indicators (1/2)

We've been able to obtain a large number of datasets from our Local Insight tool, while others are publicly available from government open data sources. We have also approached partners and a small number of independent organisations and charities for support on indicator selection and to provide datasets. The table below summarises the indicators included in each dimension of the current version of the LRI at the borough and district level.

imension	Indicator	Description
Economy	Furloughed staff	Percentage take up of furlough scheme.
	Claimant count	Percentage change in Universal Credit / JSA claimant count. Current 3 months compared to same period previous year.
	House sales	Percentage change in volume of house sales. Current 3 months compared to same period previous year.
Health	Covid-19 infection rate	Rate per 1,000 of lab confirmed cases of Covid-19 for current 3 month period.
	Covid-19 death rate	Rate per 1,000 of deaths from Covid-19 for current 3 month period.

Overview of Indicators (2/2)

The following indicators are also included in the LRI at the county level. Some are not currently available at borough and district level, or are only available at a countywide level.

Dimension	Indicator	Description			
Society	Open schools	Average proportion of schools open for current period.			
Page 95	Pupil attendance	Average percentage of pupil attendance for current period.			
	Community support enquiries	Volume of calls made to Community Support helpline for current period.			
	Homeless presentations	Households initially assessed as threatened with homelessness (owed prevention duty) or homeless (owed relief duty) for current period.			
	Homeless assessments	Total households assessed as owed a homelessness duty for current period.			
Infrastructure	Bus routes	Percentage of bus routes in operation for current period.			
	Bus passenger journeys	Percentage bus passenger journeys for current period compared to same period previous year.			
	Traffic flow	Percentage current average traffic flow below pre-pandemic average.			

The full list of planned indicators will be included in the next update of the index when the data become available. The index has been calculated with these gaps and will be more detailed when they are included.

Summary of Scores and Ranks

Based on the indicators in economy and health dimension, Elmbridge is ranked first (1 is the closest to pre-pandemic levels, 11 is furthest) for overall recovery progress in the county, followed by Guildford, with Reigate and Banstead ranked 11th and Surrey Heath 10th. It is important to note, however, that the overall scores are very close in the top four areas, and those ranked 6 to 8, and there is variation in scores and ranking within the dimensions.

Aron	Economy		Health		Overall	
Area	Score	Rank	Score	Rank	Score	Rank
	28.6	6	48.6	1	37.2	1
© uildford	34.9	4	39.4	3	37.1	2
Woking	29.9	5	41.2	2	35.1	3
Epsom and Ewell	46.4	1	24.9	6	34.0	4
Tandridge	35.5	3	24.2	7	29.3	5
Waverley	27.1	7	21.1	9	23.9	6
Spelthorne	14.7	9	36.5	4	23.2	7
Mole Valley	22.5	8	22.8	8	22.7	8
Runnymede	8.6	11	35.1	5	17.4	9
Surrey Heath	10.0	10	6.7	10	8.2	10
Reigate and Banstead	40.1	2	0.6	11	5.1	11

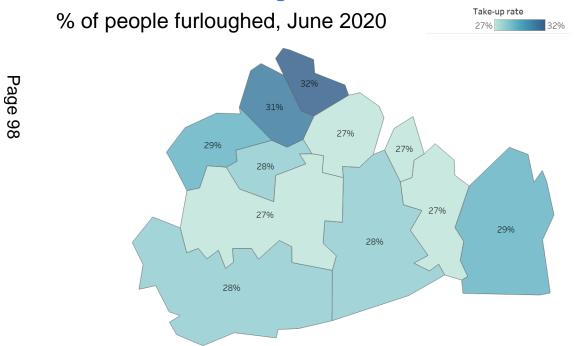
Elmbridge currently ranks highest for recovery while Reigate & Banstead ranks lowest

Elmbridge currently ranks highest for recovery because it has consistently good scores in both dimensions, being first for Health, third for Place, and fifth for Economy. This is the result of a combination of Covid-19 infection and death rates at the lower end for the county (2.8 and 0.7 per 1,000 of the population respectively), and moderately low changes in the crime types specified. In comparison, Reigate and Banstead ranks 11th overall because of a particularly low score in the Health domain.

Reigate and Banstead is ranked 2nd for Economy, but it's overall position is affected strongly by its very low score in the Health domain, where it is ranked 11th, along with a moderately low score in the Place dimension. In terms of the Health dimension, this is driven by the borough having the second highest infection rates and the highest death rates for the period the index is calculated for.

Over a quarter of eligible employments are furloughed in parts of Surrey but this is lower than the South East average

Over a quarter of employments eligible for furlough took up the Coronavirus Job Retention Scheme in June in Surrey. The proportion of people taking up the scheme ranges from 32% in Spelthorne to 27% in Elmbridge, Epsom and Ewell, Guildford, and Reigate and Banstead.



The overall take up rate for Surrey is 28%. In the South East the rate is 29%; nationally it is 30%. Runnymede, Spelthorne, Surrey Heath and Tandridge are all above the South East rate.

Surrey has a higher proportion (compared to the South East or England) of businesses in the 'micro' size band, which are businesses employing nine people or fewer. As the Job Retention Scheme is ended it is expected many of these firms will struggle to keep all their furloughed employees.

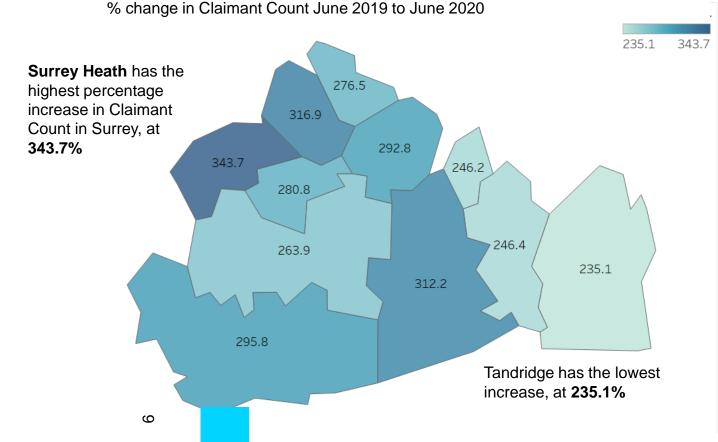
In the South East, there were 1.216 million employments furloughed, the highest region outside of London, which had 1.291 million employments furloughed.

The rate of people claiming Universal Credit and Job Seekers Allowance increased dramatically as a result of Covid-19

The Claimant Count for the period April to June 2020 increased by 277.8% in Surrey compared to the same period in 2019. All of Surrey's borough and districts recorded higher increases than the South East (170.4%) and national (120.9%) increases.

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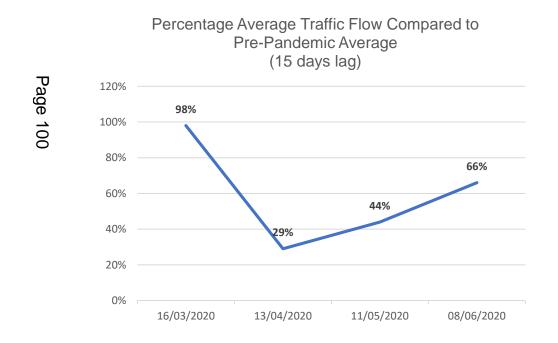
As the pandemic took hold, the labour market weakened markedly, but that rate of decline slowed into June, though this was before recent job losses were reported, which lead to further increases in claimants July.

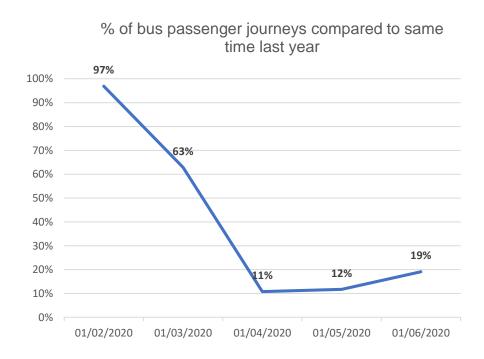


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During the pandemic transport usage has fallen but traffic levels are beginning to rise again

Car usage has fallen dramatically, with drop in average traffic flow in April to just 29% of the previous month's figure. Figures are now rebounding however to 66% of the March figures.





The number of bus services in operation dropped by 37% during April and May to 130, and passenger numbers have fallen to 11% compared to the same period last year.