

Table 1.00

Variable	Method used	Literature
Historical Value	Spatial buffer to measure the average % of housing built pre 1950 in each corridor.	Nesbitt, 2005
Proximity to the City Centre	The route length of the N.E.T corridor and the control corridor are of similar length and both originate from the same point in relation to the city centre	Nesbitt, 2005; Smith, 1979; Ley, 1980
Control Variable: Transport Accessibility	Focal point of the study. N.E.T corridor is dominated by light-rail, while the other is a conventional bus route operating at a similar frequency	Nesbitt, 2005
Proximity to other facilities	Spatial buffer to measure the total number of schools and healthcare facilities within relative accessibility of each route (e.g GPs, Doctors Surgeries)	Florida, 2015
Proximity to green/open space	Spatial buffer to measure total instances of parks/green space	Luttik, 2000; Wu et al, 2014

Table 2.2 – Gentrification Attractors

It was also necessary to choose a control corridor that also contained broadly similar geo-demographic characteristics to that of the tram corridor (Figure 2.2). This was achieved through mapping each zone in the city region to the eight output area classifications (OACs) from the census (ONS, 2011). Although the OACs of each zone did not account as a direct gentrification attractor, the classifications helped to account for differences in the socio-economic status, level of ethnic mixing and level of deprivation extent in each corridor. OACs were compared between the N.E.T corridor and the control corridor as a total % proportion of coverage. Table 2.3 shows the results from the model of the control route and the two next best alternatives that were identified. The routes were considered on the number of indicators that were the closest match to that of the tram corridor.