Appraisal Summary Table

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Name of scheme:	South Reading Mass Rapid Transit (SRMRT) (Phase 1 & 2), Reading
Description of scheme:	The scheme will provide a series of new and improved bus priority measures on the A33. It will link central Reading to existing/proposed residential and employment areas to the south of Reading including Green Park and the new Mereoak Park and Ride facility due for delivery in 2014/15. Phase 1 of the scheme runs between M4 Junction 11 and A33 junction with Longwater Avenue (Green Park), whilst Phase 2 runs between the A33 junctions with Longwater Avenue (Green Park) and Island Road.

Impacts		Summary of key impacts	Assessment: Quantitative	Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp
Economy	Business users & transport providers	The scheme leads to journey time benefits of £6.076m to business users as a result of reduced congestion along A33 corridor south of Reading. Bus services also experience improvements in journey times as a result of improvements to bus priority. Improvements in journey time reliability are also experienced by all users. TUBA and a spreadsheet tool based on TUBA principles were used to calculate scheme benefits but does not include a breakdown by time saving bands.	Value of journey time changes(£): £6.076m Net journey time changes (£): < 2min: Not assessed; 2 to 5min: Not Assessed; > 5min: Not Assessed	Moderate Beneficial	£6.076m	Not Assessed
	Reliability impact on Business users	It is anticipated that the scheme will improve journey time reliability for public transport users in particular to a value of £1.545m of which £0.336m will accrue to business users	£0.336m	Slight Beneficial	£0.336m	
	Regeneration	The improvements will provide increased capacity along the A33 to the south of Reading and improved journey time reliability - this will assist in development coming forward to the south of Reading along the A33 corridor. Improved public transport will also provide a viable alterantive to the car.	Not assessed	Slight Beneficial	N/A	
	Wider Impacts	The SRMRT will provide additional capacity to allow development to come forward to the south of Reading. This includes commercial and residential development, with the resulting increase in labour supply.	Not assessed	Slight Beneficial	N/A	
Environmental	Noise	It is considered that the noise changes of the scheme are likely to be imperceptible once the scheme is operaational, given the likely changes in flows, vehicle speeds and distance. Noise have been assessed using WebTAG Guidance contained in Unit A5.4 "Marginal External Costs"	£0.032m	Neutral	0.032m	Not Assessed
	Air Quality	The impacts of scheme generated traffic on concentrations of nitrogen dioxide, PM10 and PM2.5 have not been assessed given that changes to road alignment will be minimal as most of the scheme is online and traffic flow changes will be relatively small. The proposed scheme is predicted to result in an imperceptible change in NO2, PM10 and PM2.5 concentrations. Taking into account the conservative nature of the assessment, the overall air quality impact of the development is considered to be insignificant.	Not assessed	Neutral	N/A	Not Assessed
	Greenhouse gases	Greenhouse gases have been assessed using TUBA	Change in non-traded carbon over 60y (CO2e): -9745 tonnes Change in traded carbon over 60y (CO2e): -19 tonnes	Slight Beneficial	£457,000	
	Landscape	The scheme predominantly follows the existing alignment and therefore has no impact on landscape quality.	Not assessed	Neutral	N/A	
	Townscape	The scheme predominantly follows the existing alignment and therefore has no impact on townscape quality.	Not assessed	neutral	N/A	
	Historic Environment	The historic environment assessment found the site could contain historic assets but they would be of low significance.	There are no predicted impacts on the historic environment	Neutral	N/A	
	Biodiversity	The schemes are predominantly within the existing highway boundary and hence there are unlikely to be any significant ecological impacts. Any impacts that may arise will be able to be mitigated.	Not assessed	Neutral	N/A	
	Water Environment	The works are not likely to have a significant impact on the water environment.	Not assessed	Neutral	N/A	
Social	Commuting and Other users	The scheme leads to journey time benefits of £12.158m to commute and other users as a result of reduced congestion and improved bus journey times on the A33 corridor south of Reading. Bus services also experience improvements in journey times as a result of improvements to bus priority. Improvements in journey time reliability are also experienced by all users. TUBA and a spreadsheet tool based on TUBA principles was used to calculate scheme benefits but does not include a breakdown by time saving bands.	Value of journey time changes(£): £12.158m Net journey time changes (£): < 2min: Not assessed; 2 to 5min: Not Assessed; > 5min: Not Assessed	Large Beneficial	£12.158m	Although SDI analysis has not been assessed, it is expected that most income groups will enjoy slight to moderate benefits from the scheme
	Reliability impact on Commuting and Other users	It is anticipated that the scheme will improve journey time reliability for public transport users in particular to a value of £1.545m of which £1.209m will accrue to commute and other users	£1.209m	Slight Beneficial	£1.209m	
	Physical activity	Pedestrians are largely unaffected by the sheme and will see little change in physical activity.	Not assessed	neutral	N/A	
	Journey quality	The improved bus priority measures will reduce travel times buses resulting in a less frustrating and stressful journey. The main advantages will be for bus passengers who will benefit from the new bus priority measures.	Not assessed	Beneficial	N/A	
	Accidents	The accident benefits are positive as the scheme results in some car traffic switching to Park and Ride with a small but beneficial reduction in traffic flows with consequent accident benefits assessed uing WebTAG Unit A5.4 "Marginal External Costs". Some potential accident costs not quantified as a result of scheme design i.e. merging, but these will be designed out as far as possible	The assessment has predicted accident benefits of £533,000 over the 60 year appraisal period.	Slight Beneficial	£0.533m	Not Assessed
	Security	No changes to security along the route are expected, so this has not been analysed.	Not assessed	Neutral	N/A	Not Assessed
	Access to services	The route is a key public transport corridor on the A33 to the south of Reading, improved bus services and bus priority will result in improved access to services. Improved journey times and reliability will result in a better bus services along the corridor and provide improved access to services, not least access to central Reading, existing/proposed commercial and residential development. This will paritularly, although not exclsively, be of benefit to more dio	Not assessed	Beneficial	N/A	Not Assessed
	Affordability	The scheme provides bus lanes which will improve connectivity to other services. The reduced travel times means reduced fuel and non-fuel user operating costs.	Not assessed	Slight Beneficial	N/A	Not Assessed
	Severance	The scheme is largely on line with only small off line elements and is therefore not expected to cause severance.	Not assessed	Neutral	N/A	Not Assessed
	Option and non-use values	No assessment of Option Values has been undertaken.	Not assessed	Neutral	N/A	
Public Accounts	Cost to Broad Transport Budget	Investment costs are £5.515m. This has been discounted to 2010. This does not include any developer contributions which are a saving to the government.	Discounted investment costs are £5.515m	N/A	£5.515m	
	Indirect Tax Revenues	These have been assessed in a spreadsheet model over a 60 year period and have been estimated to fall by £1.196m as a results of reduced congestion and improved efficiency, and	Indirect Tax Revenue are estimated at £1.196m	Slight Adverse	-£1.196m	