

Appraisal Summary Table		Date produced:	22.09.15	Contact:				
Name of scheme:	South Reading Mass Rapid Transit (SRMRT) (Phase 1 & 2), Reading			Name	Chris Maddocks/Cris Butler			
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 Mereok 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.			Organisation	Reading BC			
				Role	Promoter/Official			
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	Moderate Beneficial	£6.076m	Not Assessed	
		Net journey time changes (£)						
		< 2min	2 to 5min	> 5min				
		Not assessed	Not Assessed	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 alternative 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 operational, given the likely changes in flows, vehicle speeds and distance. Noise has 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	Slight Beneficial	£457,000		
		Change in traded carbon over 60y (CO2e)		-19 tonnes				
	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	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	
	Net journey time changes (£)							
	< 2min	2 to 5min	> 5min					
	Not assessed	Not Assessed	Not Assessed					
		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 scheme 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 using 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 particularly, although not exclusively, be of benefit to more die	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 result of reduced congestion and improved efficiency, and	Indirect Tax Revenue are estimated at £1.196m			Slight Adverse	-£1.196m		