

Appraisal Summary Table		Date produced:	01-11-17			Contact:		
Name of scheme:	East Reading Mass Rapid Transit (ERMRT)), Reading					Name	Chris Maddocks/Cris Butler	
Description of scheme:	The scheme will provide a series of new an off line bus, cycle and pedestrian link from Thames Valley Park (TVP) to Napier Road and bus priority on Kings Meadow Road. It will link central Reading to the proposed TVP Park and Ride facility. The facility will also be used by public transport services to east Reading and beyond and for improved bus access to TVP Business Park.					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	Value of journey time changes (£)		£5.173m		Moderate Beneficial	£5.173m	Not Assessed
		Net journey time changes (£)						
		< 2min	2 to 5min	> 5min				
		2.35	0.07	2.76				
	Reliability impact on Business users	£1.26m			Slight Beneficial	£1.26m		
	Regeneration	Not assessed			Moderate Beneficial	N/A		
	Wider Impacts	£0.456m			Beneficial	£0.456m		
Environmental	Noise	Not assessed			Slight Beneficial	N/A	Not Assessed	
	Air Quality	Not assessed			Neutral	N/A	Not Assessed	
	Greenhouse gases	Change in non-traded carbon over 60y (CO2e)		- 10,416 tonnes		Slight beneficial	£0.47m	
		Change in traded carbon over 60y (CO2e)		-5 tonnes				
	Landscape	Not assessed			Slight Adverse	N/A		
	Townscape	Not assessed			neutral	N/A		
	Historic Environment	There are no predicted impacts on the historic environment			Neutral	N/A		
	Biodiversity	Not assessed			Neutral	N/A		
Water Environment	Not assessed			Neutral	N/A			
Social	Commuting and Other users	Value of journey time changes (£)		£20.720m		Large Beneficial	£20.720m	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				
			9.4	0.28	11.04			
	Reliability impact on Commuting and Other users	£4.90m			Beneficial	£4.90m		
	Physical activity	£1.99m			Beneficial	£1.99m		
	Journey quality	Not assessed			Beneficial	N/A		
	Accidents	£0.72m			Slight Beneficial	£0.72m	Not Assessed	
	Security	Not assessed			Neutral	N/A	Not Assessed	
	Access to services	Not assessed			Slight Beneficial	N/A	Not Assessed	
Affordability	Not assessed			Slight Beneficial	N/A	Not Assessed		
Severance	Not assessed			Neutral	N/A	Not Assessed		
Option and non-use values	Not assessed			Neutral	N/A			
Public Accounts	Cost to Broad Transport Budget	Discounted investment costs are £24.349m and the Broad Transport Budget is £21.831m			N/A	£21.831m		
	Indirect Tax Revenues	Indirect Tax Revenue are estimated at £0.942m			Slight Adverse	-£0.942m		