Appraisal Summary Table

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Contact:	
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Organisation	Reading Borough Council
Role	Promoter/Official

Name of scheme:	GreenPark Station
Description of scheme:	Provision of a new rail; station on the Reading to Basingstoke line, to south of Reading. The station will serve GreenPark Business park and the surrrounding area.

Impacts		Summary of key impacts	Assessment			
			Quantitative		Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp
Economy	Business users & transport providers	Not assessed seperately	Value of journey time changes(£)			N/A	
			Net journey time changes (£)				
			0 to 2min	2 to 5min	> 5min		
	Reliability impact on Business users	Not assessed seperately				N/A	
	Regeneration	Improved access to GreenPark will assist in attracting new businesses and existing businesses in attracting investment. It will help facilitate new housing at GreenPark Village.	Not assessed in detail		Beneficial	N/A	
	Wider Impacts	Improved access to GreenPark will improve access to the labour pool for employers int he estate and release highway capacity for essential business travel. These factors will improve business competitiveness by increasing access to skilled labour and reducing barriers to investment.	Not assessed in detail		Beneficial	N/A	
Environmental	Noise	Potential for operational noise including changes in train braking and accelleration patterns to affect existing residential dwellings. The closest residential dwellings are located at least 250m away and are already affected by rail noise. The proposed Station is not expected to result in significant adverse impacts on these dwellings.	No quantative assessment undertaken		Neutral	N/A	
	Air Quality	Benefit from reduction in road journeys insignificant and changes in vehicle flows on individual links would be less than DMRB HA207/07 air quality screening criteria	No quantative assessment undertaken		Neutral	N/A	
	Greenhouse gases	There would be a small benefit as a result of mode shift from car to rail. Assessed as part of External Marginal Cost Assessment undertaken as per WebTAG A5-4	Change n non traded carbon over 60y (CO2e)	N/A			
			Change n traded carbon over 60y (CO2e)	N/A			
	Landscape	There is likely to be no impact as the station will be designed to fit in with surronding environment impact	No quantative assessment undertaken		Neutral	N/A	
	Townscape	There is no likely impact due to the setting of the station alongside the existing business park	No quantative assessment undertaken		Neutral	N/A	
	Historic Environment	The scheme would have no impact on historic environment as the area in the vicinity of the proposed site has been extensively extracted for minerals and is considered to be of low archaeological interest. There are unlikely to be any significant impacts on cultural heritage as a result of the scheme	No quantative assessment undertaken		Neutral	N/A	
	Biodiversity	Impact on local biodiversity is considered not significant. There would be minor adverse impacts on ecological habitats such as wildlife links. This impact will be mitigated by minimising the severance of wildlife links at the detailed design stage. It is likely there will be construction impacts due to the relatively unused nature of the site which will be addressed through good site practice	No quantative assessment undertaken		Negligable	N/A	
	Water Environment	The scheme could affect floodplain storage capacity and flow conveyance. Detailed flood risk assessment to be carried out prior to construction.	No quantative assessment undertaken		Negligable	N/A	
Social	Commuting and Other users	Users will benefit from savings in generalised cost as a result of decreased journey times, this will in particular applt to travellers from the south who currently use the rail system into Reading and then bus.	Value of journey time changes(£)	9.85m	Beneficial	£9.85m	
			Net journey time changes (£)				
			0 to 2min	2 to 5min	> 5min		
			N/A	N/A	N/A		
	Reliability impact on Commuting and Other users	There will be reliability benefits for users travelling by rail into GreenPark. This is due to the rail service being more reliable than the current bus service, which will experience delays and relaibility issues due to congestion on the highway network. Modal shift from car to rail will also lead to reliability benefits for travel along highway corridors into GreenPark.	No quantative assessment undertaken		Beneficial	N/A	
	Physical activity	With a high level of modal shift from car to rail significant physical activity benefits would be expected from rail users walking or cycling to and from the rail station at both ends of their journey. This will in turn deliver health benefits which have not beed assessed quantatively.	No quantative assessment undertaken		Beneficial	N/A	
	Journey quality	Journey quality will be improved as a result of mode shift from car or bus as driver and passenger stress will be reduced as a result of improved rel;iabilty and travelling environment	No quantative assessment undertaken		Moderate Beneficial	N/A	
	Accidents	Rail is an inherently safer mode of travel than car. Overall there will be a small reduction in accidents as a result of modal shift from car to rail.	Accident benefits assessed as part of External Marginal Cost Assessment indicate a saving of £1.046m		Beneficial	£1.046m	
	Security	The station will include CCTV and other standard security features. These will be of benefit to rail users but will offer no change to non users	No quantative assessment undertaken		Slight Beneficial	N/A	
	Access to services	Access to employment in GreenPark will be greatly improved particularly for those without access to the private car outside the Reading area where bus services to GreenPark are poor or non-existent	No quantative assessment undertaken		Beneficial	N/A	
	Affordability	No impact expected	No quantative assessment undertaken		Neutral	N/A	
	Severance	No impact identified	No quantative assessment undertaken		Neutral	N/A	
	Option and non-use values	Provision of a station at this location improves options for travel from this strategic location	No quantative assessment undertaken		Beneficial	N/A	
Public Accounts	Cost to Broad Transport Budget	There is a capital cost. However, there is no subsidy requirement and the station has the potential to generate a substantial revenue surplus and premium payments to the public sector. If included these premiums would deliver a negative cost to the transport budget.	Capital cost of £10.7m Operating cost of £7.82m Revenue of £50.77m		Large Beneficial	£43.17m	
	Indirect Tax Revenues	Negative impact due to mode shift from car to rail leading to reduction in fuel revenues. Assessed as part of External Marginal Cost Assessment undertaken as per WebTAG A5-4	Indierect tax of £2.27m over 60-year Appraisal period		Slight Adverse	-£2.27m	