

Appraisal Summary Table		Date produced:	24/10/2017	Contact:							
Name of scheme:		South Reading Mass Rapid Transit (SRMRT), 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 Mere oak Park and Ride facility. Phase 1 and 2 of the scheme runs between the A33 junctions with Longwater Avenue (Green Park) and Island Road. Phase 1 is complete and phase 2 is currently under construction. Phases 3 and 4 are a continuation of the Phases 1 and 2 schemes to the north of Longwater Avenue on the A33 towards Reading town centre along with complementary bus priority			Organisation	Reading BC					
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 £2.941mm to business users as a result of improvements in journey times from the scheme. Improvements in journey time reliability are also experienced by all users. TUBA has been used to calculate scheme benefits but does not include a breakdown by time saving bands.		Value of journey time changes(£) £2.941m		Moderate Beneficial	£2.941m	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 as a result of the scheme. Reliability benefits have not been assessed.		Not assessed		Beneficial	Not assessed				
	Regeneration	The improvements will provide increased capacity for moving people on the A33 corridor and improve journey time reliability - this will assist in development coming forward along the corridor, the surrounding areas and Reading town centre. Improved public transport will also provide a viable alternative to the car.		Not assessed		Moderate 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		Beneficial	Not assessed				
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.		Not assessed		Slight Beneficial	Not assessed	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) 4,052 tonnes		Slight adverse	-£0.305m				
			Change in traded carbon over 60y (CO2e) 0 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 £30.539mm to commute users and £7.89m to other users as a result of reduced congestion and improved bus journey times on the A33 corridor Reading. Bus services also experience improvements in journey times as a result of scheme. Improvements in journey time reliability are also experienced by all users. TUBA was used to calculate scheme benefits.		Value of journey time changes(£) £38.429m		Large Beneficial	£38.429m	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 as a result of the scheme. Reliability benefits have not been assessed.		Not assessed		Beneficial	Not assessed			
		Physical activity	Pedestrians are largely unaffected by the scheme and will see little change in physical activity.		Not assessed		Beneficial	Not assessed			
		Journey quality	Pedestrians are largely unaffected by the scheme and will see little change in physical activity.		Not assessed		Beneficial	Not assessed			
		Accidents	The accident benefits are likely to be slightly positive as the scheme results in some car traffic switching to Park and Ride and buses with a small but beneficial reduction in traffic flows with consequent accident benefits. Accident benefits have not been quantified.		Not assessed		Slight Beneficial	Not assessed	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 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 £13.726m. This has been discounted to 2010. This does not include any developer contributions which are a saving to the government or any maintenance/renewal costs of the scheme which is a cost to the public sector. When developer contributions of £2.469m are taken into account, the investment costs incurred by government are £11.502m.		Discounted investment costs are £13.726m and the Broad Transport Budget is £11.502m		N/A	£10.070mm				
	Indirect Tax Revenues	These have been assessed in TUBA over a 60 year period and have been estimated to fall by £0.597m as a result of reduced congestion and improved efficiency, and removal of cars to bus		Indirect Tax Revenue are estimated at £0.597m		Slight Adverse	-£0.597m				