Appraisal Summary Table

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Contact:	
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Organisation	on behalf of WBC
Role	Promoter

Name of scheme:	TVP Park and Ride
Description of scheme:	Park and Ride to the East of Reading located north of A4/A3290 Junction

Impacts		Summary of key impacts	Assessment			
			Quantitative	Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp
Economy	Business users & transport providers	N/A	Value of journey time changes(£) [ ] Net journey time changes (£) 0 to 2min | 2 to 5min | > 5min		From MEC Calculations: £749.7k, adjusted for Dev Con and Revenue	N/A
	Reliability impact on Business users					
	Regeneration					
	Wider Impacts					
Environmental	Noise	Based on the provided road traffic data applicable to the 'Do Minimum' and 'Do Something' scenarios for proposed scheme, the associated change in road traffic noise levels are predicted to be less than 1dB on all affected links. Changes of this magnitude are considered to be insignificant. There will be no changes to the existing road alignments having the potential to result in significant changes in road traffic noise levels at local sensitive receptors. Although changes to the A3290/Thames Valley Park Drive roundabout at the entrance to the Site are proposed, given that there are no noise sensitive receptors within close proximity, significant negative impacts are not expected to arise.	N/A	The effects of the scheme are likely to be **negligible** with respect to changes in road traffic noise levels.	From MEC Calculations: £16.7k	Slight Beneficial
	Air Quality	The study area encompasses an Air Quality Management Area which has been declared for exceedances of the annual mean NO2 objective level along key arterial routes into Reading. The proposed scheme will alleviate traffic along these routes, thereby improving pollution levels.	For the 50% Pay scenario Net Total NO2 Assessment Score is -41.6 and Net Total PM10 Assessment Score is -6.9. For the 80% Pay scenario Net Total NO2 Assessment Score is -66.5 and the Net Total PM10 Assessment Score is -11.1	Overall a decrease in overall exposure to NO2 and PM10 concentrations are predicted. No properties are predicted to experience a deterioration in air quality as a result of the scheme.	The total value of the change in air quality is £26.6k	Slight Beneficial
	Greenhouse gases		Change in non-traded carbon over 60y (CO2e) [ ] Change in traded carbon over 60y (CO2e) [ ]		From MEC Calculations: £47.7k	
	Landscape	The impacts of the proposed park and ride car park on landscape character and visual amenity without mitigation would result in a slight adverse effect on land cover, pattern, tranquillity and cultural influences, but would, at operation, be of similar character and style to other elements in the local landscape and in local views. Overall effects are considered to be slight adverse.	N/A	The Proposed Development is likely to result in a **slight adverse** effect upon local landscape character and visual amenity.	0	
	Historic Environment	There are no designated heritage assets within the Site. 3 non designated heritage assets are recorded on the HER. One non designated local heritage asset (the Dreadnought PH.) has been identified. An Anglo-Saxon cemetery site is recorded as having existed adjacent to the south-eastern corner of the Site. The potential surface and below ground archaeological resource has not been determined. The impact of the scheme on this element of the historic environment can not therefore be adequately determined. A programme of archaeological evaluation is therefore recommended.	N/A	The effects of the wider scheme are likely to result in a **slight to moderate adverse** effect to the setting of a non-designated local heritage asset and the established historic landscape character.	*£15k to cover initial evaluation of archaeological potential of the site, should this be required by planning condition.*	
	Biodiversity	There will be no effects upon statutory designated sites. The closest non-statutory designated site will be protected through the implementation of an Environmental Management and Mitigation Plan (EMMP). The Proposed Development will result in a loss of the majority of the semi-natural habitat from the Site, with the retention of a proportion of the unimproved calcareous grassland, and woodland only. The loss of Habitats of Principal Importance (HPI) will be compensated for by the provision of replacement habitat on a like for like basis, or where this is difficult to achieve (grassland), seeking to provide a species rich calcareous sward, with the overall aim of ensuring the Site can maintain habitat connectivity within the wider area. The Site supports a number of notable and protected species, of which some will be translocated into enhanced and adjacent suitable habitat, whilst others will be displaced off site naturally during the construction stage. Avoidance, mitigation and enhancement measures for the scheme will prevent a decline in the conservation status (locally) of these species, and enable long term populations to be maintained.	N/A	The Proposed Development is likely to result in a **slight adverse** effect upon biodiversity within the Site.	*Up to £40k to cover preparation and implementation of an EMMP.* *(value excludes contractor costs and long term habitat management)*	
	Water Environment	The impacts of the proposed park and ride car park on the water environment without mitigation would be negative impacts on water quality and increased flow to the River Thames. However with the proposed surface water drainage system these potential negative impacts will be mitigated such that there will be no negative impacts on water quality or increase in flood risk.	N/A	The effects of the scheme are **Neutral** with respect to the water environment due to the proposed surface water drainage system.	0	
Social	Commuting and Other users		Value of journey time changes(£) [ ] Net journey time changes (£) 0 to 2min | 2 to 5min | > 5min		From MEC Calculations: £2,816.2k	N/A
	Reliability impact on Commuting and Other users	N/A	N/A	N/A	N/A	
	Physical activity	Physical activity was not considered relevant for further analysis due to the scheme's focus on public transport improvements which will be accessed using the private car. As such, there is unlikely to be an increase in walking and cycling trips.	N/A	The impact of the scheme on physical activity was not appraised.	N/A	
	Journey quality	A reduction in vehicle flows as a result of improved accessibility by public transport will lead to a reduction in driver stress and a reduced risk of accidents. Therefore the impact on journey quality is considered **slightly beneficial.**	N/A	The scheme is **slightly beneficial** to journey quality in the area.	N/A	
	Accidents	The Park & Ride scheme will encourage car users travelling from the east and Wokingham borough to use the bus for journeys into central Reading from Thames Valley Park. This will reduce the number of private vehicles travelling on the A4 and A329 corridor into and out of central Reading, and the consequent congestion. It is estimated that there will be a reduction of 261 - 418 vehicle trips per day. The reduction in vehicle kilometres will help to reduce the rate of accidents, providing a slight beneficial impact.	N/A	The scheme was assessed to have a **slightly beneficial** effect on accident levels.	From COBALT Analysis: £1,596.2k	Slight Beneficial
	Security	The area that the Park & Ride will be located on is currently a grassed area that is overgrown. The scheme will improve the security for users in the area across all assessed elements, particularly site perimeters, entrances and exits, formal surveillance, landscaping, lighting and visibility. The land use will change from a grassed area to be a bus interchange and car park, with formal and lockable barriers, CCTV and street lighting. This will make the area more secure for both the users and their parked vehicles.	N/A	The scheme is assessed to have **moderately beneficial** effect on security levels.	N/A	Neutral
	Access to services	Access to services was not considered relevant for further analysis due to the scheme's focus	N/A	Access to services was not considered relevant for further analysis due to the scheme's focus	N/A	N/A
	Affordability	N/A	N/A	N/A	N/A	N/A
	Severance	There is currently a slight/moderate level of severance on the A329/A4 corridor, caused by high volumes of traffic and road layout. There are a number of signalised pedestrian crossings along the length of the road, particularly between Watlington Street and the A329M (M)/A4 roundabout. While no additional crossings will be provided as part of the proposals, there will be a very slight reduction in traffic volumes as a result of improved accessibility by public transport. However, the reduction is not considered large enough to say that there will be a slight benefit to severance.	N/A	The scheme is considered to have a **neutral** effect on severance levels.	N/A	Neutral
	Option and non-use values	N/A	N/A	N/A	N/A	
Public Accounts	Cost to Broad Transport Budget				£1,568.2k	
	Indirect Tax Revenues				-£205.0k	