

Appraisal Summary Table

Date produced: 27 Jan 2022

Contact:

Name of scheme:		RJR New Station Langport-Somerton Area - Langport Option 2 Scenario 1				Name			
Description of scheme:		The scheme proposes the construction of a new railway station in the Langport and Somerton area in South Somerset on the Reading to Taunton railway line, which will be served by a new hourly Taunton-Westbury train service to be provided separately. The station will have bus interchange, cycle storage and car parking facilities (including Electric Vehicle Charging Points).				Organisation			
						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 is expected to facilitate mode shift from car to rail and therefore may have a marginal external benefit to the highway network in terms of reduced delay and congestion. The scheme is also expected to have slight negative impacts on existing rail users from the addition of a stop on the Do Minimum train service between Taunton and Westbury.		Value of journey time changes(£)			N/A	£ 144,257	
			Net journey time changes (£)						
			0 to 2min	2 to 5min	> 5min				
	Reliability impact on Business users	The schemes would improve journey time reliability through the introduction of a new hourly train service serving Langport-Somerton. Business users will have a reliable means of connecting to regional economic centres and beyond by rail across the country. Alongside this the reduction in car use associated with the modal shift of existing business users from car to rail should help to improve journey times for other road users unable to use the new stations.					Moderate Beneficial	-	
Regeneration	Scheme regeneration impacts have not been considered at this stage therefore a qualitative assessment is provided. The new railway station will restore lost connectivity between the Langport-Somerton communities and region and national centres of economic activity unlocking potential for economic regeneration and levelling up. Access to employment will become easier and local employers will have access to a larger labour market.					Not assessed	-		
Wider Impacts	Wider impacts have not been assessed at this stage of the scheme assessment and therefore a qualitative score has not been provided. It is likely that with the introduction of the new stations it could generate some transformative changes across the Langport-Somerton area of south Somerset with better access to labour supply and jobs. Wider impacts will be considered at the next stage of the scheme appraisal.					Not assessed	-		
Environmental	Noise	The scheme is expected to a slight reduction in overall noise levels in the area as it would encourage a modal shift from car to rail. The scheme is expected to have a neutral impact on noise at / close to the station. There are no Noise Important Areas (NIAs) close to the proposed station location.					N/A	£ 64,335	
	Air Quality	The scheme is expected to have a beneficial impact to air quality as it would encourage a modal shift from car to rail. The nearest Air Quality Management Area (AQMA) is Yeovil AQMA which is greater than 10km to the southeast from the site.					N/A	£ 124,063	
	Greenhouse gases	The scheme is expected to have a beneficial impact to greenhouse gas emissions as the scheme would encourage a modal shift from car to rail.		Change in non-traded carbon over 60y (CO2e)			N/A	£ 463,095	
			Change in traded carbon over 60y (CO2e)						
	Landscape	There are no National Parks or Areas of Outstanding National Beauty (AONB) close to the scheme location. There are residential areas in close proximity as well as the River Parrett which runs close to the site. A Ramsar site is within the schemes study area. The rail line is already in place; a new station is likely to be visible in the immediate vicinity.					Slight Adverse	-	
	Townscape	The scheme is east of the A378 Somerton Road Underbridge. A high number of residential dwellings are situated directly north and west of the station site, and north and west of the proposed carpark site. The proposed car park site lies on agricultural land.					Slight Adverse	-	
	Historic Environment	The scheme has no listed building or similar protected sites at or in close proximity to the proposed station site; there are some within 1km of the study area. The Hanging Chapel and a medieval gateway at 'The Hill' is a scheduled monument within the study area. There is also a conservation area in close proximity.					Neutral	-	
Biodiversity	The scheme is not within an area of Priority Habitat Inventory. However some 'main habitats' are present within 2km of study area. Part of the scheme study area sits in a Special Protection Area (SSSI) - Langport Railway Cutting SSSI, approx 230m west of the proposed station, which is protected for its geological importance.					Slight Adverse	-		

Social	Water Environment	The scheme does not have Groundwater Source Protection Zones but sits within the floodplain River Parett. Flood zones 2 and 3.		Slight Adverse	-		
	Commuting and Other users	The scheme is expected to cause a degree of mode shift from car to rail and therefore may have a marginal benefit to the highway network in terms of reduced delay and congestion. The scheme is also expected to have slight negative impacts on existing rail commuters from the addition of a stop on the Do Minimum train service between Taunton and Westbury.	Value of journey time changes(£)		N/A	£ 5,144,768	
			Net journey time changes (£)				
			0 to 2min	2 to 5min			> 5min
	Reliability impact on Commuting and Other users	The schemes would significantly improve journey time reliability for trips from the Langport-Somerton area to the key regional centre, Taunton and beyond through improved connectivity to the rail network to Exeter, Bristol and London. There is also a reduction in car usage as existing rail users switch from longer distance rail stations to Langport-Somerton will reduce carbon emissions contributing to the decarbonisation policy.		Moderate Beneficial	-		
	Physical activity	A new rail station at Langport-Somerton will be a transport hub providing local connectivity by sustainable access mode to the community. Cycling storage facilities will be provided to encourage cycling as an access mode and contribute towards healthier lifestyles. The physical activity impacts will be quantified and monetised at OBC stage.		Moderate Beneficial	-		
	Journey quality	Journey quality will be enhanced providing local access to rail service significantly enhancing residents (and visitors) connectivity by sustainable modes of transport. The rail station will be a transport hub offering an integrated timetable with bus services serving the station, cycle storage facilities, a station car park and EV charging points along with passenger information and seating.		Moderate Beneficial	-		
	Accidents	The scheme is not expected to have a direct impact to accidents, however, any shift from car to rail may generate a marginal external benefit due to reduced vehicle mileage in the highway network. The scheme may impact on local accidents due to increased highway movements and pedestrian/cycle activity around the station site. This will be considered in more detail at the OBC stage once local access arrangements have been fully defined.		Moderate Beneficial	£ 1,007,334		
	Security	The new stations would include security features such as CCTV, lighting, fences, landscaping and emergency phones providing a safe environment for users.		Slight Beneficial	-		
Access to services	The introduction of the new Langport-Somerton station will improve access to key services located in regional centres (Taunton, Westbury and further beyond in Exter, Bristol and London) particularly for members of the community without access to a car. Access to services will be significantly enhanced for demographics such as older residents and students for access to healthcare and further and higher education.		Moderate Beneficial	-			
Affordability	Personal affordability impacts will be assessed as part of the distributional Impacts appraisal at the OBC stage. However, it is anticipated that the provision of a new railway station in the Langport-Somerton area will provide an affordable and value for money travel option for local residents and visitors.		Slight Beneficial	-			
Severance	It is unlikely that the introduction of the station will have an impact on severance. However, this will be assessed in more detail in the OBC.		Neutral	-			
Option and non-use values	The scheme is likely to be beneficial in terms of option and non-use value. It is likely that local residents will value the station even if they use the station infrequently, as an additional option to travel by rail is available if required, for example a second member of a single car owning household member wishing to travel to healthcare facilities in Taunton. This is an important aspect of the scheme and will be assessed in more detail at the OBC stage.		Slight Beneficial	-			
Public Accounts	Cost to Broad Transport Budget	Cost of funding the station has been appraised using a bespoke cost tool along with the assessment of the revenue impacts of the scheme using the outputs of the trip rate model. The present value of costs is the capital costs and operational and maintenance costs minus the revenue impact and infrastructure savings derived from the MECs calculations.	Capital costs = £18,567,997 Operating costs = £2,867,212 Revenue impact = -£26,316,069 Infrastructure saving = -£64,762	N/A	-£ 4,945,623		
	Indirect Tax Revenues	The scheme is expected to have a negative impact on tax revenues due to the shift from car to rail and the increase in expenditure on rail tickets.		N/A	£ 5,053,399		

Appraisal Summary Table

Date produced: 27 Jan 2022

Contact:

Name of scheme:		RJR New Station Langport-Somerton Area - Langport Option 2 Scenario 2				Name			
Description of scheme:		The scheme proposes the construction of a new railway station in the Langport and Somerton area in South Somerset on the Reading to Taunton railway line, and the introduction of a new hourly Taunton-Westbury train service which will stop at the new station. The station will have bus interchange, cycle storage and car parking facilities (including Electric Vehicle Charging Points).				Organisation			
						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 is expected to facilitate mode shift from car to rail and therefore may have a marginal external benefit to the highway network in terms of reduced delay and congestion. The scheme is also expected to have positive impacts on existing rail users from the addition of a new hourly train service between Taunton and Westbury.		Value of journey time changes(£)			N/A	£ 4,904,250	
			Net journey time changes (£)						
			0 to 2min	2 to 5min	> 5min				
	Reliability impact on Business users	The schemes would improve journey time reliability through the introduction of a new hourly train service serving Langport-Somerton. Business users will have a reliable means of connecting to regional economic centres and beyond by rail across the country. Alongside this the reduction in car use associated with the modal shift of existing business users from car to rail should help to improve journey times for other road users unable to use the new stations.					Moderate Beneficial	-	
Regeneration	Scheme regeneration impacts have not been considered at this stage therefore a qualitative assessment is provided. The new railway station will restore lost connectivity between the Langport-Somerton communities and region and national centres of economic activity unlocking potential for economic regeneration and levelling up. Access to employment will become easier and local employers will have access to a larger labour market.					Not assessed	-		
Wider Impacts	Wider impacts have not been assessed at this stage of the scheme assessment and therefore a qualitative score has not been provided. It is likely that with the introduction of the new stations it could generate some transformative changes across the Langport-Somerton area of south Somerset with better access to labour supply and jobs. Wider impacts will be considered at the next stage of the scheme appraisal.					Not assessed	-		
Environmental	Noise	The scheme is expected to a slight reduction in overall noise levels in the area as it would encourage a modal shift from car to rail. The scheme is expected to have a neutral impact on noise at / close to the station. There are no Noise Important Areas (NIAs) close to the proposed station location.					N/A	£ 80,104	
	Air Quality	The scheme is expected to have a beneficial impact to air quality as it would encourage a modal shift from car to rail. The nearest Air Quality Management Area (AQMA) is Yeovil AQMA which is greater than 10km to the southeast from the site.					N/A	£ 154,704	
	Greenhouse gases	The scheme is expected to have a beneficial impact to greenhouse gas emissions as the scheme would encourage a modal shift from car to rail.		Change in non-traded carbon over 60y (CO2e)			N/A	£ 576,222	
			Change in traded carbon over 60y (CO2e)						
	Landscape	There are no National Parks or Areas of Outstanding National Beauty (AONB) close to the scheme location. There are residential areas in close proximity as well as the River Parrett which runs close to the site. A Ramsar site is within the schemes study area. The rail line is already in place; a new station is likely to be visible in the immediate vicinity.					Slight Adverse	-	
	Townscape	The scheme is east of the A378 Somerton Road Underbridge. A high number of residential dwellings are situated directly north and west of the station site, and north and west of the proposed carpark site. The proposed car park site lies on agricultural land.					Slight Adverse	-	
	Historic Environment	The scheme has no listed building or similar protected sites at or in close proximity to the proposed station site; there are some within 1km of the study area. The Hanging Chapel and a medieval gateway at 'The Hill' is a scheduled monument within the study area. There is also a conservation area in close proximity.					Neutral	-	
Biodiversity	The scheme is not within an area of Priority Habitat Inventory. However some 'main habitats' are present within 2km of study area. Part of the scheme study area sits in a Special Protection Area (SSSI) - Langport Railway Cutting SSSI, approx 230m west of the proposed station, which is protected for its geological importance.					Slight Adverse	-		

Social	Water Environment	The scheme does not have Groundwater Source Protection Zones but sits within the floodplain River Paret. Flood zones 2 and 3.		Slight Adverse	-		
	Commuting and Other users	The scheme is expected to cause a degree of mode shift from car to rail and therefore may have a marginal benefit to the highway network in terms of reduced delay and congestion. The scheme is also expected to have positive impacts on existing rail commuters from the addition of a new hourly train service between Taunton and Westbury.	Value of journey time changes(£)		N/A	£ 9,882,943	
			Net journey time changes (£)				
			0 to 2min	2 to 5min			> 5min
	Reliability impact on Commuting and Other users	The schemes would significantly improve journey time reliability for trips from the Langport-Somerton area to the key regional centre, Taunton and beyond through improved connectivity to the rail network to Exeter, Bristol and London. There is also a reduction in car usage as existing rail users switch from longer distance rail stations to Langport-Somerton will reduce carbon emissions contributing to the decarbonisation policy.		Moderate Beneficial	-		
	Physical activity	A new rail station at Langport-Somerton will be a transport hub providing local connectivity by sustainable access mode to the community. Cycling storage facilities will be provided to encourage cycling as an access mode and contribute towards healthier lifestyles. The physical activity impacts will be quantified and monetised at OBC stage.		Moderate Beneficial	-		
	Journey quality	Journey quality will be enhanced providing local access to rail service significantly enhancing residents (and visitors) connectivity by sustainable modes of transport. The rail station will be a transport hub offering an integrated timetable with bus services serving the station, cycle storage facilities, a station car park and EV charging points along with passenger information and seating.		Moderate Beneficial	-		
	Accidents	The scheme is not expected to have a direct impact to accidents, however, any shift from car to rail may generate a marginal external benefit due to reduced vehicle mileage in the highway network. The scheme may impact on local accidents due to increased highway movements and pedestrian/cycle activity around the station site. This will be considered in more detail at the OBC stage once local access arrangements have been fully defined.		Moderate Beneficial	£ 1,254,233		
	Security	The new stations would include security features such as CCTV, lighting, fences, landscaping and emergency phones providing a safe environment for users.		Slight Beneficial	-		
Public Accounts	Access to services	The introduction of the new Langport-Somerton station will improve access to key services located in regional centres (Taunton, Westbury and further beyond in Exter, Bristol and London) particularly for members of the community without access to a car. Access to services will be significantly enhanced for demographics such as older residents and students for access to healthcare and further and higher education.		Moderate Beneficial	-		
	Affordability	Personal affordability impacts will be assessed as part of the distributional Impacts appraisal at the OBC stage. However, it is anticipated that the provision of a new railway station in the Langport-Somerton area will provide an affordable and value for money travel option for local residents and visitors.		Slight Beneficial	-		
	Severance	It is unlikely that the introduction of the station will have an impact on severance. However, this will be assessed in more detail in the OBC.		Neutral	-		
	Option and non-use values	The scheme is likely to be beneficial in terms of option and non-use value. It is likely that local residents will value the station even if they use the station infrequently, as an additional option to travel by rail is available if required, for example a second member of a single car owning household member wishing to travel to healthcare facilities in Taunton. This is an important aspect of the scheme and will be assessed in more detail at the OBC stage.		Slight Beneficial	-		
	Cost to Broad Transport Budget	Cost of funding the station has been appraised using a bespoke cost tool along with the assessment of the revenue impacts of the scheme using the outputs of the trip rate model. The present value of costs is the capital costs and operational and maintenance costs minus the revenue impact and infrastructure savings derived from the MECs calculations.	Capital costs = £18,567,997 Operating costs = £105,550,017 Revenue impact = -£32,256,321 Infrastructure saving = -£80,631	N/A	£ 91,781,062		
Indirect Tax Revenues	The scheme is expected to have a negative impact on tax revenues due to the shift from car to rail and the increase in expenditure on rail tickets.		N/A	£ 6,212,559			

Appraisal Summary Table

Date produced: 27 Jan 2022

Contact:

Name of scheme:		RJR New Station Langport-Somerton Area - Langport Option 2 Scenario 3					Name		
Description of scheme:		The scheme proposes the construction of a new railway station in the Langport and Somerton area in South Somerset on the Reading to Taunton railway line, which will be served by GWR semi-fast train services. The station will have bus interchange, cycle storage and car parking facilities (including Electric Vehicle Charging Points).					Organisation		
							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 is expected to facilitate mode shift from car to rail and therefore may have a marginal external benefit to the highway network in terms of reduced delay and congestion. The scheme is also expected to have negative impacts on existing rail users from the addition of a stop on the GWR semi-fast train services.			Value of journey time changes(£)		N/A	-£ 467,313	
				Net journey time changes (£)					
	0 to 2min		2 to 5min	> 5min					
	Reliability impact on Business users	The schemes would improve journey time reliability through the introduction of a new hourly train service serving Langport-Somerton. Business users will have a reliable means of connecting to regional economic centres and beyond by rail across the country. Alongside this the reduction in car use associated with the modal shift of existing business users from car to rail should help to improve journey times for other road users unable to use the new stations.					Moderate Beneficial	-	
Regeneration	Scheme regeneration impacts have not been considered at this stage therefore a qualitative assessment is provided. The new railway station will restore lost connectivity between the Langport-Somerton communities and region and national centres of economic activity unlocking potential for economic regeneration and levelling up. Access to employment will become easier and local employers will have access to a larger labour market.					Not assessed	-		
Wider Impacts	Wider impacts have not been assessed at this stage of the scheme assessment and therefore a qualitative score has not been provided. It is likely that with the introduction of the new stations it could generate some transformative changes across the Langport-Somerton area of south Somerset with better access to labour supply and jobs. Wider impacts will be considered at the next stage of the scheme appraisal.					Not assessed	-		
Environmental	Noise	The scheme is expected to a slight reduction in overall noise levels in the area as it would encourage a modal shift from car to rail. The scheme is expected to have a neutral impact on noise at / close to the station. There are no Noise Important Areas (NIAs) close to the proposed station location.					N/A	£ 15,852	
	Air Quality	The scheme is expected to have a beneficial impact to air quality as it would encourage a modal shift from car to rail. The nearest Air Quality Management Area (AQMA) is Yeovil AQMA which is greater than 10km to the southeast from the site.					N/A	£ 30,164	
	Greenhouse gases	The scheme is expected to have a beneficial impact to greenhouse gas emissions as the scheme would encourage a modal shift from car to rail.			Change in non-traded carbon over 60y (CO2e)		N/A	£ 114,763	
				Change in traded carbon over 60y (CO2e)					
	Landscape	There are no National Parks or Areas of Outstanding National Beauty (AONB) close to the scheme location. There are residential areas in close proximity as well as the River Parrett which runs close to the site. A Ramsar site is within the schemes study area. The rail line is already in place; a new station is likely to be visible in the immediate vicinity.					Slight Adverse	-	
	Townscape	The scheme is east of the A378 Somerton Road Underbridge. A high number of residential dwellings are situated directly north and west of the station site, and north and west of the proposed carpark site. The proposed car park site lies on agricultural land.					Slight Adverse	-	
	Historic Environment	The scheme has no listed building or similar protected sites at or in close proximity to the proposed station site; there are some within 1km of the study area. The Hanging Chapel and a medieval gateway at 'The Hill' is a scheduled monument within the study area. There is also a conservation area in close proximity.					Neutral	-	
Biodiversity	The scheme is not within an area of Priority Habitat Inventory. However some 'main habitats' are present within 2km of study area. Part of the scheme study area sits in a Special Protection Area (SSSI) - Langport Railway Cutting SSSI, approx 230m west of the proposed station, which is protected for its geological importance.					Slight Adverse	-		

Social	Water Environment	The scheme does not have Groundwater Source Protection Zones but sits within the floodplain River Parett. Flood zones 2 and 3.		Slight Adverse	-		
	Commuting and Other users	The scheme is expected to cause a degree of mode shift from car to rail and therefore may have a marginal benefit to the highway network in terms of reduced delay and congestion. The scheme is also expected to have negative impacts on existing rail commuters from the addition of a stop on the GWR semi-fast services.	Value of journey time changes(£)		N/A	-£ 2,022,778	
			Net journey time changes (£)				
			0 to 2min	2 to 5min			> 5min
	Reliability impact on Commuting and Other users	The schemes would significantly improve journey time reliability for trips from the Langport-Somerton area to the key regional centre, Taunton and beyond through improved connectivity to the rail network to Exeter, Bristol and London. There is also a reduction in car usage as existing rail users switch from longer distance rail stations to Langport-Somerton will reduce carbon emissions contributing to the decarbonisation policy.		Moderate Beneficial	-		
	Physical activity	A new rail station at Langport-Somerton will be a transport hub providing local connectivity by sustainable access mode to the community. Cycling storage facilities will be provided to encourage cycling as an access mode and contribute towards healthier lifestyles. The physical activity impacts will be quantified and monetised at OBC stage.		Moderate Beneficial	-		
	Journey quality	Journey quality will be enhanced providing local access to rail service significantly enhancing residents (and visitors) connectivity by sustainable modes of transport. The rail station will be a transport hub offering an integrated timetable with bus services serving the station, cycle storage facilities, a station car park and EV charging points along with passenger information and seating.		Moderate Beneficial	-		
	Accidents	The scheme is not expected to have a direct impact to accidents, however, any shift from car to rail may generate a marginal external benefit due to reduced vehicle mileage in the highway network. The scheme may impact on local accidents due to increased highway movements and pedestrian/cycle activity around the station site. This will be considered in more detail at the OBC stage once local access arrangements have been fully defined.		Moderate Beneficial	£ 248,199		
	Security	The new stations would include security features such as CCTV, lighting, fences, landscaping and emergency phones providing a safe environment for users.		Slight Beneficial	-		
Public Accounts	Access to services	The introduction of the new Langport-Somerton station will improve access to key services located in regional centres (Taunton, Westbury and further beyond in Exter, Bristol and London) particularly for members of the community without access to a car. Access to services will be significantly enhanced for demographics such as older residents and students for access to healthcare and further and higher education.		Moderate Beneficial	-		
	Affordability	Personal affordability impacts will be assessed as part of the distributional Impacts appraisal at the OBC stage. However, it is anticipated that the provision of a new railway station in the Langport-Somerton area will provide an affordable and value for money travel option for local residents and visitors.		Slight Beneficial	-		
	Severance	It is unlikely that the introduction of the station will have an impact on severance. However, this will be assessed in more detail in the OBC.		Neutral	-		
	Option and non-use values	The scheme is likely to be beneficial in terms of option and non-use value. It is likely that local residents will value the station even if they use the station infrequently, as an additional option to travel by rail is available if required, for example a second member of a single car owning household member wishing to travel to healthcare facilities in Taunton. This is an important aspect of the scheme and will be assessed in more detail at the OBC stage.		Slight Beneficial	-		
	Cost to Broad Transport Budget	Cost of funding the station has been appraised using a bespoke cost tool along with the assessment of the revenue impacts of the scheme using the outputs of the trip rate model. The present value of costs is the capital costs and operational and maintenance costs minus the revenue impact and infrastructure savings derived from the MECs calculations.	Capital costs = £18,567,997 Operating costs = £2,867,212 Revenue impact = -£26,863,597 Infrastructure saving = -£15,966	N/A	-£ 5,444,353		
	Indirect Tax Revenues	The scheme is expected to have a negative impact on tax revenues due to the shift from car to rail and the increase in expenditure on rail tickets.		N/A	£ 4,672,559		

Appraisal Summary Table

Date produced: 27 Jan 2022

Contact:

Name of scheme:		RYR New Station Langport-Somerton Area - Somerton Option Scenario 1				Name			
Description of scheme:		The scheme proposes the construction of a new railway station in the Langport and Somerton area in South Somerset on the Reading to Taunton railway line, which will be served by a new hourly Taunton-Westbury train service to be provided separately. The station will have bus interchange, cycle storage and car parking facilities (including Electric Vehicle Charging Points).				Organisation			
						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 is expected to facilitate mode shift from car to rail and therefore may have a marginal external benefit to the highway network in terms of reduced delay and congestion. The scheme is also expected to have slight negative impacts on existing rail users from the addition of a stop on the Do Minimum train service between Taunton and Westbury.		Value of journey time changes(£)		N/A	£ 151,149		
			Net journey time changes (£)						
			0 to 2min	2 to 5min	> 5min				
	Reliability impact on Business users	The schemes would improve journey time reliability through the introduction of a new hourly train service serving Langport-Somerton. Business users will have a reliable means of connecting to regional economic centres and beyond by rail across the country. Alongside this the reduction in car use associated with the modal shift of existing business users from car to rail should help to improve journey times for other road users unable to use the new stations.				Moderate Beneficial	-		
	Regeneration	Scheme regeneration impacts have not been considered at this stage therefore qualitative assessment has been provided. The new railway station will restore lost connectivity between the Langport-Somerton communities and region and national centres of economic activity unlocking potential for economic regeneration and levelling up. Access to employment will become easier and local employers will have access to a larger labour market.				Not assessed	-		
	Wider Impacts	Wider impacts have not been assessed at this stage of the scheme assessment and therefore a qualitative score has not been provided. It is likely that with the introduction of the new stations it could generate some transformative changes across the Langport-Somerton area of south Somerset with better access to labour supply and jobs. Wider impacts will be considered at the next stage of the scheme appraisal.				Not assessed	-		
Environmental	Noise	The scheme is expected to a slight reduction in overall noise levels in the area as it would encourage a modal shift from car to rail. The scheme is expected to have a neutral impact on noise at / close to the station. There are no Noise Important Areas (NIAs) close to the proposed station location.				N/A	£ 65,807		
	Air Quality	The scheme is expected to have a beneficial impact on air quality as it would encourage a modal shift from car to rail. The nearest Air Quality Management Area (AQMA) being Yeovil AQMA which is greater than 10km to the southeast from the proposed site.				N/A	£ 126,912		
	Greenhouse gases	The scheme is expected to have a beneficial impact to greenhouse gas emissions as it would encourage a modal shift from car to rail.		Change in non-traded carbon over 60y (CO2e)		N/A	£ 473,654		
					Change in traded carbon over 60y (CO2e)				
		Landscape	There are no National Parks or Areas of Outstanding National Beauty (AONB) close to the scheme location. Surrounding land is mostly rural agricultural fields and hedgerows. There are residential areas within close proximity to the scheme. The rail line is already in place; a new station is likely to be visible in the immediate vicinity.				Slight Adverse	-	
		Townscape	The scheme is situated southwest of Somerton. There are a high number of residential dwellings north and northeast of the site, and an industrial yard southwest of the site along Ricksey Lane. Agricultural land lies to the north and south of the site.				Slight Adverse	-	
		Historic Environment	There are no listed buildings or protected sites at or in the immediate vicinity of the proposed station site. There are some listed buildings within 1km of the study area.				Neutral	-	
	Biodiversity	The scheme is not within an area of Priority Habitat Inventory. However some 'main habitats' are present within 2km of study area.				Neutral	-		

	Water Environment	The scheme does not have Groundwater Source Protection Zones but sits within the floodplain of Mill Stream, Flood Zone 1.		Slightly Adverse	-													
Social	Commuting and Other users	The scheme is expected to cause a degree of mode shift from car to rail and therefore may have a marginal benefit to the highway network in terms of reduced delay and congestion. The scheme is also expected to have slight negative impacts on existing rail commuters from the addition of a stop on the Do Minimum train service between Taunton and Westbury.	<table border="1"> <tr> <th colspan="3">Value of journey time changes (£)</th> </tr> <tr> <th colspan="3">Net journey time changes (£)</th> </tr> <tr> <th>0 to 2min</th> <th>2 to 5min</th> <th>> 5min</th> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table>	Value of journey time changes (£)			Net journey time changes (£)			0 to 2min	2 to 5min	> 5min				N/A	£ 5,268,301	
	Value of journey time changes (£)																	
	Net journey time changes (£)																	
	0 to 2min	2 to 5min	> 5min															
	Reliability impact on Commuting and Other users	The schemes would significantly improve journey time reliability for trips from the Langport-Somerton area to the key regional centre, Taunton and beyond through improved connectivity to the rail network to Exeter, Bristol and London. There is also a reduction in car usage as existing rail users switch from longer distance rail stations to Langport-Somerton will reduce carbon emissions contributing to the decarbonisation policy.		Moderate Beneficial	-													
	Physical activity	A new rail station at Langport-Somerton will be a transport hub providing local connectivity by sustainable access mode to the community. Cycling storage facilities will be provided to encourage cycling as an access mode and contribute towards healthier lifestyles. The physical activity impacts will be quantified and monetised at OBC stage.		Moderate Beneficial	-													
	Journey quality	Journey quality will be enhanced providing local access to rail service significantly enhancing residents (and visitors) connectivity by sustainable modes of transport. The rail station will be a transport hub offering an integrated timetable with bus services serving the station, cycle storage facilities, a station car park and EV charging points along with passenger information and seating.		Moderate Beneficial	-													
	Accidents	The scheme is not expected to have a direct impact to accidents, however, any shift from car to rail may generate a marginal external benefit due to reduced vehicle mileage in the highway network. The scheme may impact on local accidents due to increased highway movements and pedestrian/cycle activity around the station site. This will be considered in more detail at the OBC stage once local access arrangements have been fully defined.		N/A	£ 1,030,368													
	Security	The new stations would include security features such as CCTV, lighting, fences, landscaping and emergency phones providing a safe environment for users.		Slight Beneficial	-													
Access to services	The introduction of the new Langport-Somerton station will improve access to key services located in regional centres (Taunton, Westbury and further beyond in Exeter, Bristol and London) particularly for members of the community without access to a car. Access to services will be significantly enhanced for demographics such as older residents and students for access to healthcare and further and higher education.		Moderate Beneficial	-														
Affordability	Personal affordability impacts will be assessed as part of the distributional Impacts appraisal at the OBC stage. However, it is anticipated that the provision of a new railway station in the Langport-Somerton area will provide an affordable and value for money travel option for local residents and visitors.		Slight Beneficial	-														
Severance	It is unlikely that the introduction of the station will have an impact on severance. However, this will be assessed in more detail in the OBC.		Neutral	-														
Option and non-use values	The scheme is likely to be beneficial in terms of option and non-use value. It is likely that local residents will value the station even if they use the station infrequently, as an additional option to travel by rail is available if required, for example a second member of a single car owning household member wishing to travel to healthcare facilities in Taunton. This is an important aspect of the scheme and will be assessed in more detail at the OBC stage.		Slight Beneficial	-														
Public Accounts	Cost to Broad Transport Budget	Cost of funding the station has been appraised using a bespoke cost tool along with the assessment of the revenue impacts of the scheme using the outputs of the trip rate model. The present value of costs is the capital costs and operational and maintenance costs minus the revenue impact and infrastructure savings derived from the MECs calculations.	<p>Capital costs = £12,452,027 Operating costs = £2,867,212 Revenue impact = -£27,794,987 Infrastructure saving = -£66,243</p>	N/A	-£ 12,541,990													
	Indirect Tax Revenues	The scheme is expected to have a negative impact on tax revenues due to the shift from car to rail and the increase in expenditure on rail tickets.		N/A	£ 5,317,301													

Appraisal Summary Table

Date produced: 27 Jan 2022

Contact:

Name of scheme:		RYR New Station Langport-Somerton Area - Somerton Option Scenario 2				Name				
Description of scheme:		The scheme proposes the construction of a new railway station in the Langport and Somerton area in South Somerset on the Reading to Taunton railway line, and the introduction of a new hourly Taunton-Westbury train service which will stop at the new station. The station will have bus interchange, cycle storage and car parking facilities (including Electric Vehicle Charging Points).				Organisation				
						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 is expected to facilitate mode shift from car to rail and therefore may have a marginal external benefit to the highway network in terms of reduced delay and congestion. The scheme is also expected to have positive impacts on existing rail users from the addition of a new hourly train service between Taunton and Westbury.		Value of journey time changes(£)			N/A	£ 4,911,142		
				Net journey time changes (£)						
			0 to 2min	2 to 5min	> 5min					
	Reliability impact on Business users	The schemes would improve journey time reliability through the introduction of a new hourly train service serving Langport-Somerton. Business users will have a reliable means of connecting to regional economic centres and beyond by rail across the country. Alongside this the reduction in car use associated with the modal shift of existing business users from car to rail should help to improve journey times for other road users unable to use the new stations.					Moderate Beneficial	-		
	Regeneration	Scheme regeneration impacts have not been considered at this stage therefore qualitative assessment has been provided. The new railway station will restore lost connectivity between the Langport-Somerton communities and region and national centres of economic activity unlocking potential for economic regeneration and levelling up. Access to employment will become easier and local employers will have access to a larger labour market.					Not assessed	-		
	Wider Impacts	Wider impacts have not been assessed at this stage of the scheme assessment and therefore a qualitative score has not been provided. It is likely that with the introduction of the new stations it could generate some transformative changes across the Langport-Somerton area of south Somerset with better access to labour supply and jobs. Wider impacts will be considered at the next stage of the scheme appraisal.					Not assessed	-		
Environmental	Noise	The scheme is expected to a slight reduction in overall noise levels in the area as it would encourage a modal shift from car to rail. The scheme is expected to have a neutral impact on noise at / close to the station. There are no Noise Important Areas (NIAs) close to the proposed station location.					N/A	£ 81,575		
	Air Quality	The scheme is expected to have a beneficial impact on air quality as it would encourage a modal shift from car to rail. The nearest Air Quality Management Area (AQMA) being Yeovil AQMA which is greater than 10km to the southeast from the proposed site.					N/A	£ 157,553		
	Greenhouse gases	The scheme is expected to have a beneficial impact to greenhouse gas emissions as it would encourage a modal shift from car to rail.		Change in non-traded carbon over 60y (CO2e)			N/A	£ 586,781		
				Change in traded carbon over 60y (CO2e)						
		Landscape	There are no National Parks or Areas of Outstanding National Beauty (AONB) close to the scheme location. Surrounding land is mostly rural agricultural fields and hedgerows. There are residential areas within close proximity to the scheme. The rail line is already in place; a new station is likely to be visible in the immediate vicinity.					Slight Adverse	-	
		Townscape	The scheme is situated southwest of Somerton. There are a high number of residential dwellings north and northeast of the site, and an industrial yard southwest of the site along Ricksey Lane. Agricultural land lies to the north and south of the site.					Slight Adverse	-	
		Historic Environment	There are no listed buildings or protected sites at or in the immediate vicinity of the proposed station site. There are some listed buildings within 1km of the study area.					Neutral	-	
	Biodiversity	The scheme is not within an area of Priority Habitat Inventory. However some 'main habitats' are present within 2km of study area.					Neutral	-		

Social	Water Environment	The scheme does not have Groundwater Source Protection Zones but sits within the floodplain of Mill Stream, Flood Zone 1.		Slightly Adverse	-													
	Commuting and Other users	The scheme is expected to cause a degree of mode shift from car to rail and therefore may have a marginal benefit to the highway network in terms of reduced delay and congestion. The scheme is also expected to have positive impacts on existing rail commuters from the addition of a new hourly train service between Taunton and Westbury.	<table border="1"> <tr> <th colspan="3">Value of journey time changes (£)</th> </tr> <tr> <th colspan="3">Net journey time changes (£)</th> </tr> <tr> <th>0 to 2min</th> <th>2 to 5min</th> <th>> 5min</th> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table>	Value of journey time changes (£)			Net journey time changes (£)			0 to 2min	2 to 5min	> 5min				N/A	£ 10,006,475	
	Value of journey time changes (£)																	
	Net journey time changes (£)																	
	0 to 2min	2 to 5min	> 5min															
	Reliability impact on Commuting and Other users	The schemes would significantly improve journey time reliability for trips from the Langport-Somerton area to the key regional centre, Taunton and beyond through improved connectivity to the rail network to Exeter, Bristol and London. There is also a reduction in car usage as existing rail users switch from longer distance rail stations to Langport-Somerton will reduce carbon emissions contributing to the decarbonisation policy.		Moderate Beneficial	-													
	Physical activity	A new rail station at Langport-Somerton will be a transport hub providing local connectivity by sustainable access mode to the community. Cycling storage facilities will be provided to encourage cycling as an access mode and contribute towards healthier lifestyles. The physical activity impacts will be quantified and monetised at OBC stage.		Moderate Beneficial	-													
	Journey quality	Journey quality will be enhanced providing local access to rail service significantly enhancing residents (and visitors) connectivity by sustainable modes of transport. The rail station will be a transport hub offering an integrated timetable with bus services serving the station, cycle storage facilities, a station car park and EV charging points along with passenger information and seating.		Moderate Beneficial	-													
	Accidents	The scheme is not expected to have a direct impact to accidents, however, any shift from car to rail may generate a marginal external benefit due to reduced vehicle mileage in the highway network. The scheme may impact on local accidents due to increased highway movements and pedestrian/cycle activity around the station site. This will be considered in more detail at the OBC stage once local access arrangements have been fully defined.		N/A	£ 1,277,268													
Security	The new stations would include security features such as CCTV, lighting, fences, landscaping and emergency phones providing a safe environment for users.		Slight Beneficial	-														
Access to services	The introduction of the new Langport-Somerton station will improve access to key services located in regional centres (Taunton, Westbury and further beyond in Exeter, Bristol and London) particularly for members of the community without access to a car. Access to services will be significantly enhanced for demographics such as older residents and students for access to healthcare and further and higher education.		Moderate Beneficial	-														
Affordability	Personal affordability impacts will be assessed as part of the distributional Impacts appraisal at the OBC stage. However, it is anticipated that the provision of a new railway station in the Langport-Somerton area will provide an affordable and value for money travel option for local residents and visitors.		Slight Beneficial	-														
Severance	It is unlikely that the introduction of the station will have an impact on severance. However, this will be assessed in more detail in the OBC.		Neutral	-														
Option and non-use values	The scheme is likely to be beneficial in terms of option and non-use value. It is likely that local residents will value the station even if they use the station infrequently, as an additional option to travel by rail is available if required, for example a second member of a single car owning household member wishing to travel to healthcare facilities in Taunton. This is an important aspect of the scheme and will be assessed in more detail at the OBC stage.		Slight Beneficial	-														
Public Accounts	Cost to Broad Transport Budget	Cost of funding the station has been appraised using a bespoke cost tool along with the assessment of the revenue impacts of the scheme using the outputs of the trip rate model. The present value of costs is the capital costs and operational and maintenance costs minus the revenue impact and infrastructure savings derived from the MECs calculations.	<p>Capital costs = £12,452,027 Operating costs = £105,550,017 Revenue impact = -£33,735,239 Infrastructure saving = -£82,111</p>	N/A	£ 84,184,694													
	Indirect Tax Revenues	The scheme is expected to have a negative impact on tax revenues due to the shift from car to rail and the increase in expenditure on rail tickets.		N/A	£ 6,476,461													

Appraisal Summary Table

Date produced: 27 Jan 2022

Contact:

Name of scheme:		RYR New Station Langport-Somerton Area - Somerton Option Scenario 3					Name				
Description of scheme:		The scheme proposes the construction of a new railway station in the Langport and Somerton area in South Somerset on the Reading to Taunton railway line, which will be served by GWR semi-fast train services. The station will have bus interchange, cycle storage and car parking facilities (including Electric Vehicle Charging Points).					Organisation				
							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 is expected to facilitate mode shift from car to rail and therefore may have a marginal external benefit to the highway network in terms of reduced delay and congestion. The scheme is also expected to have negative impacts on existing rail users from the addition of a stop on the GWR semi-fast train services.			Value of journey time changes(£)			N/A	-£ 459,841		
				Net journey time changes (£)							
			0 to 2min	2 to 5min	> 5min						
	Reliability impact on Business users	The schemes would improve journey time reliability through the introduction of a new hourly train service serving Langport-Somerton. Business users will have a reliable means of connecting to regional economic centres and beyond by rail across the country. Alongside this the reduction in car use associated with the modal shift of existing business users from car to rail should help to improve journey times for other road users unable to use the new stations.						Moderate Beneficial	-		
	Regeneration	Scheme regeneration impacts have not been considered at this stage therefore qualitative assessment has been provided. The new railway station will restore lost connectivity between the Langport-Somerton communities and region and national centres of economic activity unlocking potential for economic regeneration and levelling up. Access to employment will become easier and local employers will have access to a larger labour market.						Not assessed	-		
	Wider Impacts	Wider impacts have not been assessed at this stage of the scheme assessment and therefore a qualitative score has not been provided. It is likely that with the introduction of the new stations it could generate some transformative changes across the Langport-Somerton area of south Somerset with better access to labour supply and jobs. Wider impacts will be considered at the next stage of the scheme appraisal.						Not assessed	-		
Environmental	Noise	The scheme is expected to a slight reduction in overall noise levels in the area as it would encourage a modal shift from car to rail. The scheme is expected to have a neutral impact on noise at / close to the station. There are no Noise Important Areas (NIAs) close to the proposed station location.						N/A	£ 17,446		
	Air Quality	The scheme is expected to have a beneficial impact on air quality as it would encourage a modal shift from car to rail. The nearest Air Quality Management Area (AQMA) being Yeovil AQMA which is greater than 10km to the southeast from the proposed site.						N/A	£ 33,247		
	Greenhouse gases	The scheme is expected to have a beneficial impact to greenhouse gas emissions as it would encourage a modal shift from car to rail.			Change in non-traded carbon over 60y (CO2e)			N/A	£ 126,212		
				Change in traded carbon over 60y (CO2e)							
		Landscape	There are no National Parks or Areas of Outstanding National Beauty (AONB) close to the scheme location. Surrounding land is mostly rural agricultural fields and hedgerows. There are residential areas within close proximity to the scheme. The rail line is already in place; a new station is likely to be visible in the immediate vicinity.						Slight Adverse	-	
		Townscape	The scheme is situated southwest of Somerton. There are a high number of residential dwellings north and northeast of the site, and an industrial yard southwest of the site along Ricksey Lane. Agricultural land lies to the north and south of the site.						Slight Adverse	-	
		Historic Environment	There are no listed buildings or protected sites at or in the immediate vicinity of the proposed station site. There are some listed buildings within 1km of the study area.						Neutral	-	
		Biodiversity	The scheme is not within an area of Priority Habitat Inventory. However some 'main habitats' are present within 2km of study area.						Neutral	-	
	Water Environment	The scheme does not have Groundwater Source Protection Zones but sits within the floodplain of Mill Stream, Flood Zone 1.						Slightly Adverse	-		

Social	Commuting and Other users	The scheme is expected to cause a degree of mode shift from car to rail and therefore may have a marginal benefit to the highway network in terms of reduced delay and congestion. The scheme is also expected to have negative impacts on existing rail commuters from the addition of a stop on the GWR semi-fast services.	Value of journey time changes (£)			N/A	-£	1,888,862
			Net journey time changes (£)					
			0 to 2min	2 to 5min	> 5min			
	Reliability impact on Commuting and Other users	The schemes would significantly improve journey time reliability for trips from the Langport-Somerton area to the key regional centre, Taunton and beyond through improved connectivity to the rail network to Exeter, Bristol and London. There is also a reduction in car usage as existing rail users switch from longer distance rail stations to Langport-Somerton will reduce carbon emissions contributing to the decarbonisation policy.						
	Physical activity	A new rail station at Langport-Somerton will be a transport hub providing local connectivity by sustainable access mode to the community. Cycling storage facilities will be provided to encourage cycling as an access mode and contribute towards healthier lifestyles. The physical activity impacts will be quantified and monetised at OBC stage.						
	Journey quality	Journey quality will be enhanced providing local access to rail service significantly enhancing residents (and visitors) connectivity by sustainable modes of transport. The rail station will be a transport hub offering an integrated timetable with bus services serving the station, cycle storage facilities, a station car park and EV charging points along with passenger information and seating.						
	Accidents	The scheme is not expected to have a direct impact to accidents, however, any shift from car to rail may generate a marginal external benefit due to reduced vehicle mileage in the highway network. The scheme may impact on local accidents due to increased highway movements and pedestrian/cycle activity around the station site. This will be considered in more detail at the OBC stage once local access arrangements have been fully defined.						
	Security	The new stations would include security features such as CCTV, lighting, fences, landscaping and emergency phones providing a safe environment for users.						
	Access to services	The introduction of the new Langport-Somerton station will improve access to key services located in regional centres (Taunton, Westbury and further beyond in Exeter, Bristol and London) particularly for members of the community without access to a car. Access to services will be significantly enhanced for demographics such as older residents and students for access to healthcare and further and higher education.						
	Affordability	Personal affordability impacts will be assessed as part of the distributional Impacts appraisal at the OBC stage. However, it is anticipated that the provision of a new railway station in the Langport-Somerton area will provide an affordable and value for money travel option for local residents and visitors.						
	Severance	It is unlikely that the introduction of the station will have an impact on severance. However, this will be assessed in more detail in the OBC.						
	Option and non-use values	The scheme is likely to be beneficial in terms of option and non-use value. It is likely that local residents will value the station even if they use the station infrequently, as an additional option to travel by rail is available if required, for example a second member of a single car owning household member wishing to travel to healthcare facilities in Taunton. This is an important aspect of the scheme and will be assessed in more detail at the OBC stage.						
Public Accounts	Cost to Broad Transport Budget	Cost of funding the station has been appraised using a bespoke cost tool along with the assessment of the revenue impacts of the scheme using the outputs of the trip rate model. The present value of costs is the capital costs and operational and maintenance costs minus the revenue impact and infrastructure savings derived from the MECs calculations.						
	Indirect Tax Revenues	The scheme is expected to have a negative impact on tax revenues due to the shift from car to rail and the increase in expenditure on rail tickets.						

Capital costs = £12,452,027
Operating costs = £2,867,212
Revenue impact = -£28,436,179
Infrastructure saving = -£17,570