

Appraisal Summary Table				Date produced:	May-2014	Contact:				
Name of scheme:		Marsh Barton Rail Station				Name	Matt Barnes			
Description of scheme:		The project will deliver a new station at Marsh Barton immediately to the south of Clapperbrook Lane. The station will be served by the existing mix of local trains between Exeter and Newton Abbot. The station will have two 124 metre platforms, capable of handling six car Class 150 multiple unit formations, lit to the latest NR LED lighting standards. The platforms will be connected by a footbridge, with steps and ramps, lit using handrail mounted LED lighting.				Organisation	Devon County Council			
						Role	Official			
Impacts		Summary of key impacts			Assessment					
					Quantitative		Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp	
Economy	Business users & transport providers	Business users will experience large travel time benefits particularly due to decongestion on corridors into Marsh Barton with highway travel time benefits of £16,533,000 and vehicle operating cost benefits of £804,000. Future rail users will also experience travel time benefits of £12,660,000 although this includes some disbenefit to travellers to other stations due to the additional stopping time. Significant revenue will be generated for train operators with net revenue (revenue less operating expenditure) estimated £24,604,000.	Value of journey time changes(£)		£29,194,000		Large Beneficial	£54,603,000	Not assessed - Screened out at initial screening.	
			Net journey time changes (£)							
			0 to 2min	2 to 5min	> 5min					
			£30,765,000	£815,000	£12,567,000					
	Reliability impact on Business users	There will be reliability benefits for users in future travelling by rail to Marsh Barton. This is due to the high reliability of local services which typically are within 5 minutes of scheduled time in approx. 95% of cases. Modal shift from car to rail will also lead to reliability benefits for travel along highway corridors into Marsh Barton particularly the A379 from Dawlish and Starcross.	Not assessed in detail - but to be assessed if necessary following Programme Entry.				Slight Beneficial	N/A		
	Regeneration	Improved access to Marsh Barton will assist businesses in attracting investment. It will help facilitate new housing with 2,500 houses at South West Exeter. It is required to unlock this growth within the Exeter Core Strategy and LTP3.	Not assessed in detail - but to be assessed if necessary following Programme Entry.				Negligible	N/A		
	Wider Impacts	Improved access to Marsh Barton will improve access to the labour pool for employers in the 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 - but to be assessed if necessary following Programme Entry.				Negligible	N/A		
Environmental	Noise	The 600m distance to any receptors make any impact from additional acceleration and deceleration of trains calling at the station insignificant. Benefit from reduction in road journeys also insignificant due to limited (less than 5%) changes in traffic flows on individual links.	Not assessed - screened out at scoping stage.				Negligible	N/A	Not assessed - Screened out at initial screening.	
	Air Quality	Additional pollution from acceleration of trains screened out at scoping stage. 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.	Not assessed - screened out at scoping stage.				Negligible	N/A	Not assessed - Screened out at initial screening.	
	Greenhouse gases	There would be a small benefit due to reduction in vehicle trips from modal shift from car to rail. Benefits have been estimated using TUBA.	Change in non-traded carbon over 60y (CO2e)		-£293,000		Slight Beneficial	£294,000	Not assessed - Screened out at initial screening.	
			Change in traded carbon over 60y (CO2e)		-£1,000					
	Landscape	The scheme would have a small adverse impact on landscape due to the close proximity of the station to Riverside Valley Park.	Not assessed - screened out at scoping stage.				Slight Adverse	N/A		
	Townscape	There is no likely impact due to the setting of the station alongside the existing industrial estate and the Energy from Waste plant.	Not assessed - screened out at scoping stage.				Negligible	N/A		
	Heritage of Historic resources	The scheme would have no impact on historic resources. In particular there are believed to be no buried archaeological features and the scheme does not impact on a nearby Bronze Age ring-ditch.	Not assessed - screened out at scoping stage.				Neutral	N/A		
	Biodiversity	There would likely be slight adverse residual impacts on local wooded/scrub habitats and fauna including three species of reptile and foraging bats but these will be addressed through an appropriate mitigation strategy.	Not assessed - screened out at scoping stage.				Slight Adverse	N/A		
Water Environment	There is a risk of fluvial flooding from the River Exe, particularly of the station access road. A Flood Risk Assessment has been prepared and accepted by the EA as part of planning application.	Not assessed - screened out at scoping stage.				Slight Adverse	N/A			
Social	Commuting and Other users	Commuting and other users will benefit from modal shift from car to rail providing small journey time savings across a wide area valued at £2,755,000. Vehicle operating cost savings across the same area are valued at £1,535,000. Future rail users at Marsh Barton will experience journey time benefits from switching to rail with a small disbenefit to existing rail users travelling to other stations due to additional stopping time. Nonetheless rail travel time savings are valued at £2,421,000.	Value of journey time changes(£)		£5,176,000		Moderate Beneficial	£6,711,000	Not assessed - Screened out at initial screening.	
			Net journey time changes (£)							
			0 to 2min	2 to 5min	> 5min					
			£6,931,000	£126,000	£2,268,000					
		Reliability impact on Commuting and Other users	There will be reliability benefits for users travelling by rail into Marsh Barton. This is due to the high reliability of local services which typically are within 5 minutes of scheduled time in approx. 95% of cases. Modal shift from car to rail will also lead to reliability benefits for travel along highway corridors into Marsh Barton particularly the A379 from Dawlish and Starcross.	Not assessed - Screened out at initial screening.				Slight 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. The station is well connected to the Exeter cycling network and this is expected to encourage a high level of walking and cycling to the station.	Not assessed - Screened out at initial screening.				Slight Beneficial	N/A	
		Journey quality	There are likely to be small journey quality benefits from decongestion but the impact is expected to be limited.	Not assessed - Screened out at initial screening.				Negligible	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.	Not assessed - Screened out at initial screening.				Negligible	N/A	Not assessed - Screened out at initial screening.
		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.	Not assessed - Screened out at initial screening.				Negligible	N/A	Not assessed - Screened out at initial screening.
		Access to services	Access to employment in Marsh Barton will be greatly improved particularly for those without access to the private car outside the Exeter area where there are few direct bus services too Marsh Barton.	Not assessed - Screened out at initial screening.				Slight Beneficial	N/A	Not assessed - Screened out at initial screening.
	Affordability	Rail services within Devon offer affordable fares normally cheaper than equivalent bus services providing likely benefits for those without access to the private car for travel to work within Marsh Barton.	Not assessed - Screened out at initial screening.				Slight Beneficial	N/A	Not assessed - Screened out at initial screening.	
	Severance	No severance impacts have been identified.	Not assessed - Screened out at initial screening.				Negligible	N/A	Not assessed - Screened out at initial screening.	
	Option values	Neutral - no assessment undertaken.	Not assessed - Screened out at initial screening.				Negligible	N/A		
Public Accounts	Cost to Broad Transport Budget	There is a moderate 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				Slight Adverse	£3,648,000		
	Indirect Tax Revenues	Negative impact due to mode shift from car to rail leading to reduction in fuel revenues. Assessed in TUBA over a 60 year appraisal period.	Negative revenue due to the reduction in vehicle km's				Slight Adverse	-£4,308,000		