



Department
for Transport

Closure of existing Rochester station Consultation document

February 2015

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Foreword

Network Rail, working in partnership with Medway Council, developed a plan for a new Rochester station to the north-west of the current site. Network Rail are now constructing a new station. The new station will function as a better gateway to the town and will better support the social and economic regeneration of the area through the development of fast and efficient links between homes, work places and key destinations. On completion of the programme, services that previously stopped at the current station will be timetabled to stop at the new station.

Network Rail, as network operator proposes closure of the existing Rochester station when the new station is commissioned. This proposal is in accordance with the Railways Closures Guidance within the Railways Act 2005.

Retaining the old station as operational infrastructure would reduce track capacity due to the close proximity of the two stations, increase journey times across the Medway Towns and increase operating costs. Additionally, extending the platforms to 12-car length was shown to be technically challenging and poor value for money when compared to the case for the new station.

By completing the formal closure, Network Rail seeks to focus rail industry resources on improving the rail service in this area and providing greater value for money for the planned investment programme.

Executive summary

Introduction

The existing Rochester station stands on the Chatham Main line between Chatham station and Rochester Bridge junction. The station, which has four platforms, is served by a combination of mainline, suburban and high speed domestic services. Planned rail service enhancements, local housing developments and the physical limitations of the station site prevent the development of an integrated transport hub to serve the town.

Network Rail, working in partnership with Medway Council, developed a plan for a new Rochester station approximately 500 metres to the north-west of the current site which is due to be delivered as part of the East Kent resignalling programme phase 2 (EK2) in December 2015. EK2 will provide greater capacity through longer trains and improved frequency across the Medway Towns, as well as lower operating costs and more reliable infrastructure.

The new Rochester station will have improved station facilities and environment for commuters as well as better integration with other modes of public transport. It will bring the station closer to the main town centre and act as the new gateway to the Medway Towns opening up and providing an improved link to the Riverside area for regeneration.

In order to obtain these benefits, the existing Rochester station will need to be closed and station stops switched to the new station. Retaining the existing station would result in operational challenges affecting capacity and performance. Additionally, journey times for passengers travelling across the Medway Towns would increase significantly.

How to respond

The consultation period began on 5 February 2015 and will run until 8 May 2015. Please ensure that your response reaches us before the closing date. If you would like further copies of this consultation document, it can be found at www.dft.gov.uk/consultations/open or you can contact Simon Feast if you need alternative formats (Braille, audio CD, etc.).

Please send consultation responses to:

Rochesterstation.consultation@dft.gsi.gov.uk

Or

Rochester Station Consultation
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Telephone 0300 330 3000
Website www.dft.gov.uk

The following stakeholders have been sent a copy of this consultation document and invited to respond:

Office of Rail Regulation
Network Rail
Kent County Council
Medway Council
Passenger Focus
Mark Reckless MP
Southeastern Trains
DB Schenker Ltd
Freightliner Ltd
GB Railfreight Ltd
Medway Transport Forum
British Transport Police

When responding, please state whether you are responding as an individual or representing the views of an organisation. If responding on behalf of a larger organisation, please make it clear who the organisation represents and, where applicable, how the views of members were assembled.

Freedom of Information

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the Freedom of Information Act 2000 (FOIA) or the Environmental Information Regulations 2004.

If you want information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information, we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Department.

The Department will process your personal data in accordance with the Data Protection Act (DPA) and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

Closure of existing Rochester station

Purpose of the consultation

Network Rail, as network operator, have carried out an assessment in accordance with the Department for Transport's (DfT) Railway Closures Guidance of whether retaining the existing Rochester station as part of the national rail network presents value for money. It concluded that retaining the station is neither an appropriate nor responsible use of resources given the investment in a new station facility and other infrastructure enhancements in that area.

Under section 29(7)(a) of the Railways Act 2005 the Secretary of State, as the relevant national authority, is required to carry out a consultation concerning a rail operator's proposal to discontinue use of a particular station if having received the operator's assessment it has formed an opinion that the closure should be allowed.

A copy of the Railways Closures Guidance may be found at:
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/266296/railwaysclosuresguidance.pdf

Interested parties are therefore invited to comment on the Network Rail proposal.

Background

The existing Rochester station is situated on the Chatham main line between Rochester Bridge Junction and Chatham stations and was opened in 1892. The station is currently served by a combination of mainline, suburban and domestic high speed services operated by the Southeastern Train Operating Company.

The existing station site is not well-located for Rochester town centre or planned housing developments and does not act as an efficient transport hub. Significant passenger demand growth is forecast in this area and the current site presents various railway operational constraints, including the physical challenges of

providing 12-car length platforms to match future anticipated rolling stock types.

Network Rail, working in partnership with Medway Council and Southeastern, developed plans to build a new station approximately 500 metres to the north-west of the existing station site. The new station will provide the following benefits:

- 12-car platforms to cater for longer Class 465 Networker rolling stock
- Improved concourse and station facilities
- Allows for better train service frequency across the Medway Towns
- Station better located for town centre and Rochester Riverside, including the provision of a subway to connect the two locations
- Improved integration with other transport modes.

The new station is due to be delivered as part of the East Kent resignalling programme phase 2 (EK2) in December 2015. EK2 is an integrated programme of work that will provide more capacity and improve reliability across the Medway Towns.

The programme of works, including the new station proposal, was endorsed by rail industry stakeholders under the Network Change process. The Network Change documentation can be found on the Network Rail website.

In April 2013, Network Rail conducted a publicity campaign about the new station, which included distribution of leaflets and answering passenger queries about the proposals at the current station. The response to the proposal was overwhelmingly positive with 80% of respondents supporting the development (see Table A below).

Table A

	Count	%
Supports the new station proposal	33	80%
Against the new station proposal	6	15%
Neutral	2	5%

Formal planning approval for the new station was granted by Medway Council in September 2013.

Part of the programme of works includes the decommissioning of the existing Rochester station. Retaining the existing station would result in operational challenges affecting capacity and performance as well as increasing journey times.

A diagram of the area affected by this proposal and an artist's impression of the new station is provided in Annex B.

Summary of Appraisal

This closure proposal is considering the provision of a new, modern station at Rochester and whether the old station, some 500 metres distant, should be closed. It does not follow the normal model where something is taken away with no alternative facility offered. As there is no intention to permanently remove a facility, a proportionate appraisal has been undertaken in respect of this proposal (set out in Annex A).

The formal appraisal compared the Do Minimum base case of providing platform extensions and track layout changes at the existing Rochester station against construction of the new station. The appraisal was updated at Single Option Development stage in August 2013. Implicit within this business case is switching services to the new station, as passenger benefits and industry cost savings would be eroded if both stations were to operate concurrently.

The formal appraisal, Annex A, considered these two cases:

- The Do Minimum: requires extensions to the four platforms and track layout changes to accommodate planned 12 car train formations with selective door opening (SDO), also core signalling renewals as part of EK2; and
- “Do Something” case – the preferred of several options considered is the “DS3a”, involving relocation of the station by 500m to Corporation Street, a more central location with better pedestrian access and car parking. Here, three platforms with full 12 car capability were possible, and track layout offers better flexibility.

The appraisal found that the "Do something" case to close the existing Rochester station and relocate it to Corporation Street

offered best value for money with a NPV of £5.8 million in 2010 market prices, and a BCR of 2.35.

The majority of the benefits arise from rail user journey time improvements (including improved access from the station to the town centre) and some road decongestion. The initial capital costs are to some extent (around 50%) offset by different capital expenditure which would be required in the Do Minimum option.

There are also likely to be benefits arising from the improved amenities of the new station but these have not been quantified.

The preferred option offered high value for money and funding was secured through the rail industry's Control Period 5 financial settlement, with local authority contributions.

The values used in the business case appraisal were consistent with PDFH and WebTAG guidance at the time. Subsequently, these values have been updated. It is not clear how updating with latest values would affect the value for money, but it seems likely that the impacts would be at least partly beneficial (especially guidance extending the demand cap from 2026 to 2035).

The new station proposal forms part of a wider programme of enhancements as part of East Kent resignalling phase 2. This investment includes improvements to track layouts, signalling and power supply, with the new station at Rochester forming an integral part.

Subsequent development of the entire enhancement programme to Detailed Design stage has identified additional costs for the station that were not reflected in the original appraisal. The business case for the enhancements programme was updated and demonstrated a NPV of £46.4 million in 2010 market prices, and a BCR of 1.82.

The Railways Closures Guidance sets out five key criteria which need to be addressed by the appraisal. The conclusions are summarised below:

Environmental

The modal shift from road to rail will contribute to reducing noise and airborne emissions, as well as a reduction in greenhouse gas emissions.

Safety

The modal shift from road to rail will contribute to reducing accidents.

Economy

The new station provides journey time benefits for rail passengers and road de-congestion benefits for road users.

Accessibility

The new station provides improved access for passengers relative to current station location.

Integration

A new pedestrian subway – which will be well lit and have CCTV cameras in it - will link the station to the new car park and the Rochester Riverside site. Improvements will also be made to Corporation Street and the existing Corporation Street car park to ensure the station becomes an integrated transport hub. This includes new bus stops, an extension of the existing bus lane, a new controlled pedestrian crossing, cycle parking, taxi bays and pickup/drop off point within Corporation Street car park.

In light of all the benefits that the new Rochester station brings and in accordance with Railways Act 2005, the Department is carrying out a consultation on the proposed closure of the existing Rochester station, and is seeking views on this closure.

What will happen next?

Following the consultation period, we will review the responses to the closure proposal and undertake such further analysis as might be necessary. We will produce a summary of the outcome of the consultation and publish this on the DfT website.

The outcome of the closure consultation will be shared with Network Rail. Should the outcome of the consultation process agree with Network Rail's assessment, the Office of Rail Regulation will then be required to ratify the proposal to ensure it satisfies the guidance.

If you have questions about this consultation please contact:

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Annex A: Formal appraisal

Introduction and context

The formal appraisal for the new station was updated and established in Spring 2012 and informed the decision to proceed with the proposal through the 2013 Periodic Review. Through the Periodic Review process, the DfT and Office of Rail Regulation ('ORR') acknowledged the benefits of the proposal and allocated funding during Control Period 5 as part of the wider East Kent resignalling phase 2 enhancements programme.

Implicit within the business case for the new station is the closure of the existing station, as both could not operate together for the reasons noted in the consultation document above. Following the establishment of this case, minor changes to appraisal criteria have been made by the DfT but these do not materially alter the conclusion.

As noted in the summary above, subsequent development of the East Kent phase 2 enhancement programme identified additional costs. The ORR's Final Determination for Control Period 5 acknowledged the uncertainty and risk to projects, such as Rochester station, where funding is established before project development is completed.

Subsequently, the entire East Kent resignalling phase 2 enhancements programme was submitted to the ORR's 'Enhancements Cost Adjustment Mechanism' in April 2014. The ORR concluded that the revised cost of £58.7m represents an efficient level of funding for the entire programme. As a result of the ORR's conclusion, no changes were made to the established investment strategy in this area.

The following business case is the version from spring 2012.

Formal appraisal

Scheme objectives

The principal objective of the station improvement scheme is to improve the connectivity of Rochester station with the town centre and the new Riverside development. The scheme aims to improve access not only on foot via reduced walking times and more convenient routes, but also in the form of better car parking and bus interchange.

Base Case and Scheme Options

The Base Case - Do Minimum, is platform extensions at the existing station to accommodate 12-car trains without Selective Door Opening (SDO) and associated track and signalling works, planned for CP5. The platform extension scheme will be a separate, but linked, proposed enhancement scheme for CP5; both this scheme and the platform extension scheme are part of the East Kent Resignalling Scheme.

The costs of the platform extensions and associated infrastructure works is estimated at £4.8 million, in 2013 factor prices. These costs are deducted from the costs of the scheme options. For the purpose of this business case the platform extension scheme is therefore treated as a committed and funded scheme.

The Base Case - Do Minimum also includes the core renewal elements of the East Kent Resignalling Scheme, planned for CP5. These costs, estimated at £5.9 million in 2013 factor prices, are also deducted from the costs of the scheme options.

The base case includes background rail demand growth and demand arising from the Riverside development. Medway Council has confirmed that Phase 1 of the Medway development is underway, with the other phases to follow imminently.

At GRIP Stage 4, the preferred option has been assessed:

Option DS3a: Relocate Rochester station as a 3-platform station

Option DS3a is to relocate the station to Corporation Street, a more central location allowing for better pedestrian access to the town centre, and an improvement in access to car parking facilities relative to the current site. The new location will be closer to existing public and private car parks, and it is intended to provide a new station car park with 134 spaces to be owned and managed by the Local Council.

The proposed site is approximately 500 metres from the existing site. A three-platform facility would be provided and the platforms would be able to accommodate 12-car trains without the use of SDO.

The 3-platform facility enables greater operational flexibility compared to previous options assessed, and retains the existing diversionary route for freight. It is neutral in performance terms relative to the base case, and does not require additional staff to assist with de-training passengers in the evening peak, as the trains could remain in passenger service at a platform while they are overtaken. Importantly, it also allows sufficient flexibility to deliver the current timetable. In addition, Option DS3a gives more opportunity for future service improvements through the Medway towns compared to previous options.

The scheme costs for both Option DS3a does not include an allowance for land acquisition, as the required land has been provided at nil cost by Medway Council. A net income of £800,000 from disposal of the existing site, after decommissioning costs, has been included in the appraisal.

Appraisal methodology

This appraisal is largely based on Mott MacDonald's Rochester Station business case analysis, dated April 2010. The April 2010 version incorporates updated LATS data and PDFH guidance. Full details of the analysis are contained in this report and (for some aspects of the business case which were not updated) the previous report by the same consultants dated December 2009. TEE tables for the April 2010 analysis were provided to Network Rail by the consultants, as a supplement to the April 2010 report.

Mott MacDonald's analysis has been updated to include capital costs at GRIP 4, and expressed in 2010 price terms to comply with current appraisal guidance.

Methodology and sources

The socio-economic appraisal was carried out in April 2010 by Mott MacDonald, in accordance with the Department for Transport's (DfT) appraisal guidance, in particular the web-based transport analysis guidance or WebTAG, available at www.gov.uk/dft

The appraisal has been adapted, but the methodology and sources remain the same.

Standard DfT/Treasury Green Book discounting factors have been applied, at 3.5% per annum for 30 years from scheme opening and 3% thereafter; All values and prices are expressed in 2010 market prices.

The appraisal period is 60 years from the first year of benefits, which for appraisal purposes is assumed to be 2014 (as a simplifying assumption, for the sake of consistency with the Mott MacDonald analysis).

Passenger Demand Forecasting Handbook edition 5.0 ("PDFH v5.0") values have been applied for forecasting future demand trends, including elasticity values, station access /parking /bus interchange improvement values, and general methodology. In this case, PDFH 5.0 is expected to yield similar results to PDFH4.1.

For appraisal purposes, demand growth is assumed to be capped from 2026; Historical rail journey and revenue data, the proportions of generated and attracted trips, and average fare per journey extracted from 2009/10 LENNON data provided by Southeastern; GDP and employment data sourced from ATOC 2008 figures; Population data sourced from TEMPRO v6; Car fuel price data sourced from WebTAG; Car journey times assumed to be constant across the appraisal; Journey purpose split of Commuting 82%: Business 5%: Leisure 13%, based on 2001 LATS data, bespoke to Rochester; Station access and egress time based on distance from postal zone centre points to the station, with access speeds from LATS applied; 26% of journeys new to rail are assumed to transfer from car use; Time saving benefits (or disbenefits) are counted in full for existing rail users, but for new users have been subject to the rule of half; Newly generated journeys resulting from enhancements are assumed to build up to their full predicted level over a 3-year period (70% of their full value after one year, 90% after two years, the remainder over the subsequent year).

Capital and operating cost information was provided by the Project Team.

Rail fares are assumed to grow at RPI+1% per year by Mott MacDonald.

The appraisal assumptions are discussed in more detail in the following sections. The appraisal compared the costs and benefits of each option relative to the Base Case (see Section 2), in accordance with WebTAG.

Costs and benefits

This section of the report defines how the costs and benefits in the appraisal were estimated. The results of the appraisal are shown in Section 5. The costs and benefits comprise the following elements, which are addressed in turn:

- Capital costs
- Operating costs
- Benefits

Capital costs

Capital costs consist of initial capital costs and renewal costs/renewal cost savings, which are shown in Figure 1 below:

Figure 1	
Capital costs £m 2013 factor prices	Option DS3a
Initial Capital Costs & renewals	
Cost of scheme (1)	27.0
Sale of existing site (2)	-0.8
Costs included in the Base Case – Do Min (3)	
Platform extensions	4.8
Renewal of existing station	5.9
Total for business case appraisal (1)+(2)-(3)	15.6

The scheme cost figure quoted above includes an allowance for risk. The cost is quoted as of June 2013, end GRIP 4. The costs avoided, relating to the existing station, have not been updated post GRIP 3. Optimism bias of 18% at GRIP 3 has been added to the scheme costs.

It is assumed that the scheme will be funded through an addition to Network Rail's Regulatory Asset Base (RAB), assuming amortisation over 30 years and a real return on the RAB of 4.75% per year.

Ongoing renewal costs

The base case includes the currently budgeted allowance for building and platform renewal works at the existing Rochester station in the current control period, which will not be incurred if it is decided to relocate the station. This is shown in Figure 1 above.

The scheme results in a negligible change in assets (in practice, a slight decrease), so it is assumed that there will be no change to ongoing renewal costs relative to the base case.

The Present Values (PVs) of capital costs over the appraisal period are shown below.

Operating costs or cost savings

The scheme is expected to be neutral in terms of station utility costs. The existing station will be replaced by a modern structure with new heating and lighting systems, which are expected to be more efficient to run and maintain, relative to the base case.

Benefits

The main benefits relate to station access, station amenity and car parking.

The station access improvements result in journey time (value of time) benefits as shown in Table 1. These are from Mott MacDonald's business case using updated LATS (London Area Travel Survey) data. They relate to access changes for all areas, including the riverside development. They include improved access to the town centre to/from the station.

The station amenity improvements include improvements to waiting facilities, security and cleanliness. Details of these improvements for Option DS3 only are in the Mott MacDonald's April 2010 business case and are based on PDFH methodology. They result in increases in passenger numbers of 3.5% (commuters) and 6.2% (business and leisure travellers) and hence revenue increases (see below). The economic benefits from these improvements were not included in the April 2010 business case and are therefore not included in this appraisal.

These benefits have been assumed to be identical for Option DS3a.

The car park benefits: Mott MacDonald's assessment applies revenue benefits based on PDFH methodology. Appendix A of the April 2010 report states that the scheme will reduce average journey times for car park users from 5 minutes at the current site to 2 minutes at the Corporation Street site.

The journey time, station amenity and car park benefits are expected to encourage new rail users. These new users are forecast to generate additional revenue as shown in Table 1 overleaf. All these revenue benefits are transferred to government during the appraisal period.

Other benefits are non-user benefits, mainly decongestion benefits, associated with the extra rail passengers and the modal shift from road to rail. These are shown for each option in the table.

The additional rail journeys result in tax costs associated with a reduction in the number of cars on the roads. These tax costs, both fuel duty and VAT, were estimated in accordance with WebTAG. The PV of the costs is shown in in the table below. Following a change to WebTAG in April 2011, the tax costs are treated as a negative benefit in the numerator of the BCR.

Results of socio-economic appraisal

(Table 1 overleaf)

Table 1: Socio-economic appraisal

Table 1: Results of socio-economic appraisal		Option
		£m PV
Net benefits to consumers and private sector (plus tax impacts)		
Rail user reliability benefits		0.00
Rail user journey time benefits		12.24
Rail user station enhancement and walk time benefits		0.00
Non user benefits - road decongestion		2.29
Non user benefits - noise, air quality, greenhouse gases, accident benefits and others		0.45
Rail user and non user disruption disbenefits during possessions		-0.96
Current TOC revenue benefits*		0.00
Current TOC/ NR operating costs**		0.00
Indirect taxation impact on government		-3.92
	sub-total (a)	10.10
Costs to government (broad transport budget)		
Grant (capital) costs		20.67
Non user benefits - road infrastructure cost changes		0.00
Revenue transfer*		-16.37
Operating costs transfer**		0.00
	sub-total (b)	4.29
Net Present Value (NPV) (a-b)		5.81
Benefit Cost Ratio to Government (BCR) (a/b)		2.35
Notes:		
*Total revenue benefits = revenue benefits to private sector + revenue transfer to government		16.37
**Total change in operating costs = change in operating costs to private sector + change in operating cost transfer to government.		0.00
Capital and operating costs include optimism bias at relevant GRIP stage (see Table A.2). Capital costs include RAB finance costs, if applicable - see Table 3.1. If applicable the RAB rate is shown in Table A.2. Capital and operating cost transfer assumptions are shown in Table A.2. For net benefits, benefits are shown as positive; for costs to government, costs are shown as positive.		
Social Time Preference Rates: see Table A.2. The appraisal is in accordance with the DfT's WebTAG appraisal guidance. Results are for Option S1 relative to the Base Case.		
This is a summary version of the TEE table, which is shown below.		

It has not been possible to conduct the following sensitivity tests, as the business case is based on modelling undertaken by Mott MacDonald.

Use of a 'rolling' 20 year passenger demand growth cap. Passenger growth was based on bespoke modelling by Mott MacDonald incorporating the effect of the Riverside development, and capped in 2026 as per WebTAG guidance.

Use of Car Marginal External Costs (MECs) rather than the 'External Costs of Car Use' figures provided in WebTAG.

The rate of indirect tax in the economy changed from 20.9% to 19.0%.

Conclusions

The preferred option, Option DS3a, which is to relocate Rochester station to Corporation Street as a 3-platform station, has a NPV of £5.8 million in 2010 market prices, and a BCR of 2.35. This option offers high value for money and is supported by stakeholders including Southeastern and Medway Council.

Tee Tables

(Table 2 overleaf)

Table 2: Tee tables for preferred option

TEE table - Rochester Station: access and amenity improvements						
Option DS3a						
Table 1: Economic Efficiency of Transport System (All costs & disbenefits are negative, all benefits & savings are positive)						
	Total in 2010 price base £	Cars, LGVs & goods vehicles	Bus & Coach	Rail Total	Rail infra- structure - Network Rail	Rail passengers, TOCS
Consumers user benefits						
Travel time saving	13,490,387	2,129,277		11,361,110		11,361,110
Vehicle opcost	0			0		
User charges	0			0		
During construction & maintenance	-480,381	-96,076		-384,305		-384,305
Net (1)	13,010,005	2,033,201	0	10,976,805	0	10,976,805
Business						
User benefits						
Travel time saving	1,041,784	164,423		877,361		877,361
Vehicle opcost	0			0		
User charges	0			0		
During construction & maintenance	-480,381	-96,076		-384,305		-384,305
Net (2)	561,403	68,346	0	493,056	0	493,056
Private sector provider impact						
Revenue	16,373,521			16,373,521		16,373,521
Opcost	0			0	0	0
Investment cost	-20,666,907			-20,666,907	-20,666,907	
Grant/subsidy: CP5 Settlement	20,666,907			20,666,907	20,666,907	
Grant/subsidy: Network Rail private funding	0			0	0	
Grant/subsidy: Public funds - local government	0			0	0	
Revenue transfer (100% to government)	-16,373,521			-16,373,521		-16,373,521
Opcost transfer (0% to government)	0			0	0	0
Sub total (3)	0	0	0	0	0	0
Other impacts						
Developer contribution (4)	0			0		
Net business impact (5 = 2+3+4)	561,403	68,346	0	493,056		
Total, PV of transport econ eff. benefits (6 = 1+5)						
	13,571,408					(1) and (5) flow into the AMCB table, not (6)

Table 2 Public Accounts (costs should be recorded as a positive number, surpluses as a negative one)				
	All Modes Total	Road Infrastructure & Coach	Rail	
Local Government funding				
Direct revenue	0			
Opex costs	11,563	11,563		
Investment costs*	0			
Grant/subsidy: Public funds - local government	0		0	
Revenue transfer	0			
Net (7)	11,563	11,563	0	0
General Government funding: transport				
Direct revenue	0			
Opex costs	0			
Investment costs*	0			
Grant/subsidy: CP5 Settlement	20,666,907		20,666,907	
Revenue transfer (100% to government)	-16,373,521		-16,373,521	
Opcost transfer (0% to government)	0		0	
Infrastructure cost savings	0	0		
Net (8)	4,293,386	0	0	4,293,386
General Government funding: non-transport				
Indirect Tax Revenues (9)	3,923,892	501,826		3,422,066
Totals				
Broad transport budget (10=7+8)	4,304,949			* These costs exclude developer contributions
Wider public finances (11=9)	3,923,892			

Table 3: Analysis of Monetised Costs and Benefits (AMCB)	
Noise	23,281
Local air quality	45,659
Greenhouse gases	58,062
Rail costs	0 This applies to SLM values only
Unquantified	0 This applies to SLM values only
Journey ambience (incl. rolling stock quality & in vehicle crowding)	0
Accidents (incl. safety)	326,744
Consumer users (sub-total 1, Table 1)	13,010,005
Business users and providers (sub-total 5, Table 1)	561,403
Reliability (incl. performance & reliability)	0
Interchange (station facilities and walk time)	0
Option values	-3,923,892
Wider public finances (indirect taxation revenues) (sub-total 11)	0 Sign changed from Table 2
PV of Benefits (a = sum of all benefits)	10,101,261
Broad transport budget (sub-total 10)	4,304,949 From Table 2
PV of Costs (b = 10)	4,304,949
Overall impact, total	
NPV (a-b)	5,796,313
BCR (a/b)	2.35

Annex B: Diagram of affected area and artist's impression of new station



Annex C: Consultation principles

The consultation is being conducted in line with the Government's key consultation principles which are listed below. Further information is available at

<https://www.gov.uk/government/publications/consultation-principles-guidance>

If you have any comments about the consultation process please contact:

Consultation Co-ordinator
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Zone 1/29 Great Minster House
London SW1P 4DR
Email consultation@dft.gsi.gov.uk

[Please do not send consultation responses to this address](#)

Consultation principles

Departments will follow a range of timescales rather than defaulting to a 12-week period, particularly where extensive engagement has occurred before;

departments will need to give more thought to how they engage with and consult with those who are affected;

departments should explain what responses they have received and how these have been used in formulating policy

consultation should be 'digital by default', but other forms should be used where these are needed to reach the groups affected by a policy; and

the principles of the Compact between government and the voluntary and community sector will continue to be respected.