

Option2 - AMCB

Analysis of Monetised Costs and Benefits		
Noise	-	-12
Local Air Quality	-	-13
Greenhouse Gases	-	-14
Journey Quality	-	-15
Physical Activity	-	-16
Accidents	-	-17
Economic Efficiency: Consumer Users (Commuting)	5,550	(1a)
Economic Efficiency: Consumer Users (Other)	2,751	(1b)
Economic Efficiency: Business Users and Providers	3,674	-5
Wider Public Finances (Indirect Taxation Revenues)	0	- (11) - sign changed from PA table, as PA table represents costs, not benefits
Present Value of Benefits (see notes) (PVB)	11,975	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)
Broad Transport Budget	7,866	-10
Present Value of Costs (see notes) (PVC)	7,866	(PVC) = (10)
OVERALL IMPACTS		
Net Present Value (NPV)	4,109	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	1.52	BCR=PVB/PVC

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Option2 - TEE

<u>Non-business: Commuting</u>	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER	
<u>User benefits</u>	TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	5,550	5,550	0	0	0	
Vehicle operating costs	0		0	0	0	
User charges	0		0	0	0	
During Construction & Maintenance	0	0	0	0	0	
NET NON-BUSINESS BENEFITS: COMMUTING	5,550	5,550	0	0	0	
	(1a)					
<u>Non-business: Other</u>	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER	
<u>User benefits</u>	TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	2,751	2,750.56	0	0	0	
Vehicle operating costs	0		0	0	0	
User charges	0		0	0	0	
During Construction & Maintenance	0		0	0	0	
NET NON-BUSINESS BENEFITS: OTHER	2,751		0	0	0	
	(1b)					
<u>Business</u>						
<u>User benefits</u>		Goods Vehicles	Business Cars & LGVs	Bus Passengers	Freight	Rail Passengers
Travel time	3,674	56	3,618			
Vehicle operating costs	0					
User charges	0					
During Construction & Maintenance	0					
Subtotal	3,674	56	3,618			
	-2					
<u>Private sector provider impacts</u>				Passengers	Freight	Passengers
Revenue						
Operating costs						
Investment costs						
Grant/subsidy						
Subtotal						
	-3					
<u>Other business impacts</u>						
Developer contributions	0	0				
	-4					
NET BUSINESS IMPACT	3,674					
	(5) = (2) + (3) + (4)					
TOTAL						
Present Value of Transport Economic Efficiency Benefits (TEE)	11,975					
	(6) = (1a) + (1b) + (5)					

Notes: Benefits appear as positive numbers, while costs appear as negative numbers.

All entries are discounted present values, in 2010 prices and values

Option2 - PA

	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER
Local Government Funding	TOTAL	INFRASTRUCTURE			
Revenue	-	-			-
Operating Costs	0				-
Investment Costs	-	-			-
Developer and Other Contributions	-	-	-	-	-
Grant/Subsidy Payments	-	-	-	-	-
NET IMPACT	0	-7	0	-	-
Central Government Funding: Transport					
Revenue	0				-
Operating costs	0				-
Investment Costs	7,866	7,866			-
Developer and Other Contributions	0		-	-	-
Grant/Subsidy Payments	0		-	-	-
NET IMPACT	7,866	-8	0	-	-
Central Government Funding: Non-Transport					
Indirect Tax Revenues	0	-9			-
TOTALS					
Broad Transport Budget	7,866	(10) = (7) + (8)			
Wider Public Finances	0	(11) = (9)			
Notes: Costs appear as positive numbers, while revenues and 'Developer and Other Contributions' appear as negative numbers.					
All entries are discounted present values in 2010 prices and values.					

Option3 - AMCB

Analysis of Monetised Costs and Benefits		
Noise	-	-12
Local Air Quality	-	-13
Greenhouse Gases	-	-14
Journey Quality	-	-15
Physical Activity	-	-16
Accidents	-	-17
Economic Efficiency: Consumer Users (Commuting)	5,665	(1a)
Economic Efficiency: Consumer Users (Other)	2,824	(1b)
Economic Efficiency: Business Users and Providers	3,722	-5
Wider Public Finances (Indirect Taxation Revenues)	0	- (11) - sign changed from PA table, as PA table represents costs, not benefits
Present Value of Benefits (see notes) (PVB)	12,211	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)
Broad Transport Budget	8,071	-10
Present Value of Costs (see notes) (PVC)	8,071	(PVC) = (10)
OVERALL IMPACTS		
Net Present Value (NPV)	4,140	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	1.51	BCR=PVB/PVC

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Option3 - TEE

<u>Non-business: Commuting</u>	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER	
<u>User benefits</u>	TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	5,665	5,665	0	0	0	
Vehicle operating costs	0		0	0	0	
User charges	0		0	0	0	
During Construction & Maintenance	0	0	0	0	0	
NET NON-BUSINESS BENEFITS: COMMUTING	5,665	5,665	0	0	0	
	(1a)					
<u>Non-business: Other</u>	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER	
<u>User benefits</u>	TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	2,824	2,824.04	0	0	0	
Vehicle operating costs	0		0	0	0	
User charges	0		0	0	0	
During Construction & Maintenance	0		0	0	0	
NET NON-BUSINESS BENEFITS: OTHER	2,824		0	0	0	
	(1b)					
<u>Business</u>						
<u>User benefits</u>		Goods Vehicles	Business Cars & LGVs	Bus Passengers	Freight	Rail Passengers
Travel time	3,722	57	3,665			
Vehicle operating costs	0					
User charges	0					
During Construction & Maintenance	0					
Subtotal	3,722	57	3,665			
	-2					
<u>Private sector provider impacts</u>				Passengers	Freight	Passengers
Revenue						
Operating costs						
Investment costs						
Grant/subsidy						
Subtotal						
	-3					
<u>Other business impacts</u>						
Developer contributions	0	0				
	-4					
NET BUSINESS IMPACT	3,722					
	(5) = (2) + (3) + (4)					
TOTAL						
Present Value of Transport Economic Efficiency Benefits (TEE)	12,211					
	(6) = (1a) + (1b) + (5)					

Notes: Benefits appear as positive numbers, while costs appear as negative numbers.

All entries are discounted present values, in 2010 prices and values

Option3 - PA

	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER
Local Government Funding	TOTAL	INFRASTRUCTURE			
Revenue	-	-			-
Operating Costs	0				-
Investment Costs	-	-			-
Developer and Other Contributions	-	-	-	-	-
Grant/Subsidy Payments	-	-	-	-	-
NET IMPACT	0	-7	0	-	-
Central Government Funding: Transport					
Revenue	0				-
Operating costs	0				-
Investment Costs	8,071	8,071			-
Developer and Other Contributions	0		-	-	-
Grant/Subsidy Payments	0		-	-	-
NET IMPACT	8,071	-8	0	-	-
Central Government Funding: Non-Transport					
Indirect Tax Revenues	0	-9			-
TOTALS					
Broad Transport Budget	8,071	<i>(10) = (7) + (8)</i>			
Wider Public Finances	0	<i>(11) = (9)</i>			
Notes: Costs appear as positive numbers, while revenues and 'Developer and Other Contributions' appear as negative numbers.					
All entries are discounted present values in 2010 prices and values.					