

## Main Assumptions in Economic Assessment

Assumption	Source	Values					
			Option2	Option3	Option2	Option3	
Change in Network Journey Times (pcu hour per time period)	Linsig Model						
		2021	AM	-15.09	-15.09	-15.09	-15.09
			PM	-21.46	-21.46	-21.46	-21.46
		2036	AM	-21.8	-20.1	-21.8	-20.1
			PM	-49.63	-52.94	-49.63	-52.94
Traffic Composition	MCC Traffic Survey	<b>Mode</b>	<b>AM</b>	<b>PM</b>			
		Car	0.89	0.922			
		LGV	0.09	0.071			
		Buses	0.01	0.003			
		OGV	0.00	0.003			
Peak expansion factor (i.e. 1 hour peak to 3 hour period total)	GBATS assumption	AM	2.8				
		PM	2.9				
Annualisation Factor	Standard TUBA value for weekdays only	252					
Car users – trip purpose	WebTAG Table A 1.3.4	<b>Purpose</b>	<b>AM</b>	<b>PM</b>			
		Work	16%	12%			
		Commuting	44%	41%			
		Other	39%	47%			
LGV users – trip purpose	WebTAG Table A 1.3.4	<b>Purpose</b>	<b>Split</b>				
		Work	88%				
		Non – Work	12%				
Scheme Costs (£ in 2018 prices)			<b>Option 2</b>	<b>Option 3</b>			
		2019	303,778	303,778			
		2020	1,790,932	1,790,932			
		2021	5,892,002	5,892,002			
		2022	-	-			
		2023	-	-			
		2024	-	-			
		2025	-	-			
		2026	-	-			
		2027	404,641	500,631			
		2028	846,872	1,047,769			
		Total	9,238,225	9,535,111			

### **Other Key Assumptions**

The economic appraisal of each option used standard economic parameters as follows:

- Interim scheme opening Year: 2021;
- Modelled years: 2021 and 2036;
- Appraisal period: 60 years;
- Price base year for discounting: 2010;
- Discount rate 3.5% for 30 years from scheme opening and 3% thereafter;
- Optimism bias added to scheme costs: 44% (as defined in TAG Unit A 1.2 – Table 8); and
- Value of Time assumptions WebTAG databook December 2017 (WebTAG Table A 1.3.2).