

Economic Efficiency of the Transport System (TEE)

Non-business: Commuting		ALL MODES	ROAD		BUS/COACH		RAIL	OTHER
<i>User benefits</i>		TOTAL	<i>Private Cars/LGVs</i>		<i>Passengers</i>	<i>Passengers</i>		
Travel Time		72,556		72,556	0		0	0
Vehicle operating costs		4,658		4,658	0		0	0
User charges		0		0	0		0	0
During Construction & Maintenance		0		0	0		0	0
NET NON-BUSINESS BENEFITS: COMMUTING		77,214	(1a)	77,214	0		0	0
Non-business: Other		ALL MODES	ROAD		BUS/COACH		RAIL	OTHER
<i>User benefits</i>		TOTAL	<i>Private Cars/LGVs</i>		<i>Passengers</i>	<i>Passengers</i>		
Travel time		117,184		117,184	0		0	0
Vehicle operating costs		9,321		9,321	0		0	0
User charges		0		0	0		0	0
During Construction & Maintenance		0		0	0		0	0
NET NON-BUSINESS BENEFITS: OTHER		126,505	(1b)	126,505	0		0	0
Business		ALL MODES	ROAD		BUS/COACH		RAIL	OTHER
<i>User benefits</i>		TOTAL	<i>Good Vehicles</i>	<i>Business Cars/LGVs</i>	<i>Passengers</i>	<i>Freight</i>	<i>Passengers</i>	
Travel time		77,473	35,810	41,663	0	0	0	0
Vehicle operating costs		9,755	4,230	5,525	0	0	0	0
User charges		0	0	0	0	0	0	0
During Construction & Maintenance		0	0	0	0	0	0	0
Subtotal		87,228	40,040	47,188	0	0	0	0
<i>Private sector provider impacts</i>					Freight		Passengers	
Revenue		0						
Operating costs		0						
Investment costs		0						
Grant/subsidy		0						
Subtotal		0			0	0	0	0
<i>Other business impacts</i>								
Developer contributions		0						
NET BUSINESS IMPACT		87,228						
TOTAL								
Present Value of Transport Economic Efficiency Benefits (TEE)		290,947						

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

All entries are discounted present values, in 2010 prices and values (£,000s)

Public Accounts (PA) Table

	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER
<u>Local Government Funding</u>	TOTAL	INFRASTRUCTURE			
Revenue	£0	-			-
Operating Costs	£3,018,418	£3,018,418			-
Investment Costs	£13,617,970	-			-
Developer and Other Contributions	£0	0	-	-	-
Grant/Subsidy Payments	£0	0	-	-	-
NET IMPACT	£16,636,388 (7)	-	-	-	-
<u>Central Government Funding: Transport</u>					
Revenue	£0	-			-
Operating costs	£0	-			-
Investment Costs	£44,895,319	-			-
Developer and Other Contributions	£0	0	-	-	-
Grant/Subsidy Payments	£0	0	-	-	-
NET IMPACT	£44,895,319 (8)	-	-	-	-
<u>Central Government Funding: Non-Transport</u>					
Indirect Tax Revenues	£7,365,000 (9)	£7,365,000	-	-	-
<u>TOTALS</u>					
<u>Broad Transport Budget</u>	£61,531,707 (10) = (7) + (8)		0		
<u>Wider Public Finances</u>	£7,365,000 (11) = (9)		0		
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.					

Analysis of Monetised Costs and Benefits

Noise	£0	(12)
Local Air Quality	£0	(13)
Greenhouse Gases	£3,350,000	(14)
Journey Quality	£0	(15)
Physical Activity	£0	(16)
Accidents	£30,636,700	(17)
Decongestion (Marginal External Costs)	£0	
Economic Efficiency: Consumer Users (Commuting)	£77,214,000	(1a)
Economic Efficiency: Consumer Users (Other)	£126,505,000	(1b)
Economic Efficiency: Business Users and Providers	£87,228,000	(5)
Wider Public Finances (Indirect Taxation Revenues)	-£7,365,000	(11) - sign changed from PA table, as PA table represents costs, not benefits
Present Value of Benefits (see notes) (PVB)	£317,568,700	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)
Broad Transport Budget	£61,531,707	(10)
Present Value of Costs (see notes) (PVC)	£61,531,707	(PVC) = (10)
OVERALL IMPACTS		
Net Present Value (NPV)	£256,036,993	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	5.161	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.