

Economic Efficiency of the Transport System (TEE)

<b>Non-business: Commuting</b>		<b>ALL MODES</b>	<b>ROAD</b>	<b>BUS and COACH</b>	<b>RAIL</b>	<b>OTHER</b>	
<b>User benefits</b>		<b>TOTAL</b>	<b>Private Cars and LGVs</b>	<b>Passengers</b>	<b>Passengers</b>		
Travel time	£27,757		£27,757				
Vehicle operating costs	£1,262		£1,262				
User charges	£0		£0				
During Construction & Maintenance	£0						
<b>NET NON-BUSINESS BENEFITS: COMMUTING</b>	<b>£29,019</b>	(1a)					
<b>Non-business: Other</b>		<b>ALL MODES</b>	<b>ROAD</b>	<b>BUS and COACH</b>	<b>RAIL</b>	<b>OTHER</b>	
<b>User benefits</b>		<b>TOTAL</b>	<b>Private Cars and LGVs</b>	<b>Passengers</b>	<b>Passengers</b>		
Travel time	£47,032		£47,032	£0			
Vehicle operating costs	£1,265		£1,265				
User charges	£0		£0				
During Construction & Maintenance	£0						
<b>NET NON-BUSINESS BENEFITS: OTHER</b>	<b>£48,297</b>	(1b)					
<b>Business</b>			<b>Goods Vehicles</b>	<b>Business Cars &amp; LGVs</b>	<b>Passengers</b>	<b>Freight</b>	<b>Passengers</b>
<b>User benefits</b>							
Travel time	£54,734		£25,363	£29,372	£0		
Vehicle operating costs	£146		-£896	£1,042	£0		
User charges	£0		£0	£0	£0		
During Construction & Maintenance	£0						
<b>Subtotal</b>	<b>£54,880</b>	(2)					
<b>Private sector provider impacts</b>						<b>Freight</b>	<b>Passengers</b>
Revenue	£0		£2,673				
Operating costs	£0						
Investment costs	£0						
Grant/subsidy	£0						
<b>Subtotal</b>	<b>£0</b>	(3)					
<b>Other business impacts</b>							
Developer contributions	£0	(4)					
<b>NET BUSINESS IMPACT</b>	<b>£54,880</b>	(5) = (2) + (3) + (4)					
<b>TOTAL</b>							
Present Value of Transport Economic Efficiency Benefits (TEE)	<b>£132,196</b>	(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

## Public Accounts (PA) Table

	ALL MODES		ROAD	BUS and COACH	RAIL	OTHER
<b>Local Government Funding</b>	<b>TOTAL</b>		<b>INFRASTRUCTURE</b>			
Revenue	£0		£0			
Operating Costs	£0		£0			
Investment Costs	£7,385		£7,385			
Developer and Other Contributions	£0		£0			
Grant/Subsidy Payments	£0		£0			
<b>NET IMPACT</b>	£7,385	(7)	£7,385			
<b>Central Government Funding: Transport</b>						
Revenue	£0		£0			
Operating costs	£995		£995			
Investment Costs	£13,714		£13,714			
Developer and Other Contributions	£0		£0			
Grant/Subsidy Payments	£0		£0			
<b>NET IMPACT</b>	£14,709	(8)	£14,709			
<b>Central Government Funding: Non-Transport</b>						
Indirect Tax Revenues	£1,395	(9)	£1,395			
<b>TOTALS</b>						
<b>Broad Transport Budget</b>	£22,094	(10) = (7) + (8)				
<b>Wider Public Finances</b>	£1,395	(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.						

## Analysis of Monetised Costs and Benefits

Noise	£1,173	(12)
Local Air Quality	£220	(13)
Greenhouse Gases	-£3,006	(14)
Journey Quality		(15)
Physical Activity		(16)
Accidents		(17)
Economic Efficiency: Consumer Users (Commuting)	£29,019	(1a)
Economic Efficiency: Consumer Users (Other)	£48,297	(1b)
Economic Efficiency: Business Users and Providers	£54,880	(5)
Wider Public Finances (Indirect Taxation Revenues)	-£1,395	(11) - sign changed from PA table, as PA table represents costs, not benefits
<b>Present Value of Benefits</b> <sup>(see notes)</sup> (PVB)	<b>£129,188</b>	$(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)$
Broad Transport Budget	£22,094	(10)
<b>Present Value of Costs</b> <sup>(see notes)</sup> (PVC)	<b>£22,094</b>	$(PVC) = (10)$
<b>OVERALL IMPACTS</b>		
<b>Net Present Value (NPV)</b>	<b>£107,094</b>	$NPV = PVB - PVC$
<b>Benefit to Cost Ratio (BCR)</b>	<b>5.8</b>	$BCR = PVB / PVC$

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.