

Core Scenario

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)	£9,804,372	(1a)
Economic Efficiency: Consumer Users (Other)	£11,474,051	(1b)
Economic Efficiency: Business Users and Providers	£14,343,483	(5)
Wider Public Finances (Indirect Taxation Revenues)		- (11) - sign changed from PA table, as PA table represents costs, not benefits
Present Value of Benefits (see notes) (PVB)	£35,621,906	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)
Broad Transport Budget	£3,573,424	(10)
Present Value of Costs (see notes) (PVC)	£3,573,424	(PVC) = (10)
OVERALL IMPACTS		
Net Present Value (NPV)	£32,048,483	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	9.97	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.

Public Accounts (PA) Table

	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER
Local Government Funding	TOTAL	INFRASTRUCTURE			
Revenue					
Operating Costs	£291,084		£291,084		
Investment Costs	£271,179		£271,179		
Developer and Other Contributions					
Grant/Subsidy Payments					
NET IMPACT	£562,263 (7)		£562,263		
Central Government Funding: Transport					
Revenue					
Operating costs					
Investment Costs	£2,440,614		£2,440,614		
Developer and Other Contributions					
Grant/Subsidy Payments					
NET IMPACT	£2,440,614 (8)		£2,440,614		
Central Government Funding: Non-Transport					
Indirect Tax Revenues	£570,547 (9)		£570,547		
TOTALS					
Broad Transport Budget	£3,002,877 (10) = (7) + (8)				
Wider Public Finances	£570,547 (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.					

Economic Efficiency of the Transport System (TEE)

Non-business: Commuting		ALL MODES	ROAD	BUS and COACH	RAIL	OTHER	
User benefits		TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	£9,804,372		£9,804,372				
Vehicle operating costs	£0		£0				
User charges	£0		£0				
During Construction & Maintenance	£0		£0				
COMMUTING	£9,804,372	(1a)	£9,804,372				
Non-business: Other		ALL MODES	ROAD	BUS and COACH	RAIL	OTHER	
User benefits		TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	£11,474,051		£11,474,051				
Vehicle operating costs	£0		£0				
User charges	£0		£0				
During Construction & Maintenance	£0		£0				
NET NON-BUSINESS BENEFITS: OTHER	£11,474,051	(1b)	£11,474,051				
Business			Goods Vehicles	Business Cars & LGVs	Passengers	Freight	Passengers
User benefits							
Travel time	£14,343,483			£14,343,483			
Vehicle operating costs	£0			£0			
User charges	£0			£0			
During Construction & Maintenance	£0			£0			
Subtotal	£14,343,483	(2)		£14,343,483			
Private sector provider impacts					Freight	Passengers	
Revenue	£0						
Operating costs	£0						
Investment costs	£0						
Grant/subsidy	£0						
Subtotal	£0	(3)					
Other business impacts							
Developer contributions	£0	(4)					
NET BUSINESS IMPACT	£14,343,483	(5) = (2) + (3) + (4)					
TOTAL							
Present Value of Transport Economic Efficiency Benefits (TEE)	£35,621,906	(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

Sensitivity Test 1 - A 30mph travel speed for the proposed new link road

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)	£8,072,032	(1a)
Economic Efficiency: Consumer Users (Other)	£9,882,520	(1b)
Economic Efficiency: Business Users and Providers	£12,213,516	(5)
Wider Public Finances (Indirect Taxation Revenues)		- (11) - sign changed from PA table, as PA table represents costs, not benefits
Present Value of Benefits (see notes) (PVB)	£30,168,068	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)
Broad Transport Budget	£3,573,424	(10)
Present Value of Costs (see notes) (PVC)	£3,573,424	(PVC) = (10)
OVERALL IMPACTS		
Net Present Value (NPV)	£26,594,644	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	8.44	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.

Economic Efficiency of the Transport System (TEE)

Non-business: Commuting	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER	
<u>User benefits</u>	TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	£8,072,031.77	£8,072,031.77				
Vehicle operating costs	£0.00	£0.00				
User charges	£0.00	£0.00				
During Construction & Maintenance	£0.00	£0.00				
COMMUTING	£8,072,031.77	(1a) £8,072,031.77				
Non-business: Other	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER	
<u>User benefits</u>	TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	£9,882,520	£9,882,520				
Vehicle operating costs	£0	£0				
User charges	£0	£0				
During Construction & Maintenance	£0	£0				
NET NON-BUSINESS BENEFITS: OTHER	£9,882,520	(1b) £9,882,520				
Business		Goods Vehicles	Business Cars & LGVs	Passengers	Freight	Passengers
<u>User benefits</u>						
Travel time	£12,213,516		£12,213,516			
Vehicle operating costs	£0		£0			
User charges	£0		£0			
During Construction & Maintenance	£0		£0			
Subtotal	£12,213,516	(2)	£12,213,516			
Private sector provider impacts				Freight	Passengers	
Revenue	£0					
Operating costs	£0					
Investment costs	£0					
Grant/subsidy	£0					
Subtotal	£0	(3)				
Other business impacts						
Developer contributions	£0	(4)				
NET BUSINESS IMPACT	£12,213,516	(5) = (2) + (3) + (4)				
TOTAL						
Present Value of Transport Economic Efficiency Benefits (TEE)	£30,168,068	(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

Sensitivity Test 2 - A zero traffic growth following the 2019 opening year

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)	£2,540,731	(1a)
Economic Efficiency: Consumer Users (Other)	£4,497,887	(1b)
Economic Efficiency: Business Users and Providers	£4,739,133	(5)
Wider Public Finances (Indirect Taxation Revenues)		- (11) - sign changed from PA table, as PA table represents costs, not benefits
Present Value of Benefits (see notes) (PVB)	£11,777,751	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)
Broad Transport Budget	£3,573,424	(10)
Present Value of Costs (see notes) (PVC)	£3,573,424	(PVC) = (10)
OVERALL IMPACTS		
Net Present Value (NPV)	£8,204,327	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	3.30	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.

Economic Efficiency of the Transport System (TEE)

Non-business: Commuting	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER	
<u>User benefits</u>	TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	£2,540,731	£2,540,731				
Vehicle operating costs	£0	£0				
User charges	£0	£0				
During Construction & Maintenance	£0	£0				
COMMUTING	£2,540,731	(1a) £2,540,731				
Non-business: Other	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER	
<u>User benefits</u>	TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	£4,497,887	£4,497,887				
Vehicle operating costs	£0	£0				
User charges	£0	£0				
During Construction & Maintenance	£0	£0				
NET NON-BUSINESS BENEFITS: OTHER	£4,497,887	(1b) £4,497,887				
Business		Goods Vehicles	Business Cars & LGVs	Passengers	Freight	Passengers
<u>User benefits</u>						
Travel time	£4,739,133		£4,739,133			
Vehicle operating costs	£0		£0			
User charges	£0		£0			
During Construction & Maintenance	£0		£0			
Subtotal	£4,739,133	(2)	£4,739,133			
Private sector provider impacts				Freight	Passengers	
Revenue	£0					
Operating costs	£0					
Investment costs	£0					
Grant/subsidy	£0					
Subtotal	£0	(3)				
Other business impacts						
Developer contributions	£0	(4)				
NET BUSINESS IMPACT	£4,739,133	(5) = (2) + (3) + (4)				
TOTAL						
Present Value of Transport Economic Efficiency Benefits (TEE)	£11,777,751	(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

Sensitivity Test 3 - A 70% re-distribution of traffic from the A678 Burnley Road onto the new link road

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)	£12,351,784	(1a)
Economic Efficiency: Consumer Users (Other)	£19,957,643	(1b)
Economic Efficiency: Business Users and Providers	£21,937,631	(5)
Wider Public Finances (Indirect Taxation Revenues)		- (11) - sign changed from PA table, as PA table represents costs, not benefits
Present Value of Benefits (see notes) (PVB)	£54,247,058	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)
Broad Transport Budget	£3,573,424	(10)
Present Value of Costs (see notes) (PVC)	£3,573,424	(PVC) = (10)
OVERALL IMPACTS		
Net Present Value (NPV)	£50,673,634	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	15.18	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.

Economic Efficiency of the Transport System (TEE)

Non-business: Commuting		ALL MODES	ROAD	BUS and COACH	RAIL	OTHER	
<u>User benefits</u>		TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	£12,351,784		£12,351,784				
Vehicle operating costs	£0		£0				
User charges	£0		£0				
During Construction & Maintenance	£0		£0				
COMMUTING	£12,351,784	(1a)	£12,351,784				
Non-business: Other		ALL MODES	ROAD	BUS and COACH	RAIL	OTHER	
<u>User benefits</u>		TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	£19,957,643		£19,957,643				
Vehicle operating costs	£0		£0				
User charges	£0		£0				
During Construction & Maintenance	£0		£0				
NET NON-BUSINESS BENEFITS: OTHER	£19,957,643	(1b)	£19,957,643				
Business			Goods Vehicles	Business Cars & LGVs	Passengers	Freight	Passengers
<u>User benefits</u>							
Travel time	£21,937,631			£21,937,631			
Vehicle operating costs	£0			£0			
User charges	£0			£0			
During Construction & Maintenance	£0			£0			
Subtotal	£21,937,631	(2)		£21,937,631			
Private sector provider impacts					Freight	Passengers	
Revenue	£0						
Operating costs	£0						
Investment costs	£0						
Grant/subsidy	£0						
Subtotal	£0	(3)					
Other business impacts							
Developer contributions	£0	(4)					
NET BUSINESS IMPACT	£21,937,631	(5) = (2) + (3) + (4)					
TOTAL							
Present Value of Transport Economic Efficiency Benefits (TEE)	£54,247,058	(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

**Sensitivity Test 4 - A 20mph speed limit along the A678 Burnley Road,
between the Red Lion Roundabout and the priority junction with the link
road**

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)	£9,469,192	(1a)
Economic Efficiency: Consumer Users (Other)	£11,167,818	(1b)
Economic Efficiency: Business Users and Providers	£13,932,487	(5)
Wider Public Finances (Indirect Taxation Revenues)		- (11) - sign changed from PA table, as PA table represents costs, not benefits
Present Value of Benefits (see notes) (PVB)	£34,569,498	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)
Broad Transport Budget	£3,573,424	(10)
Present Value of Costs (see notes) (PVC)	£3,573,424	(PVC) = (10)
OVERALL IMPACTS		
Net Present Value (NPV)	£30,996,075	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	9.67	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.

Economic Efficiency of the Transport System (TEE)

Non-business: Commuting	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER	
<u>User benefits</u>	TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	£9,469,192	£9,469,192				
Vehicle operating costs	£0	£0				
User charges	£0	£0				
During Construction & Maintenance	£0	£0				
COMMUTING	£9,469,192	£9,469,192				
Non-business: Other	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER	
<u>User benefits</u>	TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	£11,167,818	£11,167,818				
Vehicle operating costs	£0	£0				
User charges	£0	£0				
During Construction & Maintenance	£0	£0				
NET NON-BUSINESS BENEFITS: OTHER	£11,167,818	£11,167,818				
Business		Goods Vehicles	Business Cars & LGVs	Passengers	Freight	Passengers
<u>User benefits</u>						
Travel time	£13,932,487		£13,932,487			
Vehicle operating costs	£0		£0			
User charges	£0		£0			
During Construction & Maintenance	£0		£0			
Subtotal	£13,932,487		£13,932,487			
Private sector provider impacts				Freight	Passengers	
Revenue	£0					
Operating costs	£0					
Investment costs	£0					
Grant/subsidy	£0					
Subtotal	£0					
Other business impacts						
Developer contributions	£0					
NET BUSINESS IMPACT	£13,932,487					
TOTAL						
Present Value of Transport Economic Efficiency Benefits (TEE)	£34,569,498					

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

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

Sensitivity Test 5 - A 30mph travel speed for the proposed new link road and a 20mph speed limit along the A678 Burnley Road, between the Red Lion Roundabout and the priority junction with the link road

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)	£7,736,852	(1a)
Economic Efficiency: Consumer Users (Other)	£9,576,287	(1b)
Economic Efficiency: Business Users and Providers	£11,802,521	(5)
Wider Public Finances (Indirect Taxation Revenues)		- (11) - sign changed from PA table, as PA table represents costs, not benefits
Present Value of Benefits (see notes) (PVB)	£29,115,660	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)
Broad Transport Budget	£3,573,424	(10)
Present Value of Costs (see notes) (PVC)	£3,573,424	(PVC) = (10)
OVERALL IMPACTS		
Net Present Value (NPV)	£25,542,236	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	8.15	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.

Economic Efficiency of the Transport System (TEE)

Non-business: Commuting		ALL MODES	ROAD	BUS and COACH	RAIL	OTHER	
<u>User benefits</u>		TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	£7,736,852		£7,736,852				
Vehicle operating costs	£0		£0				
User charges	£0		£0				
During Construction & Maintenance	£0		£0				
COMMUTING	£7,736,852	(1a)	£7,736,852				
Non-business: Other		ALL MODES	ROAD	BUS and COACH	RAIL	OTHER	
<u>User benefits</u>		TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	£9,576,287		£9,576,287				
Vehicle operating costs	£0		£0				
User charges	£0		£0				
During Construction & Maintenance	£0		£0				
NET NON-BUSINESS BENEFITS: OTHER	£9,576,287	(1b)	£9,576,287				
Business			Goods Vehicles	Business Cars & LGVs	Passengers	Freight	Passengers
<u>User benefits</u>							
Travel time	£11,802,521			£11,802,521			
Vehicle operating costs	£0			£0			
User charges	£0			£0			
During Construction & Maintenance	£0			£0			
Subtotal	£11,802,521	(2)		£11,802,521			
Private sector provider impacts					Freight	Passengers	
Revenue	£0						
Operating costs	£0						
Investment costs	£0						
Grant/subsidy	£0						
Subtotal	£0	(3)					
Other business impacts							
Developer contributions	£0	(4)					
NET BUSINESS IMPACT	£11,802,521	(5) = (2) + (3) + (4)					
TOTAL							
Present Value of Transport Economic Efficiency Benefits (TEE)	£29,115,660	(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