

CORE SCENARIO

Analysis of Monetised Costs and Benefits

Noise	£0.00	(12)
Local Air Quality	£0.00	(13)
Greenhouse Gases	£0.00	(14)
Journey Quality	£0.00	(15)
Physical Activity	£0.00	(16)
Accidents	£3,455,400.00	(17)
Economic Efficiency: Consumer Users (Commuting)	£6,091,022.22	(1a)
Economic Efficiency: Consumer Users (Other)	£10,337,617.02	(1b)
Economic Efficiency: Business Users and Providers	£8,871,169.62	(5)
Wider Public Finances (Indirect Taxation Revenues)	£0.00	- (11) - sign changed from PA table, as PA table represents costs, not benefits
Present Value of Benefits (see notes) (PVB)	£28,755,208.86	$(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)$
Broad Transport Budget	£3,663,694.01	(10)
Present Value of Costs (see notes) (PVC)	£3,663,694.01	$(PVC) = (10)$
OVERALL IMPACTS		
Net Present Value (NPV)	£25,091,514.85	$NPV = PVB - PVC$
Benefit to Cost Ratio (BCR)	7.85	$BCR = PVB / PVC$

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	£0.00	£0.00			
Operating Costs	£0.00	£0.00			
Investment Costs	£1,163,694.00	£1,163,694.00			
Developer and Other Contributions	£0.00	£0.00			
Grant/Subsidy Payments	£0.00	£0.00			
NET IMPACT	£1,163,694.00 (7)	£1,163,694.00			
Central Government Funding: Transport					
Revenue	£0.00	£0.00			
Operating costs	£0.00	£0.00			
Investment Costs	£2,500,000.00	£2,500,000.00			
Developer and Other Contributions	£0.00	£0.00			
Grant/Subsidy Payments	£0.00	£0.00			
NET IMPACT	£2,500,000.00 (8)	£2,500,000.00			
Central Government Funding: Non-Transport					
Indirect Tax Revenues	£0.00 (9)	£0.00			
TOTALS					
Broad Transport Budget	£3,663,694.00 (10) = (7) + (8)				
Wider Public Finances	£0.00 (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	£6,091,022.22		£6,091,022.22				
Vehicle operating costs	£0.00		£0.00				
User charges	£0.00		£0.00				
During Construction & Maintenance	£0.00		£0.00				
COMMUTING	£6,091,022.22	(1a)	£6,091,022.22				
Non-business: Other		ALL MODES	ROAD	BUS and COACH	RAIL	OTHER	
User benefits		TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	£10,337,617.02		£10,337,617.02				
Vehicle operating costs	£0.00		£0.00				
User charges	£0.00		£0.00				
During Construction & Maintenance	£0.00		£0.00				
NET NON-BUSINESS BENEFITS: OTHER	£10,337,617.02	(1b)	£10,337,617.02				
Business			Goods Vehicles	Business Cars & LGVs	Passengers	Freight	Passengers
User benefits							
Travel time	£8,871,169.62			£8,871,169.62			
Vehicle operating costs	£0.00			£0.00			
User charges	£0.00			£0.00			
During Construction & Maintenance	£0.00			£0.00			
Subtotal	£8,871,169.62	(2)		£8,871,169.62			
Private sector provider impacts					Freight	Passengers	
Revenue	£0.00						
Operating costs	£0.00						
Investment costs	£0.00						
Grant/subsidy	£0.00						
Subtotal	£0.00	(3)					
Other business impacts							
Developer contributions	£0.00	(4)					
NET BUSINESS IMPACT	£8,871,169.62	(5) = (2) + (3) + (4)					
TOTAL							
Present Value of Transport Economic Efficiency Benefits (TEE)	£25,299,808.86	(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

ZERO GROWTH SENSITIVITY TEST

Analysis of Monetised Costs and Benefits

Noise	£0.00	(12)
Local Air Quality	£0.00	(13)
Greenhouse Gases	£0.00	(14)
Journey Quality	£0.00	(15)
Physical Activity	£0.00	(16)
Accidents	£3,591,000.00	(17)
Economic Efficiency: Consumer Users (Commuting)	£1,662,207.48	(1a)
Economic Efficiency: Consumer Users (Other)	£2,576,556.30	(1b)
Economic Efficiency: Business Users and Providers	£2,392,570.65	(5)
Wider Public Finances (Indirect Taxation Revenues)	£0.00	- (11) - sign changed from PA table, as PA table represents costs, not benefits
Present Value of Benefits (see notes) (PVB)	£10,222,334.43	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)
Broad Transport Budget	£3,663,694.01	(10)
Present Value of Costs (see notes) (PVC)	£3,663,694.01	(PVC) = (10)
OVERALL IMPACTS		
Net Present Value (NPV)	£6,558,640.42	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	2.79	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	
User benefits		TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	£2,802,208.00		£2,802,208.00				
Vehicle operating costs	£0.00		£0.00				
User charges	£0.00		£0.00				
During Construction & Maintenance	£0.00		£0.00				
COMMUTING	£1,662,207.48	(1a)	£1,662,207.48				
Non-business: Other							
User benefits		ALL MODES	ROAD	BUS and COACH	RAIL	OTHER	
User benefits		TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	£4,184,317.57		£4,184,317.57				
Vehicle operating costs	£0.00		£0.00				
User charges	£0.00		£0.00				
During Construction & Maintenance	£0.00		£0.00				
NET NON-BUSINESS BENEFITS: OTHER	£2,576,556.30	(1b)	£2,576,556.30				
Business							
User benefits			Goods Vehicles	Business Cars & LGVs	Passengers	Freight	Passengers
Travel time	-£211,668.31			-£211,668.31			
Vehicle operating costs	£0.00			£0.00			
User charges	£0.00			£0.00			
During Construction & Maintenance	£0.00			£0.00			
Subtotal	£2,392,570.65	(2)		£2,392,570.65			
Private sector provider impacts						Freight	Passengers
Revenue	£0.00						
Operating costs	£0.00						
Investment costs	£0.00						
Grant/subsidy	£0.00						
Subtotal	£0.00	(3)					
Other business impacts							
Developer contributions	£0.00	(4)					
NET BUSINESS IMPACT	£2,392,570.65	(5) = (2) + (3) + (4)					
TOTAL							
Present Value of Transport Economic Efficiency Benefits (TEE)	£6,631,334.43	(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

30 YEAR APPRAISAL SENSITIVITY TEST

Analysis of Monetised Costs and Benefits

Noise	£0.00	(12)
Local Air Quality	£0.00	(13)
Greenhouse Gases	£0.00	(14)
Journey Quality	£0.00	(15)
Physical Activity	£0.00	(16)
Accidents	£2,014,300.00	(17)
Economic Efficiency: Consumer Users (Commuting)	£3,496,897.62	(1a)
Economic Efficiency: Consumer Users (Other)	£6,006,486.75	(1b)
Economic Efficiency: Business Users and Providers	£5,201,734.07	(5)
Wider Public Finances (Indirect Taxation Revenues)	£0.00	- (11) - sign changed from PA table, as PA table represents costs, not benefits
Present Value of Benefits (see notes) (PVB)	£16,719,418.44	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)
Broad Transport Budget	£3,195,471.58	(10)
Present Value of Costs (see notes) (PVC)	£3,195,471.58	(PVC) = (10)
OVERALL IMPACTS		
Net Present Value (NPV)	£13,523,946.86	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	5.23	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	
User benefits		TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	£2,802,208.00		£2,802,208.00				
Vehicle operating costs	£0.00		£0.00				
User charges	£0.00		£0.00				
During Construction & Maintenance	£0.00		£0.00				
COMMUTING	£3,496,897.62	(1a)	£3,496,897.62				
Non-business: Other		ALL MODES	ROAD	BUS and COACH	RAIL	OTHER	
User benefits		TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	£4,184,317.57		£4,184,317.57				
Vehicle operating costs	£0.00		£0.00				
User charges	£0.00		£0.00				
During Construction & Maintenance	£0.00		£0.00				
NET NON-BUSINESS BENEFITS: OTHER	£6,006,486.75	(1b)	£6,006,486.75				
Business			Goods Vehicles	Business Cars & LGVs	Passengers	Freight	Passengers
User benefits							
Travel time	-£211,668.31			-£211,668.31			
Vehicle operating costs	£0.00			£0.00			
User charges	£0.00			£0.00			
During Construction & Maintenance	£0.00			£0.00			
Subtotal	£5,201,734.07	(2)		£5,201,734.07			
Private sector provider impacts					Freight	Passengers	
Revenue	£0.00						
Operating costs	£0.00						
Investment costs	£0.00						
Grant/subsidy	£0.00						
Subtotal	£0.00	(3)					
Other business impacts							
Developer contributions	£0.00	(4)					
NET BUSINESS IMPACT	£5,201,734.07	(5) = (2) + (3) + (4)					
TOTAL							
Present Value of Transport Economic Efficiency Benefits (TEE)	£14,705,118.44	(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

LOW COST SENSITIVITY TEST

Analysis of Monetised Costs and Benefits

Noise	£0.00	(12)
Local Air Quality	£0.00	(13)
Greenhouse Gases	£0.00	(14)
Journey Quality	£0.00	(15)
Physical Activity	£0.00	(16)
Accidents	£1,384,400.00	(17)
Economic Efficiency: Consumer Users (Commuting)	£2,802,208.00	(1a)
Economic Efficiency: Consumer Users (Other)	£1,382,109.57	(1b)
Economic Efficiency: Business Users and Providers	-£211,668.31	(5)
Wider Public Finances (Indirect Taxation Revenues)	£0.00	- (11) - sign changed from PA table, as PA table represents costs, not benefits
Present Value of Benefits (see notes) (PVB)	£5,357,049.26	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)
Broad Transport Budget	£2,905,411.69	(10)
Present Value of Costs (see notes) (PVC)	£2,905,411.69	(PVC) = (10)
OVERALL IMPACTS		
Net Present Value (NPV)	£2,451,637.57	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	1.84	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	
<i>User benefits</i>	TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	£2,802,208.00	£2,802,208.00				
Vehicle operating costs	£0.00	£0.00				
User charges	£0.00	£0.00				
During Construction & Maintenance	£0.00	£0.00				
COMMUTING	£2,802,208.00	£2,802,208.00				
		(1a)				
Non-business: Other	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER	
<i>User benefits</i>	TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	£4,184,317.57	£4,184,317.57				
Vehicle operating costs	£0.00	£0.00				
User charges	£0.00	£0.00				
During Construction & Maintenance	£0.00	£0.00				
NET NON-BUSINESS BENEFITS: OTHER	£4,184,317.57	£4,184,317.57				
		(1b)				
Business		Goods Vehicles	Business Cars & LGVs	Passengers	Freight	Passengers
<i>User benefits</i>						
Travel time	-£211,668.31		-£211,668.31			
Vehicle operating costs	£0.00		£0.00			
User charges	£0.00		£0.00			
During Construction & Maintenance	£0.00		£0.00			
Subtotal	-£211,668.31		-£211,668.31			
		(2)				
<i>Private sector provider impacts</i>				Freight	Passengers	
Revenue	£0.00					
Operating costs	£0.00					
Investment costs	£0.00					
Grant/subsidy	£0.00					
Subtotal	£0.00					
		(3)				
<i>Other business impacts</i>						
Developer contributions	£0.00					
		(4)				
NET BUSINESS IMPACT	-£211,668.31					
		(5) = (2) + (3) + (4)				
TOTAL						
Present Value of Transport Economic Efficiency Benefits (TEE)	£6,774,857.26					
		(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

NO INTER-PEAK BENEFITS SENSITIVITY TEST

Analysis of Monetised Costs and Benefits

Noise	£0.00	(12)
Local Air Quality	£0.00	(13)
Greenhouse Gases	£0.00	(14)
Journey Quality	£0.00	(15)
Physical Activity	£0.00	(16)
Accidents	£3,455,400.00	(17)
Economic Efficiency: Consumer Users (Commuting)	£5,599,699.83	(1a)
Economic Efficiency: Consumer Users (Other)	£8,502,157.14	(1b)
Economic Efficiency: Business Users and Providers	£8,364,065.05	(5)
Wider Public Finances (Indirect Taxation Revenues)	£0.00	- (11) - sign changed from PA table, as PA table represents costs, not benefits
Present Value of Benefits (see notes) (PVB)	£25,921,322.02	$(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)$
Broad Transport Budget	£3,663,694.01	(10)
Present Value of Costs (see notes) (PVC)	£3,663,694.01	$(PVC) = (10)$
OVERALL IMPACTS		
Net Present Value (NPV)	£22,257,628.01	$NPV = PVB - PVC$
Benefit to Cost Ratio (BCR)	7.08	$BCR = PVB / PVC$

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	
User benefits		TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	£2,802,208.00		£2,802,208.00				
Vehicle operating costs	£0.00		£0.00				
User charges	£0.00		£0.00				
During Construction & Maintenance	£0.00		£0.00				
COMMUTING	£5,599,699.83	(1a)	£5,599,699.83				
Non-business: Other							
User benefits		ALL MODES	ROAD	BUS and COACH	RAIL	OTHER	
User benefits		TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	£4,184,317.57		£4,184,317.57				
Vehicle operating costs	£0.00		£0.00				
User charges	£0.00		£0.00				
During Construction & Maintenance	£0.00		£0.00				
NET NON-BUSINESS BENEFITS: OTHER	£8,502,157.14	(1b)	£8,502,157.14				
Business							
User benefits			Goods Vehicles	Business Cars & LGVs	Passengers	Freight	Passengers
Travel time	-£211,668.31			-£211,668.31			
Vehicle operating costs	£0.00			£0.00			
User charges	£0.00			£0.00			
During Construction & Maintenance	£0.00			£0.00			
Subtotal	£8,364,065.05	(2)		£8,364,065.05			
Private sector provider impacts						Freight	Passengers
Revenue	£0.00						
Operating costs	£0.00						
Investment costs	£0.00						
Grant/subsidy	£0.00						
Subtotal	£0.00	(3)					
Other business impacts							
Developer contributions	£0.00	(4)					
NET BUSINESS IMPACT	£8,364,065.05	(5) = (2) + (3) + (4)					
TOTAL							
Present Value of Transport Economic Efficiency Benefits (TEE)	£22,465,922.02	(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

VoT SENSITIVITY TEST

Analysis of Monetised Costs and Benefits

Noise	£0.00	(12)
Local Air Quality	£0.00	(13)
Greenhouse Gases	£0.00	(14)
Journey Quality	£0.00	(15)
Physical Activity	£0.00	(16)
Accidents	£3,455,400.00	(17)
Economic Efficiency: Consumer Users (Commuting)	£4,568,266.67	(1a)
Economic Efficiency: Consumer Users (Other)	£4,135,046.81	(1b)
Economic Efficiency: Business Users and Providers	£6,653,377.21	(5)
Wider Public Finances (Indirect Taxation Revenues)	£0.00	- (11) - sign changed from PA table, as PA table represents costs, not benefits
Present Value of Benefits (see notes) (PVB)	£18,812,090.69	$(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)$
Broad Transport Budget	£3,663,694.01	(10)
Present Value of Costs (see notes) (PVC)	£3,663,694.01	$(PVC) = (10)$
OVERALL IMPACTS		
Net Present Value (NPV)	£15,148,396.67	$NPV = PVB - PVC$
Benefit to Cost Ratio (BCR)	5.13	$BCR = PVB / PVC$

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	
User benefits		TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	£2,802,208.00		£2,802,208.00				
Vehicle operating costs	£0.00		£0.00				
User charges	£0.00		£0.00				
During Construction & Maintenance	£0.00		£0.00				
COMMUTING	£4,568,266.67	(1a)	£4,568,266.67				
Non-business: Other		ALL MODES	ROAD	BUS and COACH	RAIL	OTHER	
User benefits		TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	£4,184,317.57		£4,184,317.57				
Vehicle operating costs	£0.00		£0.00				
User charges	£0.00		£0.00				
During Construction & Maintenance	£0.00		£0.00				
NET NON-BUSINESS BENEFITS: OTHER	£4,135,046.81	(1b)	£4,135,046.81				
Business			Goods Vehicles	Business Cars & LGVs	Passengers	Freight	Passengers
User benefits							
Travel time	-£211,668.31			-£211,668.31			
Vehicle operating costs	£0.00			£0.00			
User charges	£0.00			£0.00			
During Construction & Maintenance	£0.00			£0.00			
Subtotal	£6,653,377.21	(2)		£6,653,377.21			
Private sector provider impacts					Freight	Passengers	
Revenue	£0.00						
Operating costs	£0.00						
Investment costs	£0.00						
Grant/subsidy	£0.00						
Subtotal	£0.00	(3)					
Other business impacts							
Developer contributions	£0.00	(4)					
NET BUSINESS IMPACT	£6,653,377.21	(5) = (2) + (3) + (4)					
TOTAL							
Present Value of Transport Economic Efficiency Benefits (TEE)	£15,356,690.69	(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