Economic Efficiency of the Transport System (TEE) (Core Scenario)

Non-business: Commuting	**ALL MODES**		**ROAD**	**BUS and COACH**	**RAIL**	**OTHER**
User benefits	**TOTAL**		**Private Cars and LGVs**	**Passengers**	**Passengers**	
Travel time	6,148		6,148	0	0	0
Vehicle operating costs	630		630			0
User charges	0		0	0	0	0
During Construction & Maintenance	-53		-53	0	0	0
COMMUTING	6,725	*(1a)*	6,725	0	0	0

Non-business: Other	**ALL MODES**		**ROAD**	**BUS and COACH**	**RAIL**	**OTHER**
User benefits	**TOTAL**		**Private Cars and LGVs**	**Passengers**	**Passengers**	
Travel time	17,223		17,223	0	0	0
Vehicle operating costs	2,282		2,282			0
User charges	0		0	0	0	0
During Construction & Maintenance	-137		-91	0	0	0
NET NON-BUSINESS BENEFITS: OTHER	19,368	*(1b)*	19,368	0	0	0

Business							
User benefits			**Goods Vehicles**	**Business Cars & LGVs**	**Passengers**	**Freight**	**Passengers**	
Travel time	17,926		8,660	9,266	0	0	0	0
Vehicle operating costs	3,373		822	2,551				0
User charges	0		0	0	0	0	0	0
During Construction & Maintenance	-208		-117	-16	0	0	0	0
Subtotal	21,091	*(2)*	9,336	11,753	0	0	0	0
Private sector provider impacts						**Freight**	**Passengers**	
Revenue	0				0	0	0	0
Operating costs	0				0	0	0	0
Investment costs	0				0	0	0	0
Grant/subsidy	0				0	0	0	0
Subtotal	0	*(3)*			0	0	0	0
Other business impacts								
Developer contributions	0	*(4)*	0		0		0	0
NET BUSINESS IMPACT	21,091	*(5) = (2) + (3) + (4)*						

TOTAL		
Present Value of Transport Economic Efficiency Benefits (TEE)	47,184	*(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 (Core Scenario)

	ALL MODES TOTAL		ROAD INFRASTRUCTURE	BUS and COACH	RAIL	OTHER
Local Government Funding						
Revenue	0		0			0
Operating Costs	-153		-153			0
Investment Costs	4,958		4,958			0
Developer and Other Contributions	0		0	0	0	0
Grant/Subsidy Payments	0		0	0	0	0
NET IMPACT	4,805	*(7)*	4,805	0	0	0
Central Government Funding: Transport						
Revenue	0		0			0
Operating costs	0		0			0
Investment Costs	4,958		4,958			0
Developer and Other Contributions	0		0	0	0	0
Grant/Subsidy Payments	0		0	0	0	0
NET IMPACT	4,958	*(8)*	4,958	0	0	0
Central Government Funding: Non-Transport						
Indirect Tax Revenues	2,036	*(9)*	2,036	0	0	0
TOTALS						
Broad Transport Budget	9,763	*(10) = (7) + (8)*				
Wider Public Finances	2,036	*(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 (Core Scenario)

Noise	0	*(12)*
Local Air Quality	-4	*(13)*
Greenhouse Gases	859	*(14)*
Journey Quality	0	*(15)*
Physical Activity	0	*(16)*
Accidents	9,371	*(17)*
Economic Efficiency: Consumer Users (Commuting)	6,725	*(1a)*
Economic Efficiency: Consumer Users (Other)	19,368	*(1b)*
Economic Efficiency: Business Users and Providers	21,091	*(5)*
Wider Public Finances (Indirect Taxation Revenues)	-2,036	*- (11) - sign changed from PA table, as PA table represents costs, not benefits*
Present Value of Benefits (see notes) (PVB)	55,374	*(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)*
Broad Transport Budget	9,763	*(10)*
Present Value of Costs (see notes) (PVC)	9,763	*(PVC) = (10)*
OVERALL IMPACTS		
Net Present Value (NPV)	45,611	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	5.67	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.

Air Quality Valuation Summary Worksheet

A382 Improvement Scheme
Air Quality appraisal

Summary Assessment

	Central estimate	Lower estimate	Upper estimate
Present Value of change in PM_{10} concentrations:	£4,937	£2,587	£5,610
Present Value of change in NO_X emissions:	-£8,567	-£6,674	-£9,733
Total value of change in air quality: £NPV	-£3,630	-£4,087	-£4,123

Note: All Monetary Values are in 2010 Prices and Values. Positive values reflect a net benefit (ie air quality improvement)

Quantitative Assessment

"Net Total Route Assessment" (opening year) for PM_{10} :	-29
Change in NO_X emissions over 60 year appraisal period:	14

Qualitative Comments: