

**Public Accounts for the Appraisal of Major Highway Schemes: Best Estimate for Scheme**

**ROAD INFRASTRUCTURE**

**TOTAL**

**Local Government Funding**

Operating Costs	£2,932K
Investment Costs	£7,533K
Developer and Other Contributions	£0K
<b>NET IMPACT</b>	<b>£10,466K (7)</b>

**Central Government Funding: Transport**

Operating costs	£0K
Investment Costs	£67,799K
Developer and Other Contributions	£0K
<b>NET IMPACT</b>	<b>£67,799K (8)</b>

**Central Government Funding: Non-Transport**

Indirect Tax Revenues	-£6,817K (9)
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**TOTALS**

<b>Broad Transport Budget</b>	<b>£78,264K (10) = (7) + (8)</b>
<b>Wider Public Finances</b>	<b>-£6,817K (11) = (9)</b>

## Analysis of Monetised Costs and Benefits: Best Estimate for Scheme

Noise	£0K	(12)
Local Air Quality	£0K	(13)
Greenhouse Gases	£0K	(14)
Journey Ambience	£0K	(15)
Accidents	£60,858K	(16)
Economic Efficiency: Consumer Users (Commuting)	£63,216K	(1a)
Economic Efficiency: Consumer Users (Other)	£300,421K	(1b)
Economic Efficiency: Business Users and Providers	£378,118K	(5)
Wider Public Finances (Indirect Taxation Revenues)	£6,817K	- (11) - sign changed from PA table, as PA table represents costs, not benefits
Option Values	£0K	(17)
Present Value of Benefits <sup>(see notes)</sup> (PVB)	£809,429K	(PVB) = (12) + (13) + (14) + (15) + (16) + (1a) + (1b) + (5) + (17) - (11)
Broad Transport Budget	£78,264K	(10)
Present Value of Costs <sup>(see notes)</sup> (PVC)	£78,264K	(PVC) = (10)
<b>OVERALL IMPACTS</b>		
<b>Net Present Value (NPV)</b>	£731,165K	NPV=PVB-PVC
<b>Benefit to Cost Ratio (BCR)</b>	10.34	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) for the Appraisal of Major Highway Schemes: Best Estimate for Scheme**

**Consumer - Commuting**

<i>User benefits</i>	TOTAL	CARS AND PRIVATE LGVS	GOODS VEHICLES AND BUSINESS LGVS	BUS AND COACH
Travel time	£62,308K	£62,308K	£0K	£0K
Vehicle operating costs	-£1,354K	-£1,354K	£0K	£0K
Travel time and vehicle operating costs:				
During construction	-£7K	-£7K	£0K	£0K
During maintenance	£2,269K	£2,269K	£0K	£0K
<b>NET CONSUMER BENEFITS</b>	<b>£63,216K</b> (1a)	<b>£63,216K</b>	<b>£0K</b>	<b>£0K</b>

**Consumer - Other**

<i>User benefits</i>	TOTAL	CARS AND PRIVATE LGVS	GOODS VEHICLES AND BUSINESS LGVS	BUS AND COACH
Travel time	£300,202K	£300,202K	£0K	£0K
Vehicle operating costs	-£10,679K	-£10,679K	£0K	£0K
Travel time and vehicle operating costs:				
During construction	-£33K	-£33K	£0K	£0K
During maintenance	£10,930K	£10,930K	£0K	£0K
<b>NET CONSUMER BENEFITS</b>	<b>£300,421K</b> (1b)	<b>£300,421K</b>	<b>£0K</b>	<b>£0K</b>

**Business**

<i>User benefits</i>	TOTAL	CARS AND PRIVATE LGVS	GOODS VEHICLES AND BUSINESS LGVS	BUS AND COACH
Travel time	£353,372K	£340,979K	£12,393K	
Vehicle operating costs	£16,455K	£16,025K	£430K	
Travel time and vehicle operating costs:				
During construction	-£27K	-£18K	-£9K	
During maintenance	£8,318K	£4,410K	£3,908K	
<b>Subtotal</b>	<b>£378,118K</b> (2)	<b>£361,396K</b>	<b>£16,722K</b>	<b>£0K</b>

***Private sector provider impacts***

Operating costs	£0K	£0K	£0K	£0K
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***Other business impacts***

Developer and other contributions	£0K	£0K	£0K	£0K
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<b>NET BUSINESS IMPACT</b>	<b>£378,118K</b> (5) = (2) + (3) +(4)			
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**TOTAL**

Present Value of Transport Economic Efficiency Benefits	£741,754K	(6) = (1a) + (1b) + (5)		
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Notes: Benefits appear as positive numbers, while costs appear as negative numbers.

All entries are discounted present values, in 2002 prices and values.

**Public Accounts for the Appraisal of Major Highway Schemes:  
Scheme Including Scope Changes and Value Engineering as Described in 2.1 and 2.4**

**ROAD INFRASTRUCTURE**

**TOTAL**

**Local Government Funding**

Operating Costs	£2,932K
Investment Costs	£21,105K
Developer and Other Contributions	£0K
<b>NET IMPACT</b>	<b>£24,037K (7)</b>

**Central Government Funding: Transport**

Operating costs	£0K
Investment Costs	£47,518K
Developer and Other Contributions	£0K
<b>NET IMPACT</b>	<b>£47,518K (8)</b>

**Central Government Funding: Non-Transport**

Indirect Tax Revenues	-£37,027K (9)
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**TOTALS**

<b>Broad Transport Budget</b>	<b>£71,555K (10) = (7) + (8)</b>
<b>Wider Public Finances</b>	<b>-£37,027K (11) = (9)</b>

**Analysis of Monetised Costs and Benefits:  
Scheme Including Scope Changes and Value Engineering as Described in 2.1 and 2.4**

Noise	£0K	(12)
Local Air Quality	£0K	(13)
Greenhouse Gases	£0K	(14)
Journey Ambience	£0K	(15)
Accidents	£60,858K	(16)
Economic Efficiency: Consumer Users (Commuting)	£55,594K	(1a)
Economic Efficiency: Consumer Users (Other)	£212,101K	(1b)
Economic Efficiency: Business Users and Providers	£451,554K	(5)
Wider Public Finances (Indirect Taxation Revenues)	£37,027K	- (11) - sign changed from PA table, as PA table represents costs, not benefits
Option Values	£0K	(17)
Present Value of Benefits <sup>(see notes)</sup> (PVB)	£817,133K	(PVB) = (12) + (13) + (14) + (15) + (16) + (1a) + (1b) + (5) + (17) - (11)
Broad Transport Budget	£71,555K	(10)
Present Value of Costs <sup>(see notes)</sup> (PVC)	£71,555K	(PVC) = (10)
<b>OVERALL IMPACTS</b>		
<b>Net Present Value (NPV)</b>	£745,578K	NPV=PVB-PVC
<b>Benefit to Cost Ratio (BCR)</b>	11.42	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) for the Appraisal of Major Highway Schemes:  
Scheme Including Scope Changes and Value Engineering as Described in 2.1 and 2.4**

**Consumer - Commuting**

<i>User benefits</i>	TOTAL	CARS AND PRIVATE LGVS	GOODS VEHICLES AND BUSINESS LGVS	BUS AND COACH
Travel time	£58,031K	£58,031K	£0K	£0K
Vehicle operating costs	-£4,919K	-£4,919K	£0K	£0K
Travel time and vehicle operating costs:				
During construction	-£7K	-£7K	£0K	£0K
During maintenance	£2,489K	£2,489K	£0K	£0K
<b>NET CONSUMER BENEFITS</b>	<b>£55,594K</b> (1a)	<b>£55,594K</b>	<b>£0K</b>	<b>£0K</b>

**Consumer - Other**

<i>User benefits</i>	TOTAL	CARS AND PRIVATE LGVS	GOODS VEHICLES AND BUSINESS LGVS	BUS AND COACH
Travel time	£249,699K	£249,699K	£0K	£0K
Vehicle operating costs	-£48,276K	-£48,276K	£0K	£0K
Travel time and vehicle operating costs:				
During construction	-£32K	-£32K	£0K	£0K
During maintenance	£10,710K	£10,710K	£0K	£0K
<b>NET CONSUMER BENEFITS</b>	<b>£212,101K</b> (1b)	<b>£212,101K</b>	<b>£0K</b>	<b>£0K</b>

**Business**

<i>User benefits</i>				
Travel time	£422,561K	£291,371K	£131,190K	
Vehicle operating costs	£20,702K	£7,768K	£12,934K	
Travel time and vehicle operating costs:				
During construction	-£27K	-£18K	-£9K	
During maintenance	£8,318K	£4,410K	£3,908K	
<b>Subtotal</b>	<b>£451,554K</b> (2)	<b>£303,531K</b>	<b>£148,023K</b>	<b>£0K</b>

***Private sector provider impacts***

Operating costs	£0K	£0K	£0K	£0K
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***Other business impacts***

Developer and other contributions	£0K	£0K	£0K	£0K
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<b>NET BUSINESS IMPACT</b>	<b>£451,554K</b> (5) = (2) + (3) +(4)			
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**TOTAL**

Present Value of Transport Economic Efficiency Benefits	£719,248K	(6) = (1a) + (1b) + (5)		
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Notes: Benefits appear as positive numbers, while costs appear as negative numbers.

All entries are discounted present values, in 2002 prices and values.