

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	2,303	1,544		760			
Vehicle operating costs	-						
User charges	-						
During Construction & Maintenance	-						
COMMUTING	2,303	1,544	-	760	-		
(1a)							
Non-business: Other	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER		
<u>User benefits</u>	TOTAL	Private Cars and LGVs	Passengers	Passengers			
Travel time	7,703	5,314		2389			
Vehicle operating costs	-						
User charges	-						
During Construction & Maintenance	-						
NET NON-BUSINESS BENEFITS: OTHER	7,703	5,314	-	2,389	-		
(1b)							
Business							
<u>User benefits</u>		Goods Vehicles	Business Cars & LGVs	Passengers	Freight	Passengers	
Travel time	4,911		383			4529	
Vehicle operating costs	-						
User charges	-						
During Construction & Maintenance	-						
Subtotal	4,911	-	383	-	-	4,529	
(2)							
Private sector provider impacts		Freight					Passengers
Revenue	-						
Operating costs	-						
Investment costs	-						
Grant/subsidy	-						
Subtotal	-						
(3)							
Other business impacts							
Developer contributions	-						
(4)							
NET BUSINESS IMPACT	4,911	(5) = (2) + (3) + (4)					
TOTAL							
Present Value of Transport Economic Efficiency Benefits (TEE)	14,918	(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 - £000s

	ALL MODES	ROAD	OTHER
<u>Local Government Funding</u>	TOTAL	INFRASTRUCTURE	
Revenue	-		
Operating Costs	- 82	- 82	
Investment Costs	-		
Developer and Other Contributions	-		
Grant/Subsidy Payments	-		
NET IMPACT	- 82 (7)	- 82	-
<u>Central Government Funding: Transport</u>			
Revenue	- 26,782		- 26,782
Operating costs	105,550		105,550
Investment Costs	12,452		12,452
Developer and Other Contributions	-		
Grant/Subsidy Payments	-		
NET IMPACT	91,220 (8)	-	91,220
<u>Central Government Funding: Non-Transport</u>			
Indirect Tax Revenues	5,303 (9)	784	4,519
<u>TOTALS</u>			
<u>Broad Transport Budget</u>	91,138 (10) = (7) + (8)		
<u>Wider Public Finances</u>	5,303 (11) = (9)		
<p>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.</p>			

Analysis of Monetised Costs and Benefits - £000s

Noise	£ 82	(12)
Local Air Quality	£ 158	(13)
Greenhouse Gases	£ 587	(14)
Journey Quality	£ -	(15)
Physical Activity (including absenteeism for commute only)	£ -	(16)
Accidents	£ 1,277	(17)
Economic Efficiency: Consumer Users (Commuting)	£ 2,303	(1a)
Economic Efficiency: Consumer Users (Other)	£ 7,703	(1b)
Economic Efficiency: Business Users and Providers	£ 4,911	(5)
Wider Public Finances (Indirect Taxation Revenues)	-£ 5,303	- (11) - sign changed from PA table, as PA table represents costs, not benefits
Present Value of Benefits (see notes) (PVB)	£ 11,718	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)
Broad Transport Budget	£ 91,138	(10)
Present Value of Costs (see notes) (PVC)	£ 91,138	(PVC) = (10)
OVERALL IMPACTS		
Net Present Value (NPV)	-£ 79,420	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	0.13	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.