

Public Accounts (PA) Table - £000s

	ALL MODES	ROAD	OTHER
<u>Local Government Funding</u>	TOTAL	INFRASTRUCTURE	
Revenue	-		
Operating Costs	- 81	- 81	
Investment Costs	-		
Developer and Other Contributions	-		
Grant/Subsidy Payments	-		
NET IMPACT	- 81 (7)	- 81	-
<u>Central Government Funding: Transport</u>			
Revenue	- 32,256		- 32,256
Operating costs	105,550		105,550
Investment Costs	18,568		18,568
Developer and Other Contributions	-		
Grant/Subsidy Payments	-		
NET IMPACT	91,862 (8)	-	91,862
<u>Central Government Funding: Non-Transport</u>			
Indirect Tax Revenues	6,213 (9)	770	5,443
<u>TOTALS</u>			
<u>Broad Transport Budget</u>	91,781 (10) = (7) + (8)		
<u>Wider Public Finances</u>	6,213 (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	£	80	(12)
Local Air Quality	£	155	(13)
Greenhouse Gases	£	576	(14)
Journey Quality	£	-	(15)
Physical Activity (including absenteeism for commute only)	£	-	(16)
Accidents	£	1,254	(17)
Economic Efficiency: Consumer Users (Commuting)	£	2,276	(1a)
Economic Efficiency: Consumer Users (Other)	£	7,607	(1b)
Economic Efficiency: Business Users and Providers	£	4,904	(5)
Wider Public Finances (Indirect Taxation Revenues)	-£	6,213	- (11) - sign changed from PA table, as PA table represents costs, not benefits
Present Value of Benefits (see notes) (PVB)	£	10,640	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)
Broad Transport Budget	£	91,781	(10)
Present Value of Costs (see notes) (PVC)	£	91,781	(PVC) = (10)
OVERALL IMPACTS			
Net Present Value (NPV)	-£	81,141	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)		0.12	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.