

**Economic Efficiency of the Transport System (TEE)**

<b>Non-business: Commuting</b>	<b>ALL MODES</b>	<b>ROAD</b>	<b>BUS and COACH</b>	<b>RAIL</b>	<b>OTHER</b>	
<u>User benefits</u>	<b>TOTAL</b>	<b>Private Cars and LGVs</b>	<b>Passengers</b>	<b>Passengers</b>		
Travel time	1,192	1,246			-54	
Vehicle operating costs	-					
User charges	-					
During Construction & Maintenance	-					
<b>COMMUTING</b>	<b>1,192</b>	<b>1,246</b>	<b>-</b>	<b>-</b>	<b>54</b>	
<b>(1a)</b>						
<b>Non-business: Other</b>	<b>ALL MODES</b>	<b>ROAD</b>	<b>BUS and COACH</b>	<b>RAIL</b>	<b>OTHER</b>	
<u>User benefits</u>	<b>TOTAL</b>	<b>Private Cars and LGVs</b>	<b>Passengers</b>	<b>Passengers</b>		
Travel time	4,076	4,290			-213	
Vehicle operating costs	-					
User charges	-					
During Construction & Maintenance	-					
<b>NET NON-BUSINESS BENEFITS: OTHER</b>	<b>4,076</b>	<b>4,290</b>	<b>-</b>	<b>-</b>	<b>213</b>	
<b>(1b)</b>						
<b>Business</b>		<b>Goods Vehicles</b>	<b>Business Cars &amp; LGVs</b>	<b>Passengers</b>	<b>Freight</b>	<b>Passengers</b>
<u>User benefits</u>						
Travel time	151		309			-158
Vehicle operating costs	-					
User charges	-					
During Construction & Maintenance	-					
<b>Subtotal</b>	<b>151</b>	<b>-</b>	<b>309</b>	<b>-</b>	<b>-</b>	<b>158</b>
<b>(2)</b>						
<b>Private sector provider impacts</b>				<b>Freight</b>	<b>Passengers</b>	
Revenue	-					
Operating costs	-					
Investment costs	-					
Grant/subsidy	-					
<b>Subtotal</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>(3)</b>						
<b>Other business impacts</b>						
Developer contributions	-					
<b>(4)</b>						
<b>NET BUSINESS IMPACT</b>	<b>151</b>	<b>(5) = (2) + (3) + (4)</b>				
<b>TOTAL</b>						
Present Value of Transport Economic Efficiency Benefits (TEE)	<b>5,419</b>	<b>(6) = (1a) + (1b) + (5)</b>				

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
<b><u>Local Government Funding</u></b>	<b>TOTAL</b>	<b>INFRASTRUCTURE</b>	
Revenue	-		
Operating Costs	- 66	- 66	
Investment Costs	-		
Developer and Other Contributions	-		
Grant/Subsidy Payments	-		
<b>NET IMPACT</b>	- 66 (7)	- 66	-
<b><u>Central Government Funding: Transport</u></b>			
Revenue	- 27,795		- 27,795
Operating costs	2,867		2,867
Investment Costs	12,452		12,452
Developer and Other Contributions	-		
Grant/Subsidy Payments	-		
<b>NET IMPACT</b>	- 12,476 (8)	-	- 12,476
<b><u>Central Government Funding: Non-Transport</u></b>			
Indirect Tax Revenues	5,317 (9)	627	4,690
<b><u>TOTALS</u></b>			
<b><u>Broad Transport Budget</u></b>	- 12,542 (10) = (7) + (8)		
<b><u>Wider Public Finances</u></b>	5,317 (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	£ 66	(12)
Local Air Quality	£ 127	(13)
Greenhouse Gases	£ 474	(14)
Journey Quality	£ -	(15)
Physical Activity (including absenteeism for commute only)	£ -	(16)
Accidents	£ 1,030	(17)
Economic Efficiency: Consumer Users (Commuting)	£ 1,192	(1a)
Economic Efficiency: Consumer Users (Other)	£ 4,076	(1b)
Economic Efficiency: Business Users and Providers	£ 151	(5)
Wider Public Finances (Indirect Taxation Revenues)	-£ 5,317	- (11) - sign changed from PA table, as PA table represents costs, not benefits
Present Value of Benefits (see notes) (PVB)	£ 1,799	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)
Broad Transport Budget	-£ 12,542	(10)
Present Value of Costs (see notes) (PVC)	-£ 12,542	(PVC) = (10)
OVERALL IMPACTS		
<b>Net Present Value (NPV)</b>	£ 14,341	NPV=PVB-PVC
<b>Benefit to Cost Ratio (BCR)</b>	-0.14	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.