

APPENDIX 11

WebTAG AMCB, Public Accounts & TEE Worksheets

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	41533	41533				
Vehicle operating costs	2055	2055				
User charges	0	0				
During Construction & Maintenance	0	0				
COMMUTING	43588 (1a)	43588	0		0	
Non-business: Other	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER	
<u>User benefits</u>	TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	2161	2161				
Vehicle operating costs	-285	-285				
User charges	0	0				
During Construction & Maintenance	0	0				
NET NON-BUSINESS BENEFITS: OTHER	1876 (1b)	1876	0		0	
Business		Goods Vehicles	Business Cars & LGVs	Passengers	Freight	Passengers
<u>User benefits</u>						
Travel time	11536	-10070	21606			
Vehicle operating costs	-436	-1182	746			
User charges	0	0	0			
During Construction & Maintenance	0	0	0			
Subtotal	11100 (2)	-11252	22352	0	0	0
Private sector provider impacts				Freight	Passengers	
Revenue	0					
Operating costs	0					
Investment costs	0					
Grant/subsidy	0					
Subtotal	0 (3)			0	0	0
Other business impacts						
Developer contributions	0 (4)					
NET BUSINESS IMPACT	11100 (5) = (2) + (3) + (4)					
TOTAL						
Present Value of Transport Economic Efficiency Benefits (TEE)	56564 (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

	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER
Local Government Funding	TOTAL	INFRASTRUCTURE			
Revenue	0	0			
Operating Costs	2738	2738			
Investment Costs	25087	25087			
Developer and Other Contributions	0	0			
Grant/Subsidy Payments	0	0			
NET IMPACT	27825 (7)	27825			
Central Government Funding: Transport					
Revenue	0	0			
Operating costs	0	0			
Investment Costs	13975	13975			
Developer and Other Contributions	0	0			
Grant/Subsidy Payments	0	0			
NET IMPACT	13975 (8)	13975			
Central Government Funding: Non-Transport					
Indirect Tax Revenues	1427 (9)	1427			
TOTALS					
Broad Transport Budget	41800 (10) = (7) + (8)				
Wider Public Finances	1427 (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

Noise	-254	(12)
Local Air Quality	-161	(13)
Greenhouse Gases	734	(14)
Journey Quality	5456	(15)
Physical Activity		(16)
Accidents	2319	(17)
Economic Efficiency: Consumer Users (Commuting)	43588	(1a)
Economic Efficiency: Consumer Users (Other)	1877	(1b)
Economic Efficiency: Business Users and Providers	11100	(5)
Wider Public Finances (Indirect Taxation Revenues)	-1427	- (11) - sign changed from PA table, as PA table represents costs, not benefits
Present Value of Benefits (see notes) (PVB)	63232	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)
Broad Transport Budget	41799	(10)
Present Value of Costs (see notes) (PVC)	41799	(PVC) = (10)
OVERALL IMPACTS		
Net Present Value (NPV)	21433	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	1.513	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.