

# APPENDIX 11

## WebTAG AMCB, Public Accounts & TEE Worksheets

**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	41533	41533				
Vehicle operating costs	2055	2055				
User charges	0	0				
During Construction & Maintenance	0	0				
<b>COMMUTING</b>	43588 (1a)	43588	0		0	
<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	2161	2161				
Vehicle operating costs	-285	-285				
User charges	0	0				
During Construction & Maintenance	0	0				
<b>NET NON-BUSINESS BENEFITS: OTHER</b>	1876 (1b)	1876	0		0	
<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	11536	-10070	21606			
Vehicle operating costs	-436	-1182	746			
User charges	0	0	0			
During Construction & Maintenance	0	0	0			
<b>Subtotal</b>	11100 (2)	-11252	22352	0	0	0
<b>Private sector provider impacts</b>				<b>Freight</b>	<b>Passengers</b>	
Revenue	0					
Operating costs	0					
Investment costs	0					
Grant/subsidy	0					
<b>Subtotal</b>	0 (3)			0	0	0
<b>Other business impacts</b>						
Developer contributions	0 (4)					
<b>NET BUSINESS IMPACT</b>	11100 (5) = (2) + (3) + (4)					
<b>TOTAL</b>						
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
<b>Local Government Funding</b>	<b>TOTAL</b>	<b>INFRASTRUCTURE</b>			
Revenue	0	0			
Operating Costs	2738	2738			
Investment Costs	25087	25087			
Developer and Other Contributions	0	0			
Grant/Subsidy Payments	0	0			
<b>NET IMPACT</b>	27825 (7)	27825			
<b>Central Government Funding: Transport</b>					
Revenue	0	0			
Operating costs	0	0			
Investment Costs	13975	13975			
Developer and Other Contributions	0	0			
Grant/Subsidy Payments	0	0			
<b>NET IMPACT</b>	13975 (8)	13975			
<b>Central Government Funding: Non-Transport</b>					
Indirect Tax Revenues	1427 (9)	1427			
<b>TOTALS</b>					
<b>Broad Transport Budget</b>	41800 (10) = (7) + (8)				
<b>Wider Public Finances</b>	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)
<b>OVERALL IMPACTS</b>		
<b>Net Present Value (NPV)</b>	21433	NPV=PVB-PVC
<b>Benefit to Cost Ratio (BCR)</b>	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.