

Analysis of Monetised Costs and Benefits

£000s

Scenario 1

Noise	16.7	(12)
Local Air Quality	26.6	(13)
Greenhouse Gases	47.7	(14)
Journey Quality	-	(15)
Physical Activity	-	(16)
Accidents	1,596.2	(17)
Economic Efficiency: Consumer Users (Commuting)	2,816.2	(1a)
Economic Efficiency: Consumer Users (Other)	-	(1b)
Economic Efficiency: Business Users and Providers	277.7	(5)
<i>Private Sector Revenue (from 2026)</i>	1022.1	
<i>Infrastructure</i>	10.0	
Wider Public Finances (Indirect Taxation Revenues)	205.0	- (11) - sign changed from PA table, as PA table represents costs, not benefits
<i>Developer Contributions</i>	550.0	- sign changed from PA table, as PA table represents costs, not benefits
Present Value of Benefits (see notes) (PVB)	5,058.2	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)
Broad Transport Budget	1,568.2	(10)
Present Value of Costs (see notes) (PVC)	1,568.2	(PVC) = (10)
OVERALL IMPACTS		
Net Present Value (NPV)	3490.0	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	3.23	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.