

**Scenario Test – Optimistic Growth**

**Economic Efficiency of the Transport System (TEE) for the Appraisal of Major Highway Schemes (Optimistic Growth)**

<b>Consumer User Benefits</b>				
<i>User benefits</i>	<b>TOTAL</b>	<b>CARS AND PRIVATE LGVS</b>	<b>GOOS VEHICLES AND BUSINESS LGVS</b>	<b>BUS AND COACH</b>
Travel time	21,787	21,787		
Vehicle operating costs	1,022	1,022		
Travel time and vehicle operating costs:				
During construction				
During maintenance				
<b>NET CONSUMER BENEFITS</b>	<b>22,809</b>	<b>22,809</b>		
<b>Business</b>				
<i>User benefits</i>				
Travel time	34,194	21,491	12,703	
Vehicle operating costs	5,897	1,022	4,875	
Travel time and vehicle operating costs:				
During construction				
During maintenance				
<b>Subtotal</b>	<b>40,091</b>	<b>22,513</b>	<b>17,578</b>	
<i>Private sector provider impacts</i>				
Operating costs				
<i>Other business impacts</i>				
Developer and other contributions				
<b>NET BUSINESS IMPACT</b>	<b>62,900</b>			
<b>TOTAL</b>				
Present Value of Transport Economic Efficiency Benefits	<b>64,765</b>			

### Public Accounts (Optimistic Growth)

	<b>ROAD INFRASTRUCTURE TOTAL</b>
<b>Local Government Funding</b>	
Operating Costs	
Investment Costs	698
Developer and Other Contributions	
<b>NET IMPACT</b>	<b>698</b>
<b>Central Government Funding</b>	
Operating costs	469
Investment Costs	6,143
Developer and Other Contributions	
Indirect Tax Revenues	747
<b>NET IMPACT</b>	<b>7,359</b>
<b>Present Value of Costs (PVC)</b>	<b>8,057</b>

### Analysis of Monetised Costs and Benefits (Optimistic Growth)

Noise		
Local Air Quality		
Greenhouse Gases	108	
Journey Ambience		
Accidents	22,011	
Consumer Users	22,809	
Business Users and Providers	40,091	
Reliability		
Option Values		
<b>Present Value of Benefits (see notes) (PVB)</b>	<b>85,019</b>	
<b>Public Accounts</b>	<b>8,057</b>	
<b>Present Value of Costs (see notes) (PVC)</b>	<b>8,057</b>	
<b>Overall Impacts</b>		
<b>Net Present Value (NPV)</b>	<b>76,962</b>	<i>NPV=PVB-PVC</i>
<b>Benefit to Cost Ratio (BCR)</b>	<b>10.552</b>	<i>BCR=PVB/PVC</i>

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.

**Scenario Test – Pessimistic Growth**

**Economic Efficiency of the Transport System (TEE) for the Appraisal of Major Highway Schemes (Pessimistic Growth)**

<b>Consumer User Benefits</b>				
<i>User benefits</i>	<b>TOTAL</b>	<b>CARS AND PRIVATE LGVS</b>	<b>GOOS VEHICLES AND BUSINESS LGVS</b>	<b>BUS AND COACH</b>
Travel time	13,278	13,278		
Vehicle operating costs	553	553		
Travel time and vehicle operating costs:				
During construction				
During maintenance				
<b>NET CONSUMER BENEFITS</b>	<b>13,831</b>	<b>13,831</b>		
<b>Business</b>				
<i>User benefits</i>				
Travel time	22,516	13,455	9,061	
Vehicle operating costs	4,940	760	4,180	
Travel time and vehicle operating costs:				
During construction				
During maintenance				
<b>Subtotal</b>	<b>27,456</b>	<b>14,215</b>	<b>13,241</b>	
<i>Private sector provider impacts</i>				
Operating costs				
<i>Other business impacts</i>				
Developer and other contributions				
<b>NET BUSINESS IMPACT</b>	<b>27,456</b>			
<b>TOTAL</b>				
Present Value of Transport Economic Efficiency Benefits	<b>41,287</b>			

### Public Accounts (Pessimistic Growth)

	<b>ROAD INFRASTRUCTURE TOTAL</b>
<b>Local Government Funding</b>	
Operating Costs	
Investment Costs	698
Developer and Other Contributions	
<b>NET IMPACT</b>	<b>698</b>
<b>Central Government Funding</b>	
Operating costs	469
Investment Costs	6,143
Developer and Other Contributions	
Indirect Tax Revenues	209
<b>NET IMPACT</b>	<b>6,821</b>
<b>Present Value of Costs (PVC)</b>	<b>7,519</b>

### Analysis of Monetised Costs and Benefits (Pessimistic Growth)

Noise		
Local Air Quality		
Greenhouse Gases	25	
Journey Ambience		
Accidents	22,011	
Consumer Users	13,831	
Business Users and Providers	27,456	
Reliability		
Option Values		
<b>Present Value of Benefits (see notes) (PVB)</b>	<b>63,323</b>	
<b>Public Accounts</b>	<b>7,519</b>	
<b>Present Value of Costs (see notes) (PVC)</b>	<b>7,519</b>	
<b>Overall Impacts</b>		
<b>Net Present Value (NPV)</b>	<b>55,804</b>	<i>NPV=PVB-PVC</i>
<b>Benefit to Cost Ratio (BCR)</b>	<b>8.422</b>	<i>BCR=PVB/PVC</i>

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.

**Sensitivity Test 1 - Present value of costs + 10%**

**Economic Efficiency of the Transport System (TEE) for the Appraisal of Major Highway Schemes (Sensitivity Test 1)**

<b>Consumer User Benefits</b>				
<i>User benefits</i>	<b>TOTAL</b>	<b>CARS AND PRIVATE LGVS</b>	<b>GOOS VEHICLES AND BUSINESS LGVS</b>	<b>BUS AND COACH</b>
Travel time	18,169	18,169		
Vehicle operating costs	704	704		
Travel time and vehicle operating costs:				
During construction				
During maintenance				
<b>NET CONSUMER BENEFITS</b>	<b>18,873</b>	<b>18,873</b>		
<b>Business</b>				
<i>User benefits</i>				
Travel time	28,637	17,610	11,027	
Vehicle operating costs	5,451	892	4,559	
Travel time and vehicle operating costs:				
During construction				
During maintenance				
<b>Subtotal</b>	<b>34,088</b>	<b>18,502</b>	<b>15,586</b>	
<i>Private sector provider impacts</i>				
Operating costs				
<i>Other business impacts</i>				
Developer and other contributions				
<b>NET BUSINESS IMPACT</b>	<b>34,088</b>			
<b>TOTAL</b>				
Present Value of Transport Economic Efficiency Benefits	<b>52,961</b>			

### Public Accounts (Sensitivity Test 1)

	<b>ROAD INFRASTRUCTURE TOTAL</b>
<b>Local Government Funding</b>	
Operating Costs	
Investment Costs	768
Developer and Other Contributions	
<b>NET IMPACT</b>	<b>768</b>
<b>Central Government Funding</b>	
Operating costs	516
Investment Costs	6,758
Developer and Other Contributions	
Indirect Tax Revenues	449
<b>NET IMPACT</b>	<b>7,722</b>
<b>Present Value of Costs (PVC)</b>	<b>8,490</b>

### Analysis of Monetised Costs and Benefits (Sensitivity Test 1)

Noise		
Local Air Quality		
Greenhouse Gases	59	
Journey Ambience		
Accidents	22,011	
Consumer Users	18,873	
Business Users and Providers	34,088	
Reliability		
Option Values		
<b>Present Value of Benefits (see notes) (PVB)</b>	<b>75,031</b>	
<b>Public Accounts</b>	<b>8,490</b>	
<b>Present Value of Costs (see notes) (PVC)</b>	<b>8,490</b>	
<b>Overall Impacts</b>		
<b>Net Present Value (NPV)</b>	<b>66,541</b>	<i>NPV=PVB-PVC</i>
<b>Benefit to Cost Ratio (BCR)</b>	<b>8.838</b>	<i>BCR=PVB/PVC</i>

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.

**Sensitivity Test 2 - Present value of costs + 25%**

**Economic Efficiency of the Transport System (TEE) for the Appraisal of Major Highway Schemes (Sensitivity Test 2)**

<b>Consumer User Benefits</b>				
<i>User benefits</i>	<b>TOTAL</b>	<b>CARS AND PRIVATE LGVS</b>	<b>GOOS VEHICLES AND BUSINESS LGVS</b>	<b>BUS AND COACH</b>
Travel time	18,169	18,169		
Vehicle operating costs	704	704		
Travel time and vehicle operating costs:				
During construction				
During maintenance				
<b>NET CONSUMER BENEFITS</b>	<b>18,873</b>	<b>18,873</b>		
<b>Business</b>				
<i>User benefits</i>				
Travel time	28,637	17,610	11,027	
Vehicle operating costs	5,451	892	4,559	
Travel time and vehicle operating costs:				
During construction				
During maintenance				
<b>Subtotal</b>	<b>34,088</b>	<b>18,502</b>	<b>15,586</b>	
<i>Private sector provider impacts</i>				
Operating costs				
<i>Other business impacts</i>				
Developer and other contributions				
<b>NET BUSINESS IMPACT</b>	<b>34,088</b>			
<b>TOTAL</b>				
Present Value of Transport Economic Efficiency Benefits	<b>52,961</b>			

## Public Accounts (Sensitivity Test 2)

	<b>ROAD INFRASTRUCTURE TOTAL</b>
<b>Local Government Funding</b>	
Operating Costs	
Investment Costs	873
Developer and Other Contributions	
<b>NET IMPACT</b>	<b>873</b>
<b>Central Government Funding</b>	
Operating costs	586
Investment Costs	7,679
Developer and Other Contributions	
Indirect Tax Revenues	510
<b>NET IMPACT</b>	<b>8,775</b>
<b>Present Value of Costs (PVC)</b>	<b>9,648</b>

## Analysis of Monetised Costs and Benefits (Sensitivity Test 2)

Noise		
Local Air Quality		
Greenhouse Gases	59	
Journey Ambience		
Accidents	22,011	
Consumer Users	18,873	
Business Users and Providers	34,088	
Reliability		
Option Values		
<b>Present Value of Benefits (see notes) (PVB)</b>	<b>75,031</b>	
<b>Public Accounts</b>	<b>9,648</b>	
<b>Present Value of Costs (see notes) (PVC)</b>	<b>9,648</b>	
<b>Overall Impacts</b>		
<b>Net Present Value (NPV)</b>	<b>65,384</b>	<i>NPV=PVB-PVC</i>
<b>Benefit to Cost Ratio (BCR)</b>	<b>7.777</b>	<i>BCR=PVB/PVC</i>

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.



**Sensitivity Test 3 - Present value of costs + 50%**

**Economic Efficiency of the Transport System (TEE) for the Appraisal of Major Highway Schemes (Sensitivity Test 3)**

<b>Consumer User Benefits</b>				
<i>User benefits</i>	<b>TOTAL</b>	<b>CARS AND PRIVATE LGVS</b>	<b>GOOS VEHICLES AND BUSINESS LGVS</b>	<b>BUS AND COACH</b>
Travel time	18,169	18,169		
Vehicle operating costs	704	704		
Travel time and vehicle operating costs:				
During construction				
During maintenance				
<b>NET CONSUMER BENEFITS</b>	<b>18,873</b>	<b>18,873</b>		
<b>Business</b>				
<i>User benefits</i>				
Travel time	28,637	17,610	11,027	
Vehicle operating costs	5,451	892	4,559	
Travel time and vehicle operating costs:				
During construction				
During maintenance				
<b>Subtotal</b>	<b>34,088</b>	<b>18,502</b>	<b>15,586</b>	
<i>Private sector provider impacts</i>				
Operating costs				
<i>Other business impacts</i>				
Developer and other contributions				
<b>NET BUSINESS IMPACT</b>	<b>34,088</b>			
<b>TOTAL</b>				
Present Value of Transport Economic Efficiency Benefits	<b>52,961</b>			

### Public Accounts (Sensitivity Test 3)

	<b>ROAD INFRASTRUCTURE TOTAL</b>
<b>Local Government Funding</b>	
Operating Costs	
Investment Costs	1,047
Developer and Other Contributions	
<b>NET IMPACT</b>	<b>1,047</b>
<b>Central Government Funding</b>	
Operating costs	469
Investment Costs	6,143
Developer and Other Contributions	
Indirect Tax Revenues	408
<b>NET IMPACT</b>	<b>10,530</b>
<b>Present Value of Costs (PVC)</b>	<b>11,577</b>

### Analysis of Monetised Costs and Benefits (Sensitivity Test 3)

Noise		
Local Air Quality		
Greenhouse Gases	59	
Journey Ambience		
Accidents	22,011	
Consumer Users	18,873	
Business Users and Providers	34,088	
Reliability		
Option Values		
<b>Present Value of Benefits (see notes) (PVB)</b>	<b>75,031</b>	
<b>Public Accounts</b>	<b>11,577</b>	
<b>Present Value of Costs (see notes) (PVC)</b>	<b>11,577</b>	
<b>Overall Impacts</b>		
<b>Net Present Value (NPV)</b>	<b>63,454</b>	<i>NPV=PVB-PVC</i>
<b>Benefit to Cost Ratio (BCR)</b>	<b>6.481</b>	<i>BCR=PVB/PVC</i>

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.

**Sensitivity Test 4 - Present value of benefits - 10%**

**Economic Efficiency of the Transport System (TEE) for the Appraisal of Major Highway Schemes (Sensitivity Test 4)**

<b>Consumer User Benefits</b>				
<i>User benefits</i>	<b>TOTAL</b>	<b>CARS AND PRIVATE LGVS</b>	<b>GOOS VEHICLES AND BUSINESS LGVS</b>	<b>BUS AND COACH</b>
Travel time	16,352	16,352		
Vehicle operating costs	634	634		
Travel time and vehicle operating costs:				
During construction				
During maintenance				
<b>NET CONSUMER BENEFITS</b>	<b>16,986</b>	<b>16,986</b>		
<b>Business</b>				
<i>User benefits</i>				
Travel time	25,773	15,849	9,924	
Vehicle operating costs	4,906	803	4,103	
Travel time and vehicle operating costs:				
During construction				
During maintenance				
<b>Subtotal</b>	<b>30,679</b>	<b>16,652</b>	<b>14,027</b>	
<i>Private sector provider impacts</i>				
Operating costs				
<i>Other business impacts</i>				
Developer and other contributions				
<b>NET BUSINESS IMPACT</b>	<b>30,679</b>			
<b>TOTAL</b>				
Present Value of Transport Economic Efficiency Benefits	<b>47,665</b>			

#### Public Accounts (Sensitivity Test 4)

	<b>ROAD INFRASTRUCTURE TOTAL</b>
<b>Local Government Funding</b>	
Operating Costs	
Investment Costs	698
Developer and Other Contributions	
<b>NET IMPACT</b>	<b>698</b>
<b>Central Government Funding</b>	
Operating costs	469
Investment Costs	6,143
Developer and Other Contributions	
Indirect Tax Revenues	408
<b>NET IMPACT</b>	<b>7,020</b>
<b>Present Value of Costs (PVC)</b>	<b>7,718</b>

#### Analysis of Monetised Costs and Benefits (Sensitivity Test 4)

Noise		
Local Air Quality		
Greenhouse Gases	59	
Journey Ambience		
Accidents	22,011	
Consumer Users	16,986	
Business Users and Providers	30,679	
Reliability		
Option Values		
<b>Present Value of Benefits (see notes) (PVB)</b>	<b>69,735</b>	
<b>Public Accounts</b>	<b>7,718</b>	
<b>Present Value of Costs (see notes) (PVC)</b>	<b>7,718</b>	
<b>Overall Impacts</b>		
<b>Net Present Value (NPV)</b>	<b>62,017</b>	<i>NPV=PVB-PVC</i>
<b>Benefit to Cost Ratio (BCR)</b>	<b>9.035</b>	<i>BCR=PVB/PVC</i>

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.

**Sensitivity Test 5 - Present value of benefits - 25%**

**Economic Efficiency of the Transport System (TEE) for the Appraisal of Major Highway Schemes (Sensitivity Test 5)**

<b>Consumer User Benefits</b>				
<i>User benefits</i>	<b>TOTAL</b>	<b>CARS AND PRIVATE LGVS</b>	<b>GOOS VEHICLES AND BUSINESS LGVS</b>	<b>BUS AND COACH</b>
Travel time	13,627	13,627		
Vehicle operating costs	528	528		
Travel time and vehicle operating costs:				
During construction				
During maintenance				
<b>NET CONSUMER BENEFITS</b>	<b>14,155</b>	<b>14,155</b>		
<b>Business</b>				
<i>User benefits</i>				
Travel time	21,478	13,208	8,270	
Vehicle operating costs	4,088	669	3,419	
Travel time and vehicle operating costs:				
During construction				
During maintenance				
<b>Subtotal</b>	<b>25,566</b>	<b>13,877</b>	<b>11,690</b>	
<i>Private sector provider impacts</i>				
Operating costs				
<i>Other business impacts</i>				
Developer and other contributions				
<b>NET BUSINESS IMPACT</b>	<b>25,566</b>			
<b>TOTAL</b>				
Present Value of Transport Economic Efficiency Benefits	<b>39,721</b>			

### Public Accounts (Sensitivity Test 5)

	<b>ROAD INFRASTRUCTURE TOTAL</b>
<b>Local Government Funding</b>	
Operating Costs	
Investment Costs	698
Developer and Other Contributions	
<b>NET IMPACT</b>	<b>698</b>
<b>Central Government Funding</b>	
Operating costs	469
Investment Costs	6,143
Developer and Other Contributions	
Indirect Tax Revenues	408
<b>NET IMPACT</b>	<b>7,020</b>
<b>Present Value of Costs (PVC)</b>	<b>7,718</b>

### Analysis of Monetised Costs and Benefits (Sensitivity Test 5)

Noise		
Local Air Quality		
Greenhouse Gases	59	
Journey Ambience		
Accidents	22,011	
Consumer Users	14,155	
Business Users and Providers	25,566	
Reliability		
Option Values		
<b>Present Value of Benefits (see notes) (PVB)</b>	<b>61,791</b>	
<b>Public Accounts</b>	<b>7,718</b>	
<b>Present Value of Costs (see notes) (PVC)</b>	<b>7,718</b>	
<b>Overall Impacts</b>		
<b>Net Present Value (NPV)</b>	<b>54,073</b>	<i>NPV=PVB-PVC</i>
<b>Benefit to Cost Ratio (BCR)</b>	<b>8.006</b>	<i>BCR=PVB/PVC</i>

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.

**Sensitivity Test 6 - Present value of benefits - 50%**

**Economic Efficiency of the Transport System (TEE) for the Appraisal of Major Highway Schemes (Sensitivity Test 6)**

<b>Consumer User Benefits</b>				
<i>User benefits</i>	<b>TOTAL</b>	<b>CARS AND PRIVATE LGVS</b>	<b>GOOS VEHICLES AND BUSINESS LGVS</b>	<b>BUS AND COACH</b>
Travel time	9,085	9,085		
Vehicle operating costs	352	352		
Travel time and vehicle operating costs:				
During construction				
During maintenance				
<b>NET CONSUMER BENEFITS</b>	<b>9,437</b>	<b>9,437</b>		
<b>Business</b>				
<i>User benefits</i>				
Travel time	14,319	8,805	5,514	
Vehicle operating costs	2,726	446	2,280	
Travel time and vehicle operating costs:				
During construction				
During maintenance				
<b>Subtotal</b>	<b>17,044</b>	<b>9,251</b>	<b>7,793</b>	
<i>Private sector provider impacts</i>				
Operating costs				
<i>Other business impacts</i>				
Developer and other contributions				
<b>NET BUSINESS IMPACT</b>	<b>17,044</b>			
<b>TOTAL</b>				
Present Value of Transport Economic Efficiency Benefits	<b>26,481</b>			

### Public Accounts (Sensitivity Test 6)

	<b>ROAD INFRASTRUCTURE TOTAL</b>
<b>Local Government Funding</b>	
Operating Costs	
Investment Costs	698
Developer and Other Contributions	
<b>NET IMPACT</b>	<b>698</b>
<b>Central Government Funding</b>	
Operating costs	469
Investment Costs	6,143
Developer and Other Contributions	
Indirect Tax Revenues	408
<b>NET IMPACT</b>	<b>7,020</b>
<b>Present Value of Costs (PVC)</b>	<b>7,718</b>

### Analysis of Monetised Costs and Benefits (Sensitivity Test 6)

Noise		
Local Air Quality		
Greenhouse Gases	59	
Journey Ambience		
Accidents	22,011	
Consumer Users	9,437	
Business Users and Providers	17,044	
Reliability		
Option Values		
<b>Present Value of Benefits (see notes) (PVB)</b>	<b>48,551</b>	
<b>Public Accounts</b>	<b>7,718</b>	
<b>Present Value of Costs (see notes) (PVC)</b>	<b>7,718</b>	
<b>Overall Impacts</b>		
<b>Net Present Value (NPV)</b>	<b>40,833</b>	<i>NPV=PVB-PVC</i>
<b>Benefit to Cost Ratio (BCR)</b>	<b>6.291</b>	<i>BCR=PVB/PVC</i>

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.



**Sensitivity Test 7 - The level of increase in the present value of costs at which the NPV of the scheme becomes zero**

**Economic Efficiency of the Transport System (TEE) for the Appraisal of Major Highway Schemes (Sensitivity Test 7)**

<b>Consumer User Benefits</b>				
<i>User benefits</i>	<b>TOTAL</b>	<b>CARS AND PRIVATE LGVS</b>	<b>GOOS VEHICLES AND BUSINESS LGVS</b>	<b>BUS AND COACH</b>
Travel time	18,169	18,169		
Vehicle operating costs	704	704		
Travel time and vehicle operating costs:				
During construction				
During maintenance				
<b>NET CONSUMER BENEFITS</b>	<b>18,873</b>	<b>18,873</b>		
<b>Business</b>				
<i>User benefits</i>				
Travel time	28,673	17,610	11,027	
Vehicle operating costs	5,451	892	4,559	
Travel time and vehicle operating costs:				
During construction				
During maintenance				
<b>Subtotal</b>	<b>34,088</b>	<b>18,502</b>	<b>15,586</b>	
<i>Private sector provider impacts</i>				
Operating costs				
<i>Other business impacts</i>				
Developer and other contributions				
<b>NET BUSINESS IMPACT</b>	<b>34,088</b>			
<b>TOTAL</b>				
Present Value of Transport Economic Efficiency Benefits	<b>52,961</b>			

### Public Accounts (Sensitivity Test 7)

	<b>ROAD INFRASTRUCTURE TOTAL</b>
<b>Local Government Funding</b>	
Operating Costs	
Investment Costs	6,786
Developer and Other Contributions	
<b>NET IMPACT</b>	<b>6,786</b>
<b>Central Government Funding</b>	
Operating costs	4,559
Investment Costs	59,720
Developer and Other Contributions	
Indirect Tax Revenues	3,966
<b>NET IMPACT</b>	<b>68,245</b>
<b>Present Value of Costs (PVC)</b>	<b>75,031</b>

### Analysis of Monetised Costs and Benefits (Sensitivity Test 7)

Noise		
Local Air Quality		
Greenhouse Gases	59	
Journey Ambience		
Accidents	22,011	
Consumer Users	18,873	
Business Users and Providers	34,088	
Reliability		
Option Values		
<b>Present Value of Benefits (see notes) (PVB)</b>	<b>75,031</b>	
<b>Public Accounts</b>	<b>75,031</b>	
<b>Present Value of Costs (see notes) (PVC)</b>	<b>75,031</b>	
<b>Overall Impacts</b>		
<b>Net Present Value (NPV)</b>	<b>0.0</b>	<i>NPV=PVB-PVC</i>
<b>Benefit to Cost Ratio (BCR)</b>	<b>1.000</b>	<i>BCR=PVB/PVC</i>

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.

**Sensitivity Test 8 - Present value of benefits - The level of decrease in the present value of benefits at which the NPV of the scheme becomes zero**

**Economic Efficiency of the Transport System (TEE) for the Appraisal of Major Highway Schemes (Sensitivity Test 8)**

<b>Consumer User Benefits</b>				
<i>User benefits</i>	<b>TOTAL</b>	<b>CARS AND PRIVATE LGVS</b>	<b>GOOS VEHICLES AND BUSINESS LGVS</b>	<b>BUS AND COACH</b>
Travel time	1,869	1,869		
Vehicle operating costs	72	72		
Travel time and vehicle operating costs:				
During construction				
During maintenance				
<b>NET CONSUMER BENEFITS</b>	<b>1,941</b>	<b>1,941</b>		
<b>Business</b>				
<i>User benefits</i>				
Travel time	2,946	1,811	1,134	
Vehicle operating costs	561	92	469	
Travel time and vehicle operating costs:				
During construction				
During maintenance				
<b>Subtotal</b>	<b>3,506</b>	<b>1,903</b>	<b>1,603</b>	
<i>Private sector provider impacts</i>				
Operating costs				
<i>Other business impacts</i>				
Developer and other contributions				
<b>NET BUSINESS IMPACT</b>	<b>3,506</b>			
<b>TOTAL</b>				
Present Value of Transport Economic Efficiency Benefits	<b>5,448</b>			

### Public Accounts (Sensitivity Test 8)

	<b>ROAD INFRASTRUCTURE TOTAL</b>
<b>Local Government Funding</b>	
Operating Costs	
Investment Costs	698
Developer and Other Contributions	
<b>NET IMPACT</b>	<b>698</b>
<b>Central Government Funding</b>	
Operating costs	469
Investment Costs	6,143
Developer and Other Contributions	
Indirect Tax Revenues	408
<b>NET IMPACT</b>	<b>7,020</b>
<b>Present Value of Costs (PVC)</b>	<b>7,718</b>

### Analysis of Monetised Costs and Benefits (Sensitivity Test 8)

Noise		
Local Air Quality		
Greenhouse Gases	6	
Journey Ambience		
Accidents	2,264	
Consumer Users	1,941	
Business Users and Providers	3,506	
Reliability		
Option Values		
<b>Present Value of Benefits (see notes) (PVB)</b>	<b>7,718</b>	
<b>Public Accounts</b>	<b>7,718</b>	
<b>Present Value of Costs (see notes) (PVC)</b>	<b>7,718</b>	
<b>Overall Impacts</b>		
<b>Net Present Value (NPV)</b>	<b>0.0</b>	<i>NPV=PVB-PVC</i>
<b>Benefit to Cost Ratio (BCR)</b>	<b>1.000</b>	<i>BCR=PVB/PVC</i>

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.