

Analysis of Monitised Costs and Benefits

Outline Business Case - Appendix L

17 January 2020

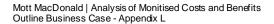
Mott MacDonald 22 Station Road Cambridge CB1 2JD United Kingdom

T +44 (0)1223 463500 mottmac.com

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Noise	887,000 (12)	
Local Air Quality	164,000 (13)	
Greenhouse Gases	1,159,000 (14)	
Infrastructure	2,407,000	
Journey Quality	(15)	
Physical Activity	11,726,000 (16)	
Accidents	7,803,000 (17)	
Economic Efficiency: Consumer Users (Commuting)	16,061,000 <i>(1a)</i>	
Economic Efficiency: Consumer Users (Other)	39,354,000 <i>(1b)</i>	
Economic Efficiency: Business Users and Providers	7,599,000 <i>(5)</i>	
Wider Public Finances (Indirect Taxation Revenues)	-3,407,000 - (11) - sign changed from PA table, as PA table represents costs, not benefits	
Present Value of Benefits (see notes) (PVB)	83,753,000 (PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) (11)	
Broad Transport Budget	195,141,000 (10)	
Present Value of Costs (see notes) (PVC)	195,141,000 (PVC) = (10)	
OVERALL IMPACTS		
Net Present Value (NPV)	-111,388,000 NPV=PVB-PVC	
Benefit to Cost Ratio (BCR)	0.43 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.

