MOTT MACDONALD

Analysis of Monitised Costs and Benefits

Outline Business Case - Appendix L

17 January 2020

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Analysis of Monetised Costs and Benefits

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	*(1a)*
Economic Efficiency: Consumer Users (Other)	39,354,000	*(1b)*
Economic Efficiency: Business Users and Providers	7,599,000	*(5)*
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.

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