

LOCAL AUTHORITY MAJOR SCHEMES APPLICATION FOR FULL APPROVAL	
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Scheme Name	A380 South Devon Link Road (Kingskerswell Bypass)
Local Authority	Devon County Council

Annex 1	Revised TEE, AMCB and Public Accounts Tables Contents: <ol style="list-style-type: none">1. Economic Efficiency of the Transport System (TEE)2. Analysis of Monetised Costs and Benefits (AMCB)3. Public Accounts
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Economic Efficiency of the Transport System (TEE) CORE SCENARIO

Non-business: Commuting	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER	
<i>User benefits</i>	TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	£58,637K	£58,637K	£0K	£0K	£0K	
Vehicle operating costs	-£4,941K	-£4,941K			£0K	
User charges	£0K	£0K	£0K	£0K	£0K	
During Construction & Maintenance	£1,806K	£1,806K	£0K	£0K	£0K	
COMMUTING	£55,502K	(1a) £55,502K	£0K	£0K	£0K	
Non-business: Other	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER	
<i>User benefits</i>	TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	£311,520K	£311,520K	£0K	£0K	£0K	
Vehicle operating costs	-£14,413K	-£14,413K			£0K	
User charges	£0K	£0K	£0K	£0K	£0K	
During Construction & Maintenance	£9,994K	£9,994K	£0K	£0K	£0K	
NET NON-BUSINESS BENEFITS: OTHER	£307,101K	(1b) £307,101K	£0K	£0K	£0K	
Business		Goods Vehicles	Business Cars & LGVs	Passengers	Freight	Passengers
<i>User benefits</i>						
Travel time	£438,823K	£150,406K	£288,417K	£0K	£0K	£0K
Vehicle operating costs	£23,967K	£13,805K	£10,162K			£0K
User charges	£0K	£0K	£0K	£0K	£0K	£0K
During Construction & Maintenance	£7,952K	£7,952K	£0K	£0K	£0K	£0K
Subtotal	£470,742K	(2) £172,163K	£298,579K	£0K	£0K	£0K
<i>Private sector provider impacts</i>				Freight	Passengers	
Revenue	£0K			£0K	£0K	£0K
Operating costs	£0K			£0K	£0K	£0K
Investment costs	£0K			£0K	£0K	£0K
Grant/subsidy	£0K			£0K	£0K	£0K
Subtotal	£0K	(3)		£0K	£0K	£0K
<i>Other business impacts</i>						
Developer contributions	£0K	(4)	£0K	£0K	£0K	£0K
NET BUSINESS IMPACT	£470,742K	(5) = (2) + (3) + (4)				
TOTAL						
Present Value of Transport Economic Efficiency Benefits (TEE)	£833,345K	(6) = (1a) + (1b) + (5)				

Notes: Benefits appear as positive numbers, while costs appear as negative numbers.

All entries are discounted present values, in 2002 prices and values

Analysis of Monetised Costs and Benefits CORE SCENARIO

Noise	£834K	(12)
Local Air Quality		(13)
Greenhouse Gases	-£3,185K	(14)
Journey Ambience		(15)
Accidents	£59,029K	(16)
Economic Efficiency: Consumer Users (Commuting)	£55,502K	(1a)
Economic Efficiency: Consumer Users (Other)	£307,101K	(1b)
Economic Efficiency: Business Users and Providers	£470,742K	(5)
Wider Public Finances (Indirect Taxation Revenues)	£8,855K	- (11) - sign changed from PA table, as PA table represents costs, not benefits
Option Values	£0K	(17)
Present Value of Benefits ^(see notes) (PVB)	£898,878K	(PVB) = (12) + (13) + (14) + (15) + (16) + (1a) + (1b) + (5) + (17) - (11)
Broad Transport Budget	£77,624K	(10)
Present Value of Costs ^(see notes) (PVC)	£77,624K	(PVC) = (10)
OVERALL IMPACTS		
Net Present Value (NPV)	£821,254K	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	11.58	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.

Public Accounts for the Appraisal of Major Highway Schemes CORE SCENARIO

ROAD INFRASTRUCTURE

TOTAL

Local Government Funding

Operating Costs	£2,854K
Investment Costs	£25,535K
Developer and Other Contributions	£0K
NET IMPACT	£28,389K (7)

Central Government Funding: Transport

Operating costs	£0K
Investment Costs	£49,235K
Developer and Other Contributions	£0K
NET IMPACT	£49,235K (8)

Central Government Funding: Non-Transport

Indirect Tax Revenues	-£8,855K (9)
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TOTALS

Broad Transport Budget	£77,624K (10) = (7) + (8)
Wider Public Finances	-£8,855K (11) = (9)