

Option A

Analysis of Monetised Costs and Benefits

Noise	not quantified	(12)
Local Air Quality	not quantified	(13)
Greenhouse Gases	- 423	(14)
Journey Quality	not quantified	(15)
Physical Activity	not quantified	(16)
Accidents	not quantified	(17)
Economic Efficiency: Consumer Users (Commuting)	362,130	(1a)
Economic Efficiency: Consumer Users (Other)	321,547	(1b)
Economic Efficiency: Business Users and Providers	130,880	(5)
Wider Public Finances (Indirect Taxation Revenues)	- 524	- (11) - sign changed from PA table, as PA table represents costs, not benefits
Present Value of Benefits (see notes) (PVB)	813,610	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)
Broad Transport Budget	146,698	(10)
Present Value of Costs (see notes) (PVC)	146,698	(PVC) = (10)
OVERALL IMPACTS		
Net Present Value (NPV)	666,912	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	5.55	BCR=PVB/PVC
<p>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.</p>		

Option B

Analysis of Monetised Costs and Benefits

Noise	not quantified	(12)
Local Air Quality	not quantified	(13)
Greenhouse Gases	- 1,789	(14)
Journey Quality	not quantified	(15)
Physical Activity	not quantified	(16)
Accidents	not quantified	(17)
Economic Efficiency: Consumer Users (Commuting)	346,069	(1a)
Economic Efficiency: Consumer Users (Other)	324,950	(1b)
Economic Efficiency: Business Users and Providers	129,983	(5)
Wider Public Finances (Indirect Taxation Revenues)	2,110	- (11) - sign changed from PA table, as PA table represents costs, not benefits
Present Value of Benefits (see notes) (PVB)	801,323	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)
Broad Transport Budget	148,480	(10)
Present Value of Costs (see notes) (PVC)	148,480	(PVC) = (10)
OVERALL IMPACTS		
Net Present Value (NPV)	652,843	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	5.40	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.

Option C

Analysis of Monetised Costs and Benefits

Noise	not quantified	(12)
Local Air Quality	not quantified	(13)
Greenhouse Gases	- 7,983	(14)
Journey Quality	not quantified	(15)
Physical Activity	not quantified	(16)
Accidents	not quantified	(17)
Economic Efficiency: Consumer Users (Commuting)	180,340	(1a)
Economic Efficiency: Consumer Users (Other)	139,319	(1b)
Economic Efficiency: Business Users and Providers	55,078	(5)
Wider Public Finances (Indirect Taxation Revenues)	13,860	- (11) - sign changed from PA table, as PA table represents costs, not benefits
Present Value of Benefits (see notes) (PVB)	380,614	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)
Broad Transport Budget	66,871	(10)
Present Value of Costs (see notes) (PVC)	66,871	(PVC) = (10)
OVERALL IMPACTS		
Net Present Value (NPV)	313,743	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	5.69	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.

Option D

Analysis of Monetised Costs and Benefits

Noise	not quantified	(12)
Local Air Quality	not quantified	(13)
Greenhouse Gases	- 2,633	(14)
Journey Quality	not quantified	(15)
Physical Activity	not quantified	(16)
Accidents	not quantified	(17)
Economic Efficiency: Consumer Users (Commuting)	323,987	(1a)
Economic Efficiency: Consumer Users (Other)	291,145	(1b)
Economic Efficiency: Business Users and Providers	111,480	(5)
Wider Public Finances (Indirect Taxation Revenues)	3,707	- (11) - sign changed from PA table, as PA table represents costs, not benefits
Present Value of Benefits (see notes) (PVB)	727,686	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)
Broad Transport Budget	169,929	(10)
Present Value of Costs (see notes) (PVC)	169,929	(PVC) = (10)
OVERALL IMPACTS		
Net Present Value (NPV)	557,757	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	4.28	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.

Option E

Analysis of Monetised Costs and Benefits

Noise	not quantified	(12)
Local Air Quality	not quantified	(13)
Greenhouse Gases	- 1,197	(14)
Journey Quality	not quantified	(15)
Physical Activity	not quantified	(16)
Accidents	not quantified	(17)
Economic Efficiency: Consumer Users (Commuting)	333,050	(1a)
Economic Efficiency: Consumer Users (Other)	262,641	(1b)
Economic Efficiency: Business Users and Providers	125,811	(5)
Wider Public Finances (Indirect Taxation Revenues)	970	- (11) - sign changed from PA table, as PA table represents costs, not benefits
Present Value of Benefits (see notes) (PVB)	721,275	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)
Broad Transport Budget	139,686	(10)
Present Value of Costs (see notes) (PVC)	139,686	(PVC) = (10)
OVERALL IMPACTS		
Net Present Value (NPV)	581,589	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	5.16	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.

Option F

Analysis of Monetised Costs and Benefits

Noise	not quantified	(12)
Local Air Quality	not quantified	(13)
Greenhouse Gases	- 8,753	(14)
Journey Quality	not quantified	(15)
Physical Activity	not quantified	(16)
Accidents	not quantified	(17)
Economic Efficiency: Consumer Users (Commuting)	128,920	(1a)
Economic Efficiency: Consumer Users (Other)	86,825	(1b)
Economic Efficiency: Business Users and Providers	50,429	(5)
Wider Public Finances (Indirect Taxation Revenues)	15,267	- (11) - sign changed from PA table, as PA table represents costs, not benefits
Present Value of Benefits (see notes) (PVB)	272,688	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)
Broad Transport Budget	58,882	(10)
Present Value of Costs (see notes) (PVC)	58,882	(PVC) = (10)
OVERALL IMPACTS		
Net Present Value (NPV)	213,806	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	4.63	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.

Option G

Analysis of Monetised Costs and Benefits

Noise	not quantified	(12)
Local Air Quality	not quantified	(13)
Greenhouse Gases	- 2,300	(14)
Journey Quality	not quantified	(15)
Physical Activity	not quantified	(16)
Accidents	not quantified	(17)
Economic Efficiency: Consumer Users (Commuting)	26,194	(1a)
Economic Efficiency: Consumer Users (Other)	13,864	(1b)
Economic Efficiency: Business Users and Providers	1,280	(5)
Wider Public Finances (Indirect Taxation Revenues)	4,254	- (11) - sign changed from PA table, as PA table represents costs, not benefits
Present Value of Benefits (see notes) (PVB)	43,292	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)
Broad Transport Budget	22,366	(10)
Present Value of Costs (see notes) (PVC)	22,366	(PVC) = (10)
OVERALL IMPACTS		
Net Present Value (NPV)	20,926	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	1.94	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.