

# Lincoln Eastern Bypass – Final Funding Application

## Revised TEE, AMCB and Public Accounts Tables

### TEE Table

#### Economic Efficiency of the Transport System (TEE)

Non-business: Commuting	ALL MODES	ROAD	BUS/COACH	RAIL	OTHER
	TOTAL	Private Cars/LGVs	Passengers	Passengers	
<i>User benefits</i>					
Travel Time	129,019	129,019	0	0	0
Vehicle operating costs	9,703	9,703	0	0	0
User charges	0	0	0	0	0
During Construction & Maintenance	0	0	0	0	0
<b>NET NON-BUSINESS BENEFITS: COMMUTING</b>	<b>138,722</b>	<b>138,722</b>	<b>0</b>	<b>0</b>	<b>0</b>
<i>(1a)</i>					
Non-business: Other	ALL MODES	ROAD	BUS/COACH	RAIL	OTHER
	TOTAL	Private Cars/LGVs	Passengers	Passengers	
<i>User benefits</i>					
Travel time	553,838	553,838	0	0	0
Vehicle operating costs	42,355	42,355	0	0	0
User charges	0	0	0	0	0
During Construction & Maintenance	0	0	0	0	0
<b>NET NON-BUSINESS BENEFITS: OTHER</b>	<b>596,193</b>	<b>596,193</b>	<b>0</b>	<b>0</b>	<b>0</b>
<i>(1b)</i>					
Business	ALL MODES	ROAD	BUS/COACH	RAIL	OTHER
	TOTAL	Good Vehicles	Business Cars/LGVs	Passengers	Passengers
<i>User benefits</i>					
Travel time	690,106	352,256	337,850	0	0
Vehicle operating costs	64,822	45,539	19,283	0	0
User charges	0	0	0	0	0
During Construction & Maintenance	0	0	0	0	0
<b>Subtotal</b>	<b>754,928</b>	<b>397,795</b>	<b>357,133</b>	<b>0</b>	<b>0</b>
<i>(2)</i>					
<i>Private sector provider impacts</i>					
Revenue	0				
Operating costs	0				
Investment costs	0				
Grant/subsidy	0				
<b>Subtotal</b>	<b>0</b>			<b>0</b>	<b>0</b>
<i>(3)</i>					
<i>Other business impacts</i>					
Developer contributions	0				
<b>NET BUSINESS IMPACT</b>	<b>754,928</b>				
<i>(5) = (2) + (3) + (4)</i>					
<b>TOTAL</b>					
Present Value of Transport Economic Efficiency Benefits (TEE)	<b>1,489,843</b>	<i>(6) = (1a) + (1b) + (5)</i>			

Notes: Benefits appear as positive numbers, while costs appear as negative numbers.  
All entries are discounted present values, in 2010 prices and values (£,000s)

## Analysis of Monetised Costs and Benefits

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Noise	3,363	(12)
Local Air Quality		(13)
Greenhouse Gases	15,042	(14)
Journey Ambience		(15)
Accidents	1,889	(16)
Economic Efficiency: Consumer Users (Commuting)	138,722	(1a)
Economic Efficiency: Consumer Users (Other)	596,193	(1b)
Economic Efficiency: Business Users and Providers	754,928	(5)
Wider Public Finances (Indirect Taxation Revenues)	-39,233	- (11) - sign changed from PA table. as PA table
Option Values		(17)
Present Value of Benefits <sup>(see notes)</sup> (PVB)	<b>1,470,904</b>	(PVB) = (12) + (13) + (14) + (15) + (16) + (1a) +
Broad Transport Budget	79,789	(10)
Present Value of Costs <sup>(see notes)</sup> (PVC)	<b>79,789</b>	(PVC) = (10)
<b>OVERALL IMPACTS</b>		
<b>Net Present Value (NPV)</b>	<b>1,391,115</b>	NPV = PVB - PVC
<b>Benefit to Cost Ratio (BCR)</b>	<b>18.435</b>	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>		

## Public Accounts

### Public Accounts for the Appraisal of Major Highway Schemes

	ROAD INFRASTRUCTURE	
<b>Local Government Funding</b>	<b>TOTAL</b>	
Operating Costs	0	
Investment Costs	33,574	
Developer and Other Contributions	0	
<b>NET IMPACT</b>	<b>33,574</b>	(7)
<b>Central Government Funding: Transport</b>		
Operating costs	0	
Investment Costs	46,215	
Developer and Other Contributions	0	
<b>NET IMPACT</b>	<b>46,215</b>	(8)
<b>Central Government Funding: Non-Transport</b>		
Indirect Tax Revenues	39,233	
<b>TOTALS</b>	<b>39,233</b>	(9)
<b>Broad Transport Budget</b>	<b>79,789</b>	(10) = (7) + (8)
<b>Wider Public Finances</b>	<b>39,233</b>	(11) = (9)