

Melton Mowbray Distributor Road

APPENDIX G

AMCB Table



Analysis of Monetised Costs and Benefits

| | | |
|--|-------------|---|
| Noise | 3,797,505 | (12) |
| Local Air Quality | 591,206 | (13) |
| Greenhouse Gases | -6,839,403 | (14) |
| Journey Quality | - | (15) |
| Physical Activity | 344,125 | (16) |
| Accidents | -7,682,800 | (17) |
| Economic Efficiency: Consumer Users (Commuting) | 26,881,110 | (1a) |
| Economic Efficiency: Consumer Users (Other) | 34,440,531 | (1b) |
| Economic Efficiency: Business Users and Providers | 40,480,385 | (5) |
| Wider Public Finances (Indirect Taxation Revenues) | 14,703,494 | - (11) - sign changed from PA table, as PA table represents costs, not benefits |
| Journey Time Reliability | 7,252,030 | |
| Wider Impacts | 21,589,723 | |
| Present Value of Benefits (see notes) (PVB) | 135,557,905 | $(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)$ |
| Broad Transport Budget | 43,489,866 | (10) |
| Present Value of Costs (see notes) (PVC) | 43,489,866 | $(PVC) = (10)$ |
| OVERALL IMPACTS | | |
| Net Present Value (NPV) | 92,068,039 | $NPV = PVB - PVC$ |
| Benefit to Cost Ratio (BCR) | 3.12 | $BCR = PVB / PVC$ |

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.