# Appraisal Summary

## 8.1   Introduction

This chapter contains the Analysis of Monetised Costs and Benefits Table, a consideration of SDI issues and the **Travel WEST** scheme Appraisal Summary Table.

## 8.2   Analysis of monetised costs and benefits

This section sets out a summary of the costs and benefits of the scheme. These are summarised in the Analysis of Monetised Costs and Benefits Table (AMCB) (see Table 8-1).  The resultant PVB is £152.1m.

This table also includes a summary of the scheme costs and shows a PVC of £24.2m.  The resultant NPV is £127.9m and the BCR is 6.29.

The higher NPV and BCR value indicate **Travel WEST** will provide very good value for money.

*Table 8-1: Analysis of Monetised Costs and Benefits*

**Analysis of Monetised Costs and Benefits**

| | | |
|---|---:|---|
| Noise | - | (12) |
| Local Air Quality | - | (13) |
| Greenhouse Gases | 3,972 | (14) |
| Journey Ambience | - | (15) |
| Accidents | 4,373 | (16) |
| Economic Efficiency: Consumer Users (Commuting) | 97,363 | (1a) |
| Economic Efficiency: Consumer Users (Other) | - | (1b) |
| Economic Efficiency: Business Users and Providers | 60,858 | (5) |
| Wider Public Finances (Indirect Taxation Revenues) | -14,491 | - (11) - sign changed from PA table, as PA table represents costs, not benefits |
| Option Values | - | (17) |
| Present Value of Benefits (see notes) (PVB) | 152,076 | (PVB) = (12) + (13) + (14) + (15) + (16) + (1a) + (1b) + (5) + (17) - (11) |
| Broad Transport Budget | 24,195 | (10) |
| Present Value of Costs (see notes)  (PVC) | 24,195 | (PVC) = (10) |
| OVERALL IMPACTS | | |
| **Net Present Value  (NPV)** | 127,881 | NPV=PVB-PVC |
| **Benefit to Cost Ratio (BCR)** | 6.29 | 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.

## 8.3   Social and distributional impacts

The following figures provide information about the social composition of the area affected by the **Travel WEST** scheme:

- Figure 8-1:  Population Aged Under 16;
- Figure 8-2:  Population Aged 16-25;
- Figure 8-3:  Population Aged 70% and over;
- Figure 8-4:  Population Claiming DLA;
- Figure 8-5:  Population Claiming JSA;
- Figure 8-6:  Black & Minority Ethnic BME Population;

- Figure 8-7: Households with no car;

- Figure 8-8: Indices of Deprivation – Income; and

- Figure 8-9: Indices of Deprivation.

Data is displayed at Super Output Areas (SOA) level and identifies the top 20% SOAs in the West of England for that data theme.
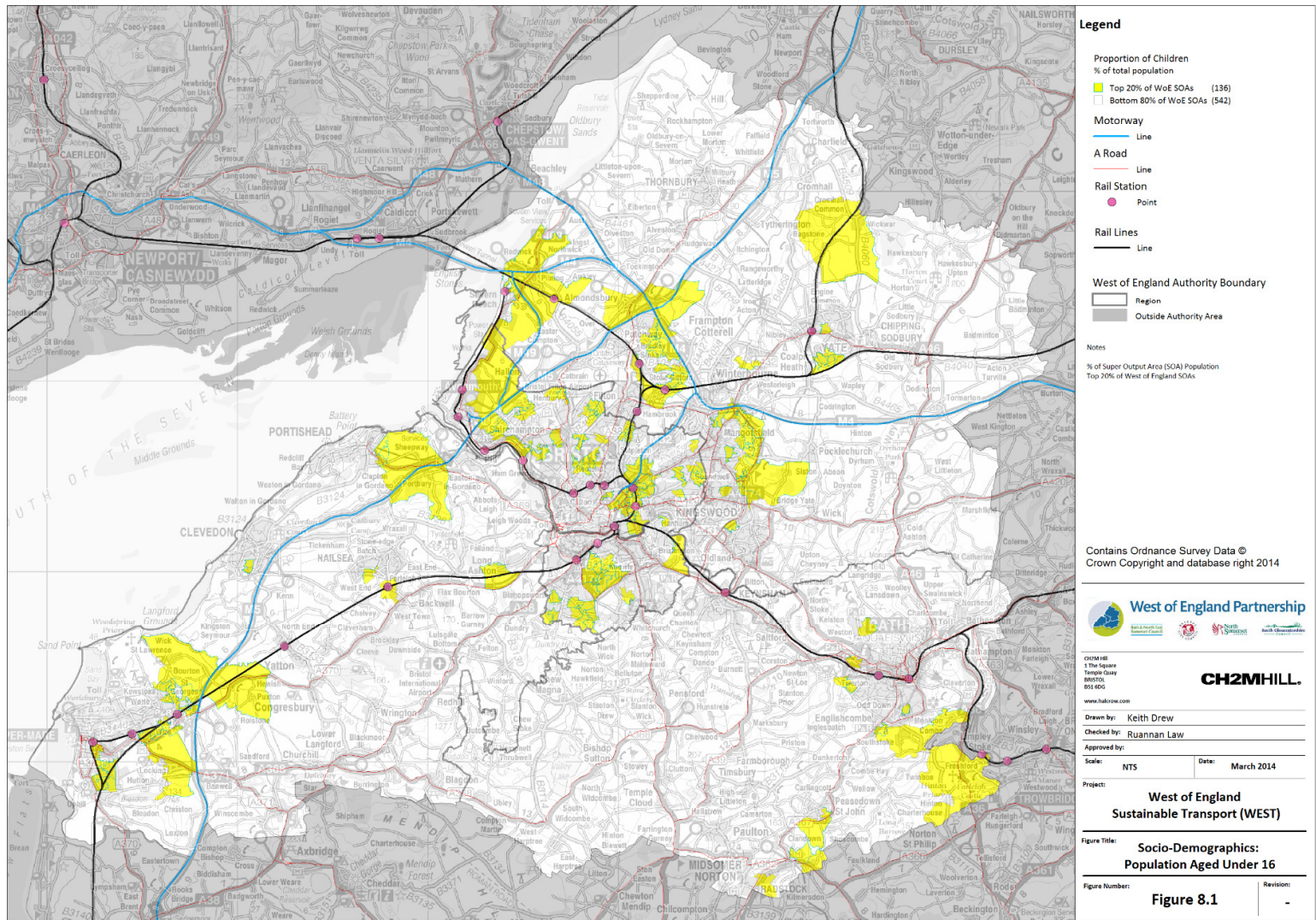
*Figure 8-1: Population Aged Under 16*
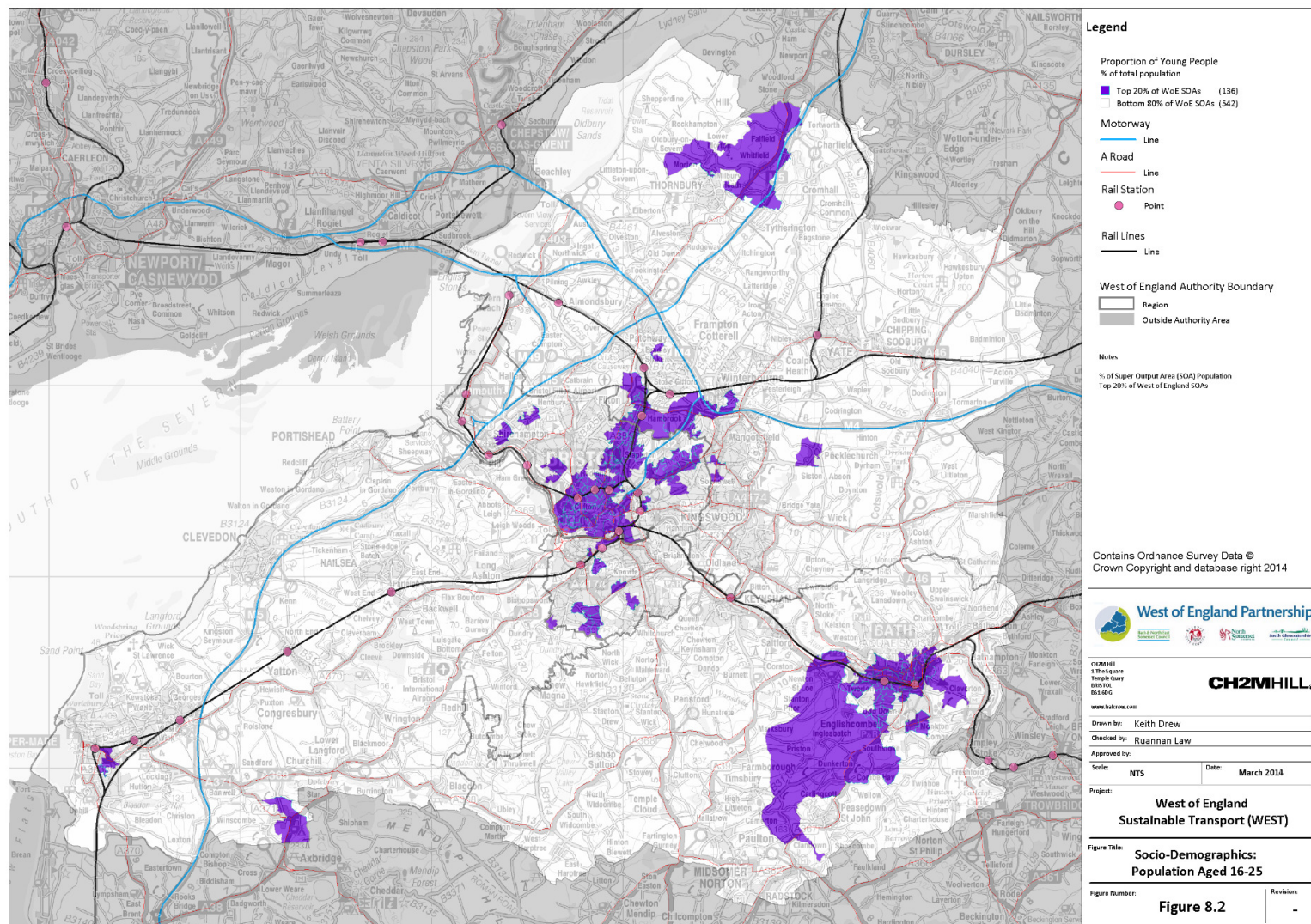
*Figure 8-2: Population Aged 16-25*

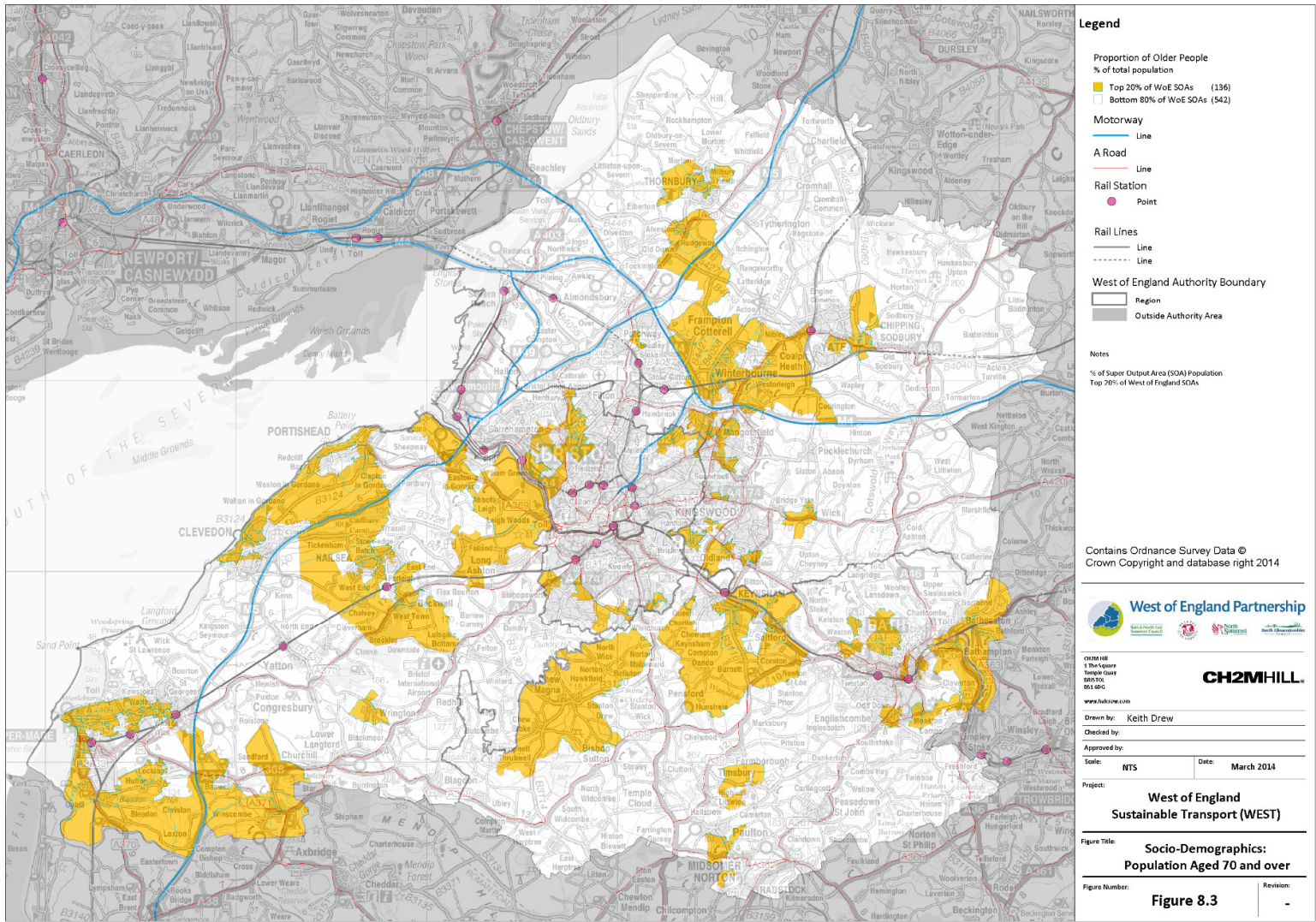*Figure 8-3: Population Aged 70% and over*

*Figure 8-4: Population Claiming Disability Living Allowance (DLA)*



**Legend**

Disability Living Allowance Claimants
% of total population

■ Bottom 20% of WoE SOAs (131)
☐ Top 80% of WoE SOAs (522)

Motorway
—— Line

A Road
—— Line

Rail Station
● Point

Rail Lines
—— Line

West of England Authority Boundary
☐ Region
▨ Outside Authority Area

Notes

% of Super Output Area (SOA) Population
Top 20% of West of England SOAs

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| Scale: NTS | Date: March 2014 |
|---|---|

Project:
**West of England Sustainable Transport (WEST)**

Figure Title:
**Socio-Demographics: Disability Living Allowance Claimants**

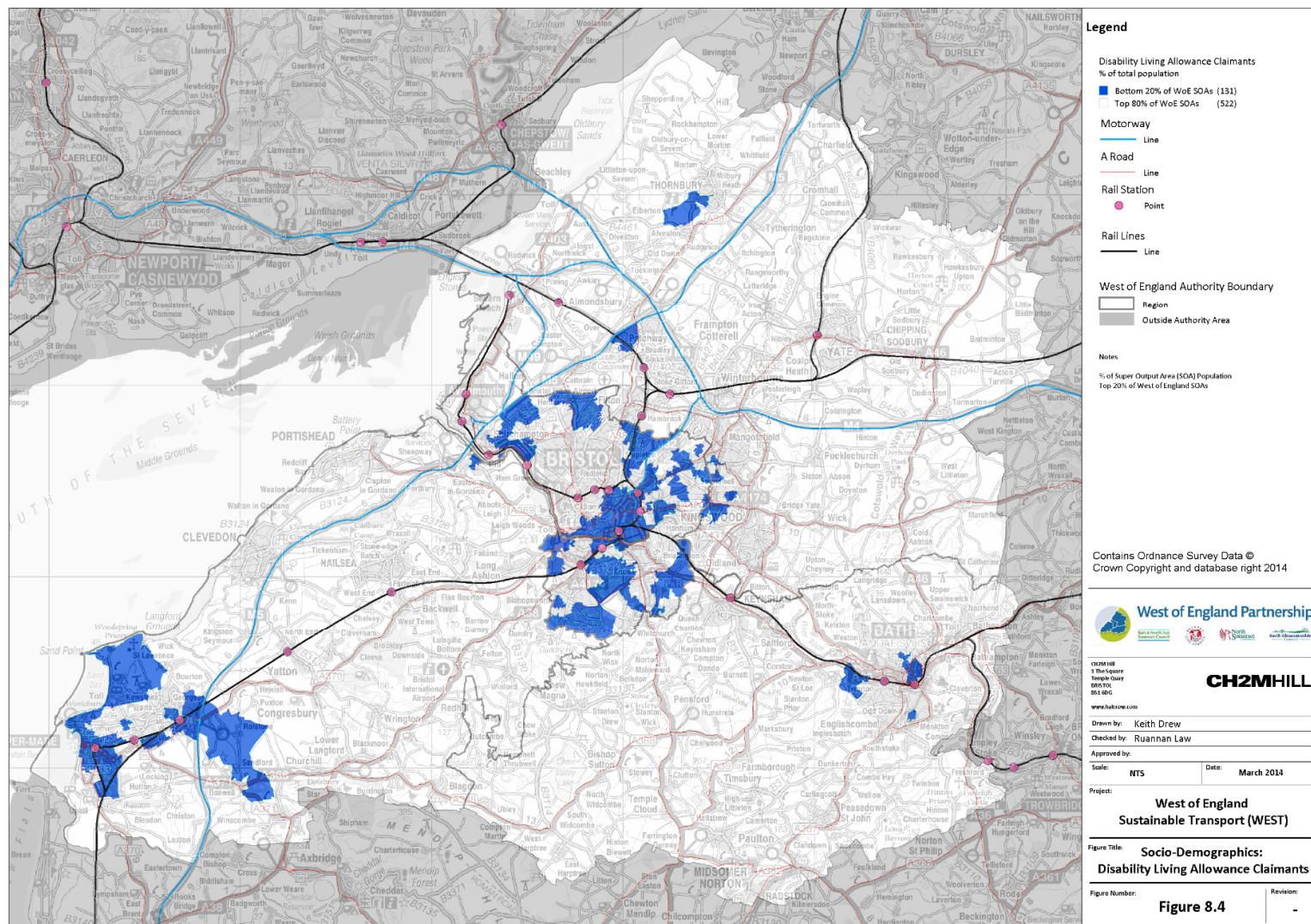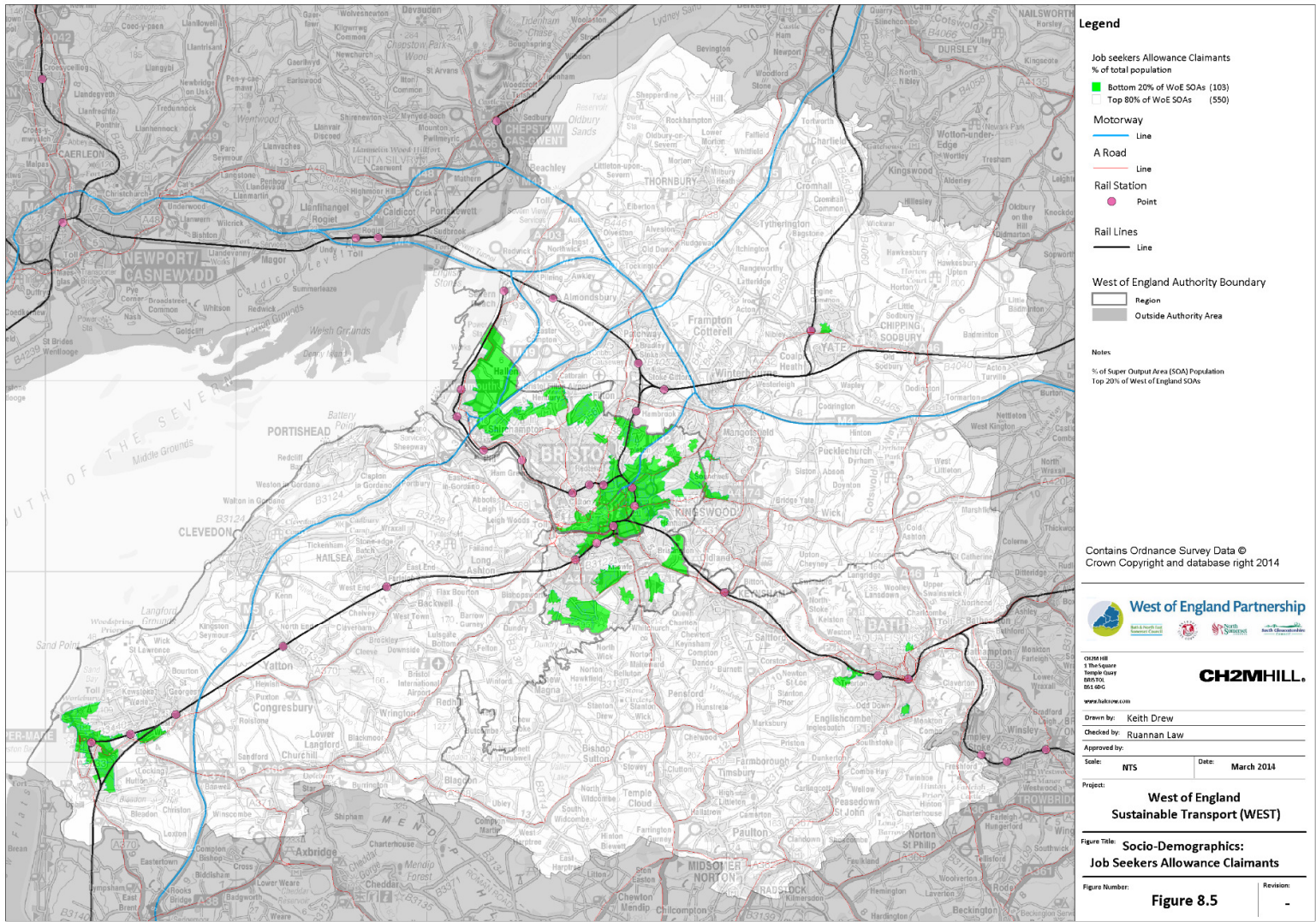| Figure Number: | Revision: |
|---|---|
| **Figure 8.4** | – |

*Figure 8-5: Population Claiming Job Seekers Allowance (JSA)*

*Figure 8-6: Black & Minority Ethnic BME Population*