Appendix A.15.1

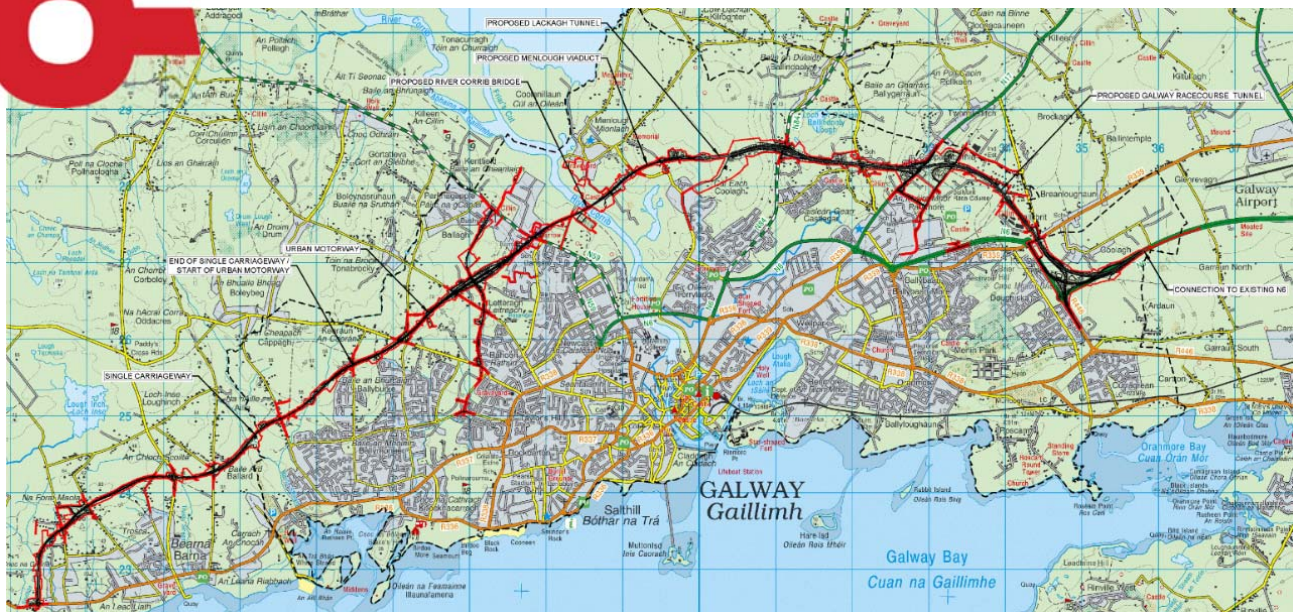
Cost Benefit Analysis (CBA) Report

A.15.1

N6 Galway City Ring Road **27/03/2018**

Reference number 300123

PHASE 3 DESIGN – COST BENEFIT ANALYSIS REPORT



ARUP SYSTRA

N6 GALWAY CITY RING ROAD

PHASE 3 DESIGN – COST BENEFIT ANALYSIS REPORT

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1. INTRODUCTION

1.1 Overview

1.1.1 This report sets out the economic assessment undertaken as part of the Design stage of the N6 Galway City Ring Road.

1.1.2 The analysis has been carried out in accordance with Transport Infrastructure Ireland (TII) Project Appraisal Guidelines (PAG) October 2016. This will be referred to as TII PAG in this report. The cost benefit analysis program TUBA v1.9.5 has been used for the analysis.

1.2 TUBA

1.2.1 Cost Benefit Analysis (CBA) forms one element of the appraisal process for road infrastructure projects. At Design Phase (Phase 3), the benefits and costs of the proposed scheme are assessed using agreed land use growth scenarios. The TUBA program compares the "Do-Minimum" scenario (i.e. not to progress with the scheme) with a number of "Do-Something" scenarios (i.e. the scheme options) and determines whether benefits resulting from the scheme will outweigh the costs of construction and future maintenance.

1.3 CBA at Design and Environmental Evaluation Phase

1.3.1 At Phase 3 Design, the CBA should be undertaken at a scale that is appropriate for the phase of scheme appraisal. It was agreed with TII that the CBA would be carried out for the opening year (2024) design year (2039) and forecast year (2054) for the low, medium and high growth scenarios as well as for the Galway Transport Strategy Sensitivity Test.

1.3.2 At this stage detailed local parameter values for traffic composition have been used. More robust scheme cost estimates are also utilised as design has advanced since Phase 2. A full CBA (three modelled years and three growth scenarios plus complementary scheme sensitivity test) has been undertaken for the preferred option which emerged at the previous Phase 2 Route Selection phase.

1.4 Scheme Description

Do Minimum Network

1.4.1 The future year 'Do-Minimum' network includes the 2012 base network plus all the schemes (highway and PT) that are already built, or are committed, or likely to be built by 2024 and 2039. The list of schemes to be included was developed in coordination with Galway City Council, Galway County Council, TII and NTA.

Do Something Network

1.4.2 The future year 'Do-Something' networks include the Do-Minimum plus the N6 Galway City Ring Road (GCRR) Preferred Route alignment. In addition to the validated 2012 base year network, the future year networks developed are:

- 2024 Opening Year Do-Minimum;
- 2024 Opening Year Do-Something;
- 2039 Design Year Do-Minimum;
- 2039 Design Year Do-Something;
- 2054 Forecast Year Do-Minimum; and
- 2054 Forecast Year Do-Something.

A map showing the N6 Galway City Ring Road (GCRR) is presented in Figure 1 .1

Figure 1.1: N6 Galway City Ring Road Preferred Route alignment

Do-Something with Galway Transport Strategy (GTS)

1.4.3 In 2016 the National Transport Authority (NTA), in association with Galway City Council and Galway County Council, prepared the Galway Transport Strategy (GTS). The GTS sets down a framework for how Galway's transport network can be redefined to address existing transport issues as well as catering for the future development of the city. In line with the aims and objectives of previous studies, the principal aim for the GTS is to seek to:

"Examine potential options to improve Galway's transport network and identify a package of measures within an agreed programme of infrastructural development which will enable the transport network of Galway City to serve travel demand in the most efficient, effective and sustainable manner"

1.4.4 The GTS outlines a host of proposed measures for active travel, public transport and general traffic in galway, to be implemented over a 20 year period. Some of the key proposals included in the Strategy are listed below:

- A Public Transport Corridor Through the City Centre with Public Transport Only allowed on the Salmon Weir Bridge, Eglington Street and College Road;
- Localised City Centre Traffic Management proposals;
- An outer orbital route (N6 GCRR) to enhance resilience of the GTS;
- Rationalise Bus Route network and increase service frequencies; and
- Provision for Park and Ride;

1.4.5 In addition to the Core Scenarios tested (listed above) a further sensitivity test has also been carried out to assess the performance of the proposed N6 GCRR in conjunction with all of the complementary schemes included in the Galway Transport Strategy. As the GTS is a 20 year strategy, this sensitivity test has only been carried out in the 2039 Design Year and 2054 Forecast Year. The GTS Sensitivity tests have been run using TII central growth forecasts.

1.5 Report Structure

1.5.1 This report is set out into the following sections:

2. *Software Specification* sets out the version of the CBA software used in the assessment and the version of the National Parameter Values Sheet.
3. *Transport Modelling.* The rationale behind the extent of the area modelled is set out. The extent of the network modelled as part of the appraisal is also presented.
4. *Data Collection* summaries the extent of data collected for the purposes of the CBA.
5. *CBA Input Assumptions* references the specific parameters and assumptions used in the CBA.
6. *Annualisation* outlines the methodology used for converting the scheme benefits forecast in the modelled time periods into annualised benefits.
7. *Safety CBA Benefits* presents the appraisal of benefits associated with the reduction in collisions associated with the scheme.
8. *Transport CBA Results* contains the summary of the results of the assessment for the scheme and includes details of the Impact on the Public Accounts.
9. *Appendices* provides all the supporting documentation that accompanies this report.

2. SOFTWARE SPECIFICATION

2.1 TUBA Specification

2.1.1 This Design Phase assessment was undertaken using the TUBA v1.9.5 cost benefit analysis programme. This programme uses a Discount Rate of 5%, with all figures discounted back to a base year of 2011. The analysis has been carried out in accordance with TII PAG Unit 6.3: Guidance on Using TUBA and with reference to TII PAG Unit 6.11 National Parameter Values Sheets (October 2016).

3. TRANSPORT MODELLING

3.1.1 In order to calculate the benefits of a proposed scheme, TUBA uses matrix based outputs (skims) directly from the Do-Minimum and Do-Something scenarios obtained using both the NTA Western Regional Model (WRM) and the Galway City Ring Road Model (GCRR) i.e. the traffic model for the N6 Galway City Ring Road project.

3.1.2 The diagram below summarises how the PT and Road skims have been obtained for the Cost Benefits Appraisal.

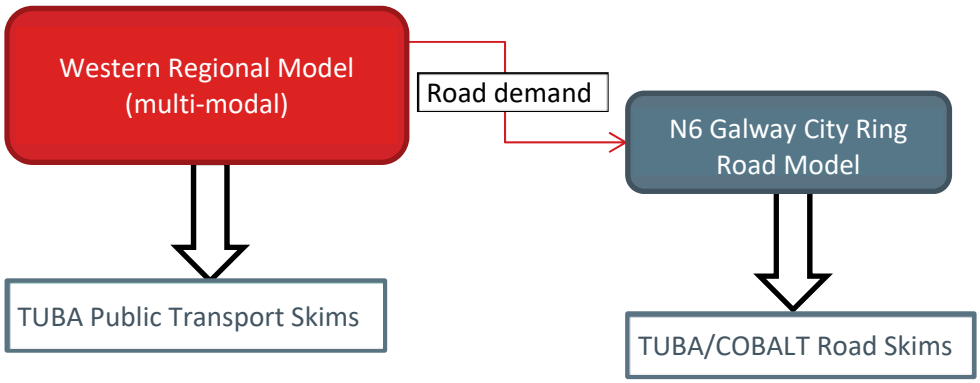

Figure 3.1:Western Regional Model and Galway City Ring Road model relationship

3.2 Western Regional Model

3.2.1 The West Regional Model is a strategic transport multi-modal model covering the counties Galway, Mayo, Roscommon, Sligo, Leitrim and Donegal, with a focus on the city of Galway. It is part of a hierarchical multi-modal transport modelling system for Ireland that will allow the appraisal of a wide range of potential future transport and land use options.

3.2.2 The regional models are focussed on the travel-to-work areas of major population centres (e.g. Dublin, Cork, Galway, Limerick, and Waterford). The models have been developed under the Modelling Services Framework (MSF) by the NTA, SYSTRA and Jacobs Engineering Ireland.

3.3 Galway City Ring Road Model

3.3.1 In order to progress the modelling for Phase 3 of the N6 GCRR, it was necessary to improve aspects of the WRM model so that the road model meets the required TII model calibration and validation criteria.

3.3.2 To achieve this, the WRM highway models for each time period (AM, LT, SR & PM[1]) were refined in the area of influence of the N6 Galway City Ring Road (GCRR) to provide the base models for the N6 GCRR assessment. This refinement process is described in more detail in the Transport Modelling Report (TMR).

[1] The following time periods are represented in the WRM - AM Morning peak (07:00-10:00), LT, Lunch Time, Morning Inter peak (10:00-13:00), SR, School Run, Afternoon Inter peak (13:00-16:00) and PM Evening peak (16:00-19:00). There is also a an Off Peak (19:00-07:00), however this is not used for the CBA.

3.3.3 The GCRR highway model and WRM assignment models have been calibrated and validated to a 2012 base year. The calibration and validation process followed the guidelines in the TII PAG, and where appropriate the DfT's WebTAG.

3.4 CBA Network

3.4.1 The modelled area used in TUBA is identical to the modelled area developed for the WRM. In both the WRM and the GCRR, the model contains a total of 749 zones. Reference should be made to the N6 Galway City Ring Road - Traffic Modelling Report (TMR) for details of the development of the demand, network and zoning system.

3.4.2 The extent of the model network is illustrated in Figure 3.2 (Green and blue area) and covers the area that may be impacted by the introduction of the proposed scheme. The area in blue represents the simulation network in the traffic model, i.e. with a detailed representation of junction capacities. The area in green represents the buffer network which includes link based speed-flow capacity data. The remaining area is external to the model network.

3.4.3 The traffic model results were checked in detail for assignment convergence statistics and the associated impacts on scheme appraisal in TUBA. Areas of 'noise', i.e. potential impacts due to model convergence issues, in the traffic models were reviewed and eliminated prior to undertaking TUBA model runs.

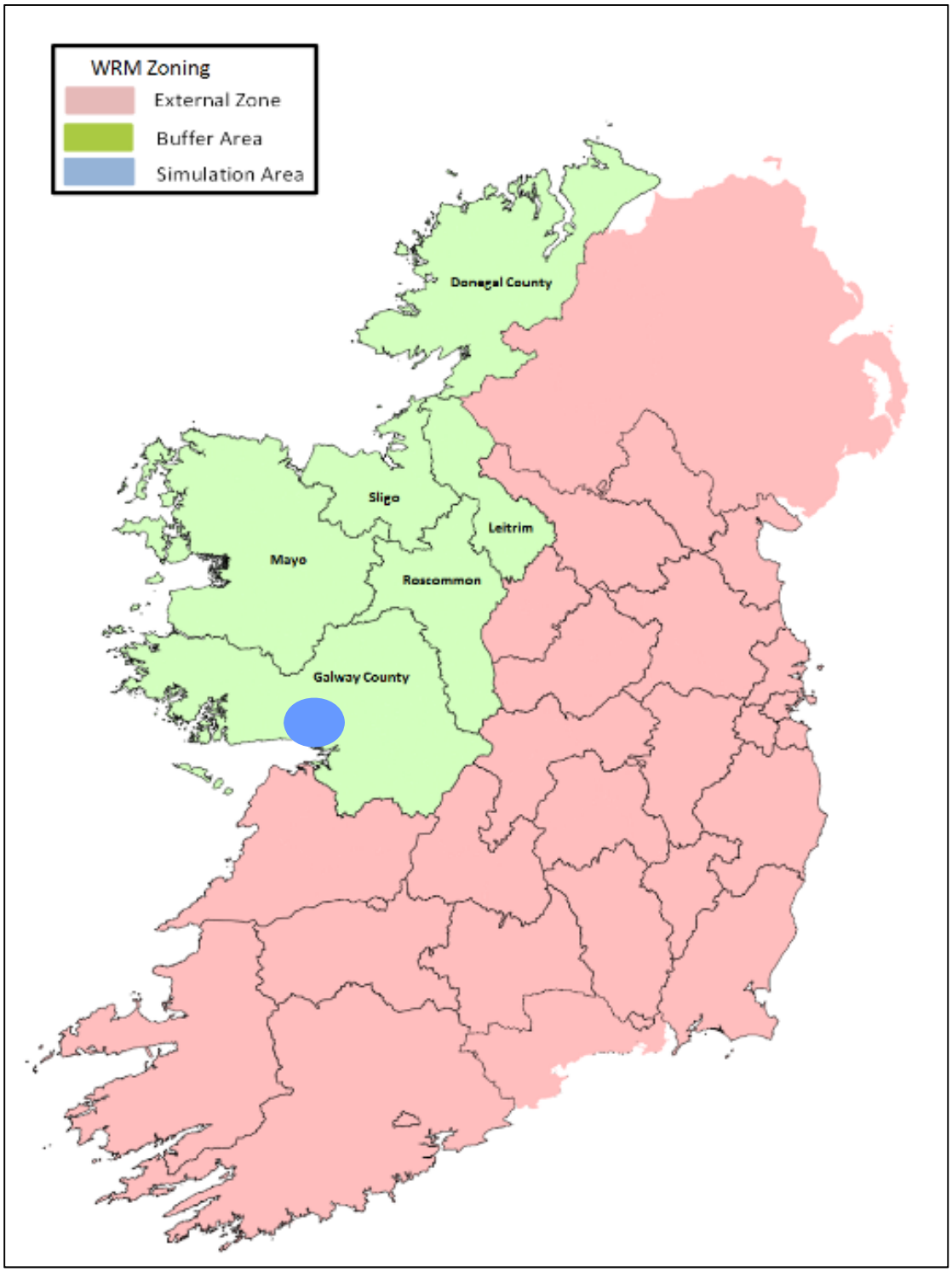

Figure 3.2: Extent of the Modelled Area (Green and Blue Areas)

4. DATA COLLECTION

4.1.1 TUBA uses trip matrices and travel cost skims (time, distance and tolls) extracted directly from the WRM and GCRR model of the proposed scheme to calculate user benefits. Therefore no additional data was required in order to develop the TUBA model.

4.1.2 Reference should be made to the N6 Galway City Ring Road - Traffic Modelling Report (TMR) for details of data collected as part of the development of the traffic model.

5. CBA INPUT ASSUMPTIONS

5.1 Economic Input Parameters

5.1.1 All general parameters such as value of time, value of time growth rates, discount rates, fuel cost changes, fuel consumption, vehicle operating costs fuel/non fuel, trip purpose distribution, tax rates, change in tax rates, vehicle occupancy rates, vehicle proportions and collision rates were taken from the TII Unit 6.11 National Parameters Value Sheets in the 2016 Project Appraisal Guidelines.

5.1.2 TII provided the consultant with a TUBA Economics parameters file in October 2016. This file was slightly altered to make it consistent with NTA Regional Model System outputs and to adapt it to the area of the project covered by the Western Regional Model.

5.1.3 The parameters that have been changed in the TII standard parameters file (October 2016) are:

- TUBA Version
- Traded carbon value
- Modes
- Vehicles types/sub-modes
- Time Periods
- Default Purpose Split
- Default Person Factors

5.1.4 The table below describes the origin of all economic parameters used in the TUBA appraisal.

Parameter	Source	Comment
TUBA Version	DfT	TUBA version 1.9.5
Base Year	TII PAG TUBA Parameters file (Oct. 2016)	Price base year of 2011 Same as TII PAG Unit 6.11 CAF[2] Parameters, Section 2.5 (2016)
Present Value Year	TII PAG TUBA Parameters file (Oct. 2016)	Present value year of 2011 (same as Base Year) Same as CAF Parameters, Section 2.5 (2016)
GDP Base	TII PAG TUBA Parameters file (Oct. 2016)	From Central Statistics Office (CSO) Consumer Price Index. Average of annual series for all items (Base 2011=100).
Average Indirect Tax Rate	TII PAG TUBA Parameters file (Oct. 2016)	18.3%. From TII PAG Unit 6.11, Section 1
Base year untraded carbon values in €/tonne	TII PAG TUBA Parameters file (Oct. 2016)	2011 CAF Values (€5.66 /tonne).
Base year traded carbon values in €/tonne	**Duplicate of untraded values.**	2011 CAF Values (€5.66 /tonne).
Modes	**NTA Regional Models System v2.0 (October 2016)**	Consistent with the assigned matrices for road and public transport
Vehicle Types / Sub-modes	**NTA Regional Models System v2.0 (October 2016)**	
Person Types	TII PAG TUBA Parameters file (Oct. 2016)	Standard TUBA Values
Journey Purposes	TII PAG TUBA Parameters file (Oct. 2016)	Standard TUBA Values. Journey purposes consistent with values of time provided in PAG and CAF Parameters
Fuel Type	TII PAG TUBA Parameters file (Oct. 2016)	TII PAG Unit 6.11, Table 8. Fuel types consistent with data provided in PAG and CAF Parameters
Time Periods	**NTA Regional Models System v2.0 (October 2016)**	Based on assigned model periods AM, LT, SR and PM
Breakpoints	TII PAG TUBA Parameters file (Oct. 2016)	Standard TUBA Values
Charges	TII PAG TUBA Parameters file (Oct. 2016)	Standard TUBA Values
Discount Rate	TII PAG TUBA Parameters file (Oct. 2016)	Department of Public Expenditure and Reform (DPER) Public Spending Code (2013)
Values of Time	TII PAG TUBA Parameters file (Oct. 2016)	TII PAG Unit 6.11, Table 3

[2] CAF- Department of Transport, Tourism and Sport: Common Appraisal Framework for Transport Projects and Programmes – March 2016

Parameter	Source	Comment
		Factor costs for business trips. Commuting and Other values in market prices (perceived cost).
Value of Time Growth	TII PAG TUBA Parameters file (Oct. 2016)	TII PAG Unit 6.11
Average Indirect Tax Changes	TII PAG TUBA Parameters file (Oct. 2016)	TII PAG Unit 6.11
Charge Tax Rates	TII PAG TUBA Parameters file (Oct. 2016)	TII PAG Unit 6.11
Charge Tax Rate Changes	TII PAG TUBA Parameters file (Oct. 2016)	TII PAG Unit 6.11
Fuel Costs	TII PAG TUBA Parameters file (Oct. 2016)	TII PAG Unit 6.11
Fuel Cost Changes	TII PAG TUBA Parameters file (Oct. 2016)	TII PAG Unit 6.11
Carbon Dioxide Value Changes	TII PAG TUBA Parameters file (Oct. 2016)	TII PAG Unit 6.11
Fleet	TII PAG TUBA Parameters file (Oct. 2016)	TII PAG Unit 6.11
Fleet Changes	TII PAG TUBA Parameters file (Oct. 2016)	TII PAG Unit 6.11
Fuel Consumption	TII PAG TUBA Parameters file (Oct. 2016)	TII PAG Unit 6.11
Fuel Efficiency	TII PAG TUBA Parameters file (Oct. 2016)	TII PAG Unit 6.11
Non Fuel Vehicle Operating Costs	TII PAG TUBA Parameters file (Oct. 2016)	TII PAG Unit 6.11
Non Fuel VOC Changes	TII PAG TUBA Parameters file (Oct. 2016)	TII PAG Unit 6.11
Non Fuel Tax Rates	TII PAG TUBA Parameters file (Oct. 2016)	TII PAG Unit 6.11
Non Fuel Tax Rate Changes	TII PAG TUBA Parameters file (Oct. 2016)	TII PAG Unit 6.11
Default Purpose Split	**NTA West Regional Model global journey purposes**	Derived from NTA Household survey 2012. See methodology below
Default Person Factors	**NTA West Regional Model vehicle occupancy rates**	Derived from NTA Household survey 2012. See methodology below
Default Person Factors Change	TII PAG TUBA Parameters file (Oct. 2016)	No changes assumed
Preparation & Supervision Cost Proportions	TII PAG TUBA Parameters file (Oct. 2016)	TUBA standard values

5.2 Default Purpose Split and Person Factors

5.2.1 TII PAG Unit 6.3 suggests to use local data if possible for default purpose splits and person factors. A robust estimate of those parameters has been derived from the NTA National Travel Households Survey 2012 (NHTS).

5.2.2 For this study, the estimation of default purpose splits and persons factors has been undertaken based on the WRM area when possible.

5.2.3 The TUBA skims are based on the modelled assigned hours. It corresponds to the peak hour in the AM (8:00-9:00) and in the PM (5:00-6:00), therefore, the purpose splits and persons factors should be derived from those peak hours. For the morning inter-peak "Lunch Time" (LT, average hour over 10:00-13:00) and "School-Run" (SR, average hour over 13:00-16:00) periods, the assigned hour is based on an average over the period so the analysis is similarly based on an average over these periods.

5.2.4 However, due to the limited amount of recorded data, if the sample was smaller than 100 records, the area and the periods in which the parameters have been estimated needed to be extended. Also, the NHTS does not provide data for OGVs, in that case, the default parameters from PAG Unit 6.11 were kept.

5.2.5 See the details of the estimation of parameters in Table 1 and Table 2 below.

Table 1 Estimation of default purpose split for the WRM

Default Purpose Split	Source	Area	Period
Car	NHTS 2012	WRM	Peak hour for AM and PM, average over 3h period for LT and SR
LGV	NHTS 2012	Ireland excluding ERM area	Average over 3h period for all periods
OGV1 and OGV2	PAG Unit 6.11 (2016) (no data in NHTS)	Ireland	-
Bus **Light Rail** **Heavy Rail**	NHTS 2012	Ireland excluding ERM area	Average over 3h period for all periods. Same values used for all PT sub-modes.

Table 2 Estimation of default person factors for the WRM

Person factor	Source	Area	Period
Car	NHTS 2012	WRM	Peak hour for AM and PM, average over 3h period for LT and SR
LGV, OGV1 and OGV2	PAG Unit 6.11 (no data in NHTS)	Ireland	-

5.2.6 The TUBA Economic Input file is presented in Appendix A of this report, while the TUBA Scheme Input files are provided in Appendix B.

5.3 Scheme Costs – Capital Costs

5.3.1 As stipulated in the Project Appraisal Guidelines, costs are represented in 2011 prices and values exclusive of VAT are used in CBA appraisal. The Total Scheme Budget (TSB) and Target Costs (TC) are set out below, in current (2016) cost estimates. These cost have been developed and agreed with TII. A detailed breakdown of the scheme costs are presented in Appendix C.

5.3.2 The TSB was prepared based on the base costs of construction, supervision, archaeology, advance works, residuals, land & property and planning & design but supplemented by a TII Programme Risk and Total Inflation allowance. The TSB is outlined in Table 3 below, inclusive of VAT. Note that for appraisal purposes and in accordance with PAG Unit 6.7, costs have been input into TUBA exclusive of VAT.

Table 3: Capital Costs – Total Scheme Budget Estimate (2016 prices)

Cost	€ M (INCL. VAT)
Total Scheme Budget	€593.33
Target Cost	€558.29
Inflation allocated to Target Cost	€39.58

5.3.3 As required by the current guidance from the Department of Transport Tourism and Sport (DTTAS) Common Appraisal Framework (CAF) (2016), a shadow price factor of 1.3 has been applied for public funds. In line with the CAF, the economic appraisals has been estimated on the basis of a shadow price of labour of 0.8.

5.3.4 The process of accounting for the changes in the price of construction relative to movements in the general price index is undertaken by application of the Relative Price Factor (RPF). As specified by TII PAG 6.2, an RPF value of unity was applied.

5.3.5 Accounting for shadow pricing, excluding VAT, the cost input in TUBA is summarised in Table 4.

Table 4: Total Scheme Budget – TUBA input 2011 factor price

TUBA Cost Categories	Cost €,000
Construction	€378,735
Supervision	€11,521
Land	€202,807
Planning	€19,312
Subtotal	**€612,376**

5.4 Do Minimum Costs

5.4.1 No additional cost associated with the Do Minimum scenario only was included in the appraisal.

5.5 Scheme Costs – Maintenance and Operating Costs

5.5.1 Annual maintenance costs for each route option have been included in the appraisal. The default maintenance costs by road type in TII PAG Unit 6.11 have been used based on the lengths of standard cross-section.

5.5.2 Annual O&M cost for tunnels and bridges has been provided by ARUP in November 2016. The same assumptions as for the main construction contract have been applied in terms of percentage of public funding, labour content and shadow prices.

5.5.3 Table 5 summarises the annual operating and maintenance cost estimate in 2011 factors prices.

Table 5: Operating and Maintenance cost estimate

Operating and Maintenance cost estimate	Annual cost 2011 prices, factor costs (€1,000)
Tunnel O&M per year	2,401
Bridges and viaduct O&M per year	62
Single carriage way	104
Dual carriageway	443
Total	**3,010**

5.5.4 Over the 30 years of the appraisal, the total O&M costs are estimated at € 90,307,000 (2011 factor costs).

5.6 Residual Value

5.6.1 For major transport schemes, the residual value is a measure of the net present value of the infrastructure over a specified period beyond the 30-year appraisal period. In this case a residual value period of 30 years is applied based on the guidance outlined in Table 6.1.2 of TII PAG Unit 6.1: Guidance on Conducting CBA. The residual value is included in the final table of results.

6. ANNUALISATION

6.1 Introduction

6.1.1 Annualisation factors are used to convert the benefits from the modelled time periods to annual benefits. The benefits in each modelled time period are multiplied by the annualisation factor relevant to the modelled time and then summed to give the total annual benefits. As previously discussed four hours were modelled using the models, these are as follows:

- Weekday AM Peak Hour (08:00 – 09:00);
- Weekday Average Inter Peak Hour 1 ("Lunch Time": Average hour between 10:00 and 13:00)

  Weekday Average Inter Peak Hour 2 ("School Run": Average hour between 13:00 and 16:00)
- Weekday PM Peak (17:00 – 18:00)

6.1.2 For the previous CBA undertaken for the N6 Galway City Transport Project, at the Route Selection Phase (Phase 2), only AM and IP modelled hours were available. At the Phase 3 Design Phase, further detailed analysis of annualisation has been undertaken incorporating the use of two inter-peak hours (IP1 and IP2) and a PM peak model.

6.1.3 In addition, the multi-modal nature of the model allowed an inclusion of the benefits for Public Transport users. Therefore, the annualisation factors should be a combination of road and PT annualisation factors.

6.1.4 The initial runs of TUBA have shown that the benefits of the scheme for PT users will be small in comparison with road benefits (~ 1%). As a consequence, the scheme benefits have been conservatively estimated on the basis of road traffic benefits only and do not take PT benefits in account.

6.2 Traffic profiles

Weekday AM period

6.2.1 The AM peak hour model has been used to estimate full AM period benefits for peaked weekdays. The period of demand from 7-8AM has been accounted for using factors developed to expand from AM peak hour to AM peak periods.

6.2.2 These peak hour factors were calculated using local traffic data which was collected from different sites around Galway City during the month of November (Between 12th – 18th of November, 2012). Based on the PAG Unit 16.1 methodology for multiple counts, a linear statistical regression analysis has been performed based on the ATCs in order to estimate these peak hour factors.

6.2.3 The appendices of the TMR provides further information on the methodology used for deriving AM peak period averages from assigned AM peak hour (AADT) estimation process.

Table 6: AM peak to AM period weekday factor

MODELLED TIME PERIOD	FACTOR
Road AM Peak Hour to AM period weekday average	**1/0.423=2.364**

6.2.4 A factor of 251 has been used to factor average daily data to total annual working days as there are 251 peaked weekdays per annum.

This gives:
AM road annualisation factor =2.364*251 = **593**

Weekday PM period

6.2.5 Similarly to the AM, the PM peak hour model has been used to estimate full PM period benefits for peaked weekdays.

Table 7: PM peak to PM period weekday factor

MODELLED TIME PERIOD	FACTOR
Road PM Peak Hour to PM period weekday average	**1/0.363=2.755**

As a consequence,
PM road annualisation factor =2.755*251 = **691**

Weekday Inter-Peak periods

6.2.6 The LT (Lunch Time) modelled hour is calibrated to represent an average hour between 10 am and 1 pm, therefore, the benefits of the full 10 am - 1 pm period for weekdays has been estimated using the number of peaked weekdays per year, multiplied by three for the number of hours per period (251x3=**753**).

6.2.7 The SR (School Run) modelled hour is calibrated to represent an average hour between 1pm and 4pm, therefore, the benefits of the full 1pm-4pm period for weekdays has been estimated using the number of peaked weekdays per year, multiplied by three for the number of hours per period (251x3=**753**).

Off-Peak periods

6.2.8 An analysis has been undertaken on weekday and weekend traffic flow profiles in Galway in order to assist in developing appropriate annualisation factors. A selection of ATC sites around the Galway urban area were collated to develop weighted average traffic flows for a typical weekday and weekend. The resulting daily traffic profiles are presented in Figure 6.1: Galway Daily Traffic Profiles.

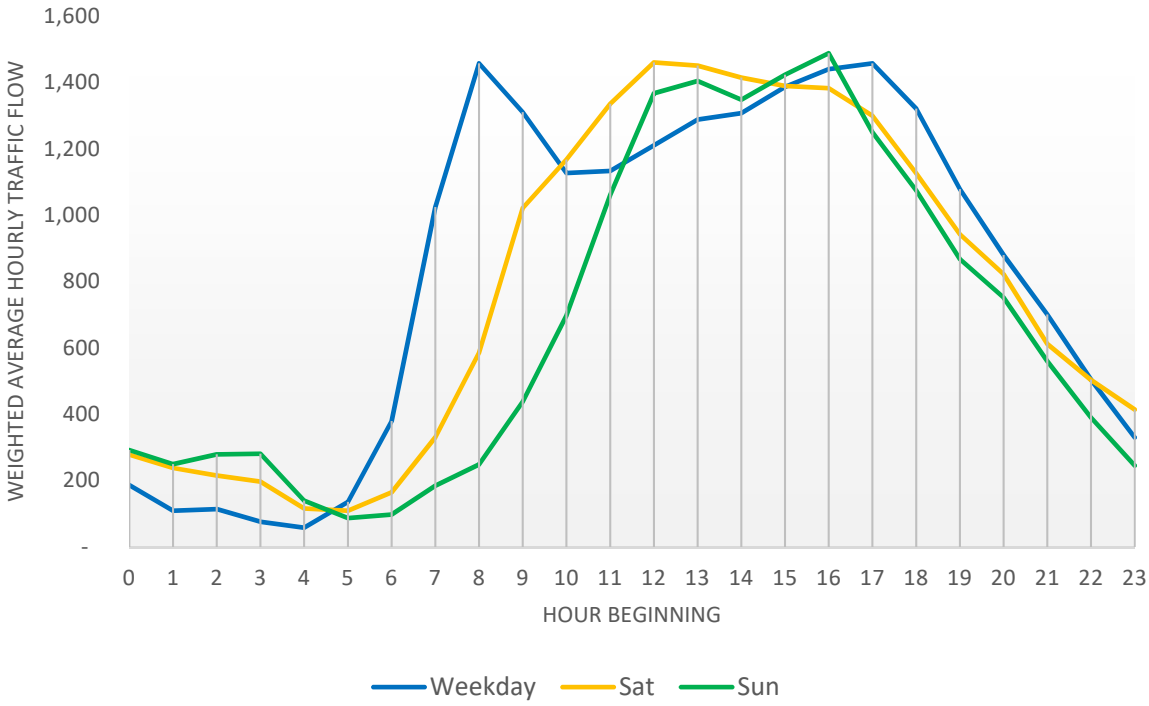

Figure 6.1: Galway Daily Traffic Profiles

6.2.9 As indicated in TII PAG 6.1, modelled periods can be ignored if it can be assumed that their contributions to overall benefits/disbenefits are negligible (this is likely to be the case for much of the off-peak).

6.2.10 The off-peak (OP) period is not modelled for this study and Figure 6.1 shows that the level of traffic (and the subsequent congestion) at that period are relatively low compared to the rest of the day. As a consequence, it is assumed that the off-peak benefits are negligible and will not be included in the annualisation factors.

Weekends and holidays periods

6.2.11 Given the traffic profile in Figure 6.1, the benefits, or disbenefits, from weekends and holidays periods (un-modelled) are likely to be significant. TII PAG 6.1 recommends to adapt the model output from modelled periods to reflect non-modelled periods where benefits or disbenefits are likely to accrue.

6.2.12 The main difference between weekday and weekend flow profiles is the presence of a clear morning peak period on weekdays. The inter peak (10:00-16:00) and weekend traffic exhibit similar profiles.

6.2.13 The weekday average inter peak hour (10:00-16:00) profiles are similar to those at the weekends. It is considered appropriate to use the weekday average inter peak modelled hour to estimate the benefits during weekend, using the appropriate factors described below.

6.2.14 Factors have been developed to derive annual average daily benefits using a regression analysis of the 72 no. days of ATC count data. This analysis involved the derivation of factors to convert from average inter peak hour to weekend average 24 hours.

6.2.15 These factors are presented in Table 8.

Table 8: Average Inter-peak to Weekend factor

MODELLED TIME PERIOD	FACTOR
Average IP Hour to Weekend Average 24 Hour	**12.843**

6.2.16 A factor of 114 has been used to represent the weekends and bank holidays (52 weekends x 2 days + 10 bank holidays).

6.2.17 The annual calculation of benefits is as follows:

- Average Inter Peak Hour Benefits to Annual weekend benefits: 114 x 12.843 = 1,464.

6.2.18 As a consequence, the LT modelled hour has been factored by 753 (for weekdays LT period) + 1,464/2=732 (weekends), totalling 1,485

6.2.19 Similarly, the SR modelled hour has been factored by 753 (for weekdays SR period) + 732 (weekends), totalling 1,485

Annualisation factors summary

6.2.20 The resulting combined annualisation factors that were used in the TUBA model runs are presented in Table 9.

Table 9: Combined annualisation factors used in TUBA models

MODELLED TIME PERIOD	ANNUALISATION FACTOR
AM Peak Hour	**593**
Average Inter Peak Hour (10:00-13:00)	**1,485**
Average Inter Peak Hour (13:00-16:00)	**1,485**
PM Peak Hour	**691**

7. SAFETY CBA BENEFITS

7.1 Overview

7.1.1 An assessment of potential safety benefits has been undertaken using the Irish version of COBALT software.

7.2 Methodology

7.2.1 The COBALT assessment is based on a comparison of collisions by severity and associated costs across an identified network in a 'Without-Scheme' and 'With-Scheme' scenario, using details of link characteristics, collision rates, casualty costs and projected traffic volumes.

7.2.2 As the CSO do not provide growth forecasts up to 2054 or beyond, the safety analysis for the Low Growth scenario has been based on 2024 and 2039 model outputs only. For all other scenarios this process was undertaken using the opening (2024), design (2039) and forecast (2054) year models. Collision costs for the entire 30 year appraisal period (2024 - 2054) were calculated based on interpolated costs between the opening year and 2054.

7.2.3 The latest available COBALT version and input parameters file from TII PAG has been used to undertake the safety appraisal.

7.3 Local Collision Rates

7.3.1 The COBALT software parameters file contains standard collision rates for various road types. Where relevant road traffic accident information is available from the Road Safety Authority (RSA), the standard collision rates have been replaced with local collision data in order to provide a more accurate estimate of safety benefits of the proposed N6 GCRR. The table below outlines the collision rates obtained from the RSA for national roads in the Study Area and used in the COBALT analysis.

Table 10: Local Collision Rates

ROAD	COLLISION RATE (PER 10^6 VEH.KM)
N6	0.053
N17	0.090
N18	0.058
N59	0.100
N84	0.128

7.4 Safety Benefits

7.4.1 The results of the safety assessment are presented in Table 11 to Table 14 overleaf. The results show the discounted safety benefits in 2011 prices, exclusive of residual value.

Table 11: Discounted Safety Benefits (2011 Values) – Low Growth

SCENARIO	COLLISION COSTS (€'000)	SAFETY BENEFITS (€'000)
Do Minimum	2,017,969	-
Do Something	2,100,753	16,212

Table 12: Discounted Safety Benefits (2011 Values) – Central Growth

SCENARIO	COLLISION COSTS (€'000)	SAFETY BENEFITS (€'000)
Do Minimum	2,112,401	-
Do Something	2,097,657	14,744

Table 13: Discounted Safety Benefits (2011 Values) – High Growth

SCENARIO	COLLISION COSTS (€'000)	SAFETY BENEFITS (€'000)
Do Minimum	2,159,801	-
Do Something	2,143,234	16,566

Table 14: Discounted Safety Benefits (2011 Values) – GTS (Central growth)

SCENARIO	COLLISION COSTS (€'000)	SAFETY BENEFITS (€'000)
Do Minimum	2,114,752	-
Do Something	2,100,753	13,999

7.4.2 In all growth scenarios, the results indicate a positive impact on safety.

8. TRANSPORT CBA RESULTS

8.1 Overview

8.1.1 The results of the Cost Benefit Analysis are presented below based upon the annualisation factors outlined in Section 6. The results take into account scheme safety benefits and residual value.

8.1.2 Three growth scenarios and one complementary scheme sensitivity test (Galway Transport Strategy) have been agreed with TII. The TMR specifies how these scenarios have been developed:

- Low growth scenario:
- Central growth scenario;
- High growth; and
- GTS Sensitivity Test.

8.2 Low Growth Scenario

8.2.1 As detailed within the TMR, the Low Growth scenario is based on CSO M2F2 growth forecasts with the distribution of growth provided by the NTA planning department. As the CSO do not provide growth forecasts up to 2054 or beyond, the cost benefit analysis for the Low Growth scenario has been based on 2024 and 2039 model outputs only.

8.2.2 The benefits of the proposed scheme based on the low growth scenario are outlined in Table 15, for the estimated Target Costs and Total Scheme Budget.

Table 15: Low Growth - Cost Benefit Analysis Summary (€ '000)

LOW GROWTH SCENARIO	TARGET COST	TOTAL SCHEME BUDGET
Consumer User Benefits	701,182	701,182
Business User Benefits	294,002	294,002
Indirect Tax Revenues	2,725	2,725
Carbon Benefits	7	7
Safety Benefits	16,212	16,212
Residual Value	480,089	480,089
Present Value of Benefits (PVB)	1,494,217	1,494,217
Present Value of Costs (PVC)	425,686	452,562
Net Present Value (NPV)	1,068,531	1,041,655
Benefit to Cost Ratio (BCR)	**3.51**	**3.3**

8.2.3 Impact on Public Accounts:

8.2.4 The "Impact on Public Accounts" for the proposed scheme, over a 30 year appraisal period, is summarised in Table 16 below.

Table 16: Impact on Public Accounts (€ '000) – Low Growth Scenario

LOW GROWTH SCENARIO	TARGET COST	TOTAL SCHEME BUDGET
Revenue	-2,636	-2,636
Operating costs	30,466	30,466
Investment costs	397,856	424,732

8.2.5 Annual maintenance costs for the scheme have been included in the appraisal as per the methodology described in Section 5.3.

8.2.6 For the low growth scenario, the Present Value of Benefits of €1,494m is approximately comprised of the following over the total appraisal period:

- + €995m in business and consumer user benefits;
- +€16m safety benefits;
- + €3m indirect tax revenues (cost); and
- + €480m residual value benefits.

8.2.7 Further details of the breakdown of costs and benefits is available in Appendix E.

8.2.8 Therefore, in the low growth scenario, the scheme is forecast to save over €1.04 billion in monetised benefits (in 2011 prices) in the Galway area, when compared with a scenario where no scheme is provided.

8.3 Central Growth Scenario

8.3.1 The benefits of the proposed scheme based on the central growth scenario are outlined in Table 17 for the estimated Target Costs and Total Scheme Budget.

Table 17: Central Growth - Cost Benefit Analysis Summary (€ '000)

CENTRAL GROWTH SCENARIO	TARGET COST	TOTAL SCHEME BUDGET
Consumer User Benefits	868,676	868,676
Business User Benefits	291,468	291,468
Indirect Tax Revenues	2,909	2,909
Carbon Benefits	10	10
Safety Benefits	14,744	14,744
Residual Value	587,019	587,019
Present Value of Benefits (PVB)	1,781,208	1,781,208
Present Value of Costs (PVC)	427,458	454,334
Net Present Value (NPV)	1,353,750	1,326,874
Benefit to Cost Ratio (BCR)	**4.13**	**3.88**

8.3.2 Impact on Public Accounts:

8.3.3 The "Impact on Public Accounts" for the proposed scheme with the central growth scenario, over a 30 year appraisal period, is summarised in Table 18 below.

Table 18: Impact on Public Accounts (€ '000) – Central Growth Scenario

CENTRAL GROWTH SCENARIO	TARGET COST	TOTAL SCHEME BUDGET
Revenue	-865	-865
Operating costs	30,466	30,466
Investment costs	397,856	424,732

8.3.4 For the central growth scenario, the Present Value of Benefits of €1,781m is approximately comprised of the following over the total appraisal period:

- + €1,160m in business and consumer user benefits;
- + €14.7m safety benefits;
- +€3m indirect tax revenues (cost); and

- + €587m residual value benefits.

8.3.5 Further details of the breakdown of costs and benefits is available in Appendix E.

8.3.6 Therefore, in the central growth scenario, the scheme is forecast to save over €1.35 billion monetised benefits (in 2011 prices) in the Galway area, when compared with a scenario where no scheme is provided.

8.4 High Growth Scenario

8.4.1 The benefits of the proposed scheme based on the high growth scenario are outlined in Table 19, for the estimated Target Costs and Total Scheme Budget.

Table 19: High Growth - Cost Benefit Analysis Summary (€ '000)

HIGH GROWTH SCENARIO	TARGET COST	TOTAL SCHEME BUDGET
Consumer User Benefits	917,154	917,154
Business User Benefits	295,774	295,774
Indirect Tax Revenues	2,678	2,678
Carbon Benefits	10	10
Safety Benefits	16,566	16,566
Residual Value	655,630	655,630
Present Value of Benefits (PVB)	1,887,812	1,887,812
Present Value of Costs (PVC)	425,879	452,754
Net Present Value (NPV)	1,461,933	1,435,058
Benefit to Cost Ratio (BCR)	**4.43**	**4.17**

8.4.2 Impact on Public Accounts:

8.4.3 The "Impact on Public Accounts" for the proposed scheme with the high growth scenario, over a 30 year appraisal period, is summarised in Table 20 below.

Table 20: Impact on Public Accounts (€ '000) – High Growth Scenario

HIGH GROWTH SCENARIO	TARGET COST	TOTAL SCHEME BUDGET
Revenue	-2444	-2444
Operating costs	30,466	30,466
Investment costs	397,856	424,732

8.4.4 For the high growth scenario, the Present Value of Benefits of €1,888m is approximately comprised of the following over the total appraisal period:

- + €1,212m in business and consumer user benefits;
- +€16m safety benefits;
- + €3m indirect tax revenues (cost); and
- + €655m residual value benefits.

8.4.5 Further details of the breakdown of costs and benefits is available in Appendix E.

8.4.6 Therefore, in the high growth scenario, the scheme is forecast to save approximately €1.4 billion monetised benefits (in 2011 prices) in the Galway area, when compared with a scenario where no scheme is provided.

8.5 Galway Transport Strategy Sensitivity Test

8.5.1 The benefits of the proposed scheme based on the GTS scenario are outlined in Table 21, for the estimated Target Costs and Total Scheme Budget.

Table 21: GTS - Cost Benefit Analysis Summary (€ '000)

GTS SCENARIO	TARGET COST	TOTAL SCHEME BUDGET
Consumer User Benefits	753,089	753,089
Business User Benefits	254,483	254,483
Indirect Tax Revenues	3,033	3,033
Carbon Benefits	9	9
Safety Benefits	13,999	13,999
Residual Value	477,608	477,608
Present Value of Benefits (PVB)	1,518,620	1,518,620
Present Value of Costs (PVC)	429,482	456,358
Net Present Value (NPV)	1,089,138	1,062,262

Benefit to Cost Ratio (BCR)	**3.50**	**3.29**

8.5.2 Impact on Public Accounts:

8.5.3 The "Impact on Public Accounts" for the proposed scheme with the GTS scenario, over a 30 year appraisal period, is summarised in Table 22 below.

Table 22: Impact on Public Accounts (€ '000) – GTS Scenario

GTS SCENARIO	TARGET COST	TOTAL SCHEME BUDGET
Revenue	-3,033	-3,033
Operating costs	30,466	30,466
Investment costs	397,856	424,732

8.5.4 For the GTS scenario, the Present Value of Benefits of €1,518m is approximately comprised of the following over the total appraisal period:

- + €1,007m in business and consumer user benefits;
- +€14m safety benefits;
- + €3m indirect tax revenues (cost); and
- + €477m residual value benefits.

8.5.5 Further details of the breakdown of costs and benefits is available in Appendix E.

8.5.6 Therefore, in the GTS scenario, the scheme is forecast to save over €1.06 billion monetised benefits (in 2011 prices) in the Galway area, when compared with a scenario where no scheme is provided.

8.5.7 It should be noted that the costs and benefits outlined above for the GTS Scenario do not include any benefits from the proposed Public Transport elements of the Galway Transport Strategy or the costs of implementing any of the GTS proposals other than the GTS. For the purposes of this analysis only costs and benefits associated with the GCRR have been considered.

9. CONCLUSIONS

9.1.1 The Economic Assessment has been undertaken using the TUBA software programme in accordance with TII Project Appraisal Guidelines 2016. The assessment has demonstrated Benefit to Cost Ratio values over a 30-year appraisal period (inclusive of residual value) based on the Target Costs and the Total Scheme Budget costs as presented in Table 23 and Table 24.

Table 23: Target Cost - Cost Benefit Analysis Summary Table (€'000)

OPTION	PVB	PVC	NPV	BCR
Low Growth Target Costs	1,494,217	425,686	1,068,531	**3.51**
Medium Growth Target Costs	1,764,826	427,458	1,337,368	**4.13**
High Growth Target Costs	1,887,812	425,879	1,461,933	**4.43**
GTS Scenario	1,502,221	429,482	1,072,739	**3.50**

Table 24: Total Scheme Budget - Cost Benefit Analysis Summary Table (€'000)

OPTION	PVB	PVC	NPV	BCR
Low Growth Total Scheme Budget	1,494,217	452,562	1,041,655	**3.30**
Medium Growth Total Scheme Budget	1,764,826	454,334	1,310,492	**3.88**
High Growth Total Scheme Budget	1,887,812	452,754	1,435,058	**4.17**
GTS Scenario	1,502,221	456,358	1,045,863	**3.29**

9.1.2 Since the route selection phase, a number of inputs and parameters have changed which impact on the Cost Benefits Appraisal:

- The latest release of PAG by TII has been used (2016 vs 2011 previously) with the subsequent changes in discount rates, shadow pricing, values of time
- Refined multi-modal models have been used with a much greater level of detail: tour-based model, 5 modes, mode-destination choice over 33 purposes, 3 parking models, 4 assigned time periods, 749 zones.
- The benefits of four calibrated time periods are being assigned instead of two previously

- Annualisation factors have been updated to account for the additional modelled periods
- The current model covers a larger area (6 counties)
- Benefits for Public Transport users have been included
- Local parameters for vehicle occupancy and purpose have been estimated
- The safety benefits have been estimated using COBALT software instead of an excel based analysis
- Different trip end growth scenarios have been used
- A more refined estimation of total scheme budget (including O&M costs) has been applied with a detailed breakdown of investment per year.

9.1.3 Based on the TII methodology for road projects, the results indicate that based on the scheme costs developed to date and the associated forecast performance of the transport network, the proposed scheme options represent value for money with forecast net present values in the region of €1.04bn-€1.46bn. The TUBA output files are included as Appendix E of this report.

APPENDIX A: TUBA ECONOMIC INPUT FILE

TUBA 1.9.5 ECONOMIC PARAMETERS FILE – Used for all TUBA runs

PARAMETERS
TUBA_version 1.9.5 the current version of TUBA
base_year 2011 defines base year for economic parameters
pres_val_year 2011 present value year for discounting
GDP_base 100.0 value of RPI in base year base 2011
av_ind_tax 18.3 % average final indirect tax rate
nt_carbdxvalues 5.66 5.66 5.66 base year carbon values in €/tonne (low high central) 2011 values based on CAF
t_carbdxvalues 5.66 5.66 5.66
MODES
*no. description
1 Highway
2 Public Transport

VEHICLE_TYPE/SUBMODE
*no. mode new_mode P&R type description
1 1 N N per Car
2 1 N N per LGV
3 1 N N fre OGV1
4 1 N N fre OGV2
5 2 N N per Bus
6 2 N N per Light Rail
7 2 N N per Heavy Rail

PERSON_TYPE
*no. type(D/P) description
1 D Driver
2 P Passenger

PURPOSE
*no. type(B/C) description
1 B Business
2 C Commuting
3 O Other

FUEL_TYPE
*no. sector name (sector: 1=untraded sector 2=traded sector)
1 1 petrol
2 1 diesel

TIME_PERIODS
* consistent with assigned periods in Regional Model System v2.0 October 2016
*no. description comments
1 AM 0800-0900
2 LT 1000-1300 Average Peak hr

```
 3    SR          1300-1600 Average Peak hr
 4    PM          1700-1800

BREAKPOINTS
*description  breakpoint1  breakpoint2  ..
Distance         1.0         5.0         10.0         15.0         20.0         50.0         100.0
TimeSaving       -5.0        -2.0        0.0          2.0          5.0

CHARGES
*no.   sector        description
 1    pri          PT fares (private operators)
 2    loc          PT fares (LA operated)
 3    loc          LA tolls
 4    cen          National tolls
 5    pri          Private tolls
 6    loc          LA on-street parking
 7    loc          LA off-street parking
 8    pri          Private parking

DISCOUNT_RATE
*% change p.a.
*Start_yr    End_yr    Rate
  1          100     5.00

VALUE_OF_TIME
*cents per hour(Perceived Costs)
*Vtype/submode Person_type VOT_purpose1 VOT_purpose2 VOT_purpose3 ..
  1          1         2902.0     1403.0     1275.0
  1          2         2902.0     1403.0     1275.0
  2          1         2902.0     1403.0     1275.0
  2          2         2902.0     1403.0     1275.0
  3          1         2902.0       0.0        0.0
  3          2         2902.0       0.0        0.0
  4          1         2902.0       0.0        0.0
  4          2         2902.0       0.0        0.0
  5          1         2902.0       0.0        0.0
  5          2         2902.0     1403.0     1275.0
  6          1         2902.0       0.0        0.0
  6          2         2902.0     1403.0     1275.0
  7          1         2902.0       0.0        0.0
  7          2         2902.0     1403.0     1275.0

VALUE_OF_TIME_GROWTH
*% change p.a. based on GNP growth in CAF
*Start_yr    End_yr    VOT_Gr_purpose1 VOT_Gr_purpose2 VOT_Gr_purpose3 ..
2012         2014         4.00        4.00        4.00
2015         2019         3.60        3.60        3.60
2020         2024         2.20        2.20        2.20
2025         2100         2.30        2.30        2.30
```

AV_IND_TAX_CHANGES
*% change p.a.
*Start_yr End_yr Growth
2012 2080 0.00

CHARGE_TAX_RATES
*
*charge final intermediate
1 0.0 0.0
2 0.0 0.0
3 0.0 0.0
4 0.0 0.0
5 0.0 0.0
6 0.0 0.0
7 0.0 0.0

CHARGE_TAX_RATES_CHANGES
*% change p.a.
*Start_yr End_yr charge final intermediate
2012 2083 1 0.0 0.0
2012 2083 2 0.0 0.0
2012 2083 3 0.0 0.0
2012 2083 4 0.0 0.0
2012 2083 5 0.0 0.0
2012 2083 6 0.0 0.0
2012 2083 7 0.0 0.0

FUEL_COST
*type resource(c/lit) duty(c/lit) VAT(%) carbon_grammes/litre
1 63.00 57.62 21.0 627.57
2 70.00 46.57 21.0 717.15

FUEL_COST_CHANGES
*% change p.a.
*Start_yr End_yr fuel_type resource duty VAT Carb_Den_change
2012 2012 1 10.70 0.00 2.00 0.00
2012 2012 2 3.90 0.00 0.00 0.00
2013 2013 1 -5.70 0.00 0.00 0.00
2013 2013 2 -5.20 0.00 0.00 0.00
2014 2014 1 0.00 0.00 0.00 0.00
2014 2014 2 -3.30 0.00 0.00 0.00
2015 2015 1 -30.60 2.00 0.00 0.00
2015 2015 2 -32.60 2.90 0.00 0.00
2016 2080 1 0.00 0.00 0.00 0.00
2016 2080 2 0.00 0.00 0.00 0.00

CARBDX_VALUE_CHANGES
*relative (%p.a.) or absolute (€p.a.) growth; either absolute or relative may be defined, not both
*same growth applies to low, central and high carbon values

*Start_yr	End_yr	Rel.(%)	Abs.(€/tonne/year)
2012	2012	2.00	
2013	2013	0.00	
2014	2014	0.00	
2015	2015	4.00	
2016	2016	5.00	
2017	2017	5.00	
2018	2019	0.00	
2020	2020	137.00	
2025	2025	140.00	
2030	2030	250.00	
2035	2035	163.00	
2040	2040	137.00	
2045	2045	115.00	
2050	2050	111.00	

FLEET
*2011 Split

*veh_type	%petrol	%diesel
1	70.2	29.8
2	15.0	85.0
3	15.0	85.0
4	0.0	100.0
5	0.0	100.0
6	0.0	100.0
7	0.0	100.0

FLEET_CHANGES
*% p.a.

*Start_yr	End_yr	veh_type	%change_petrol
2012	2012	1	-3.43
2013	2013	1	-3.36
2014	2014	1	-3.69
2015	2015	1	-3.70
2016	2025	1	-1.27
2026	2040	1	0.00

FUEL_CONSUMPTION
*defined in litre/km

*veh_type	fuel_type	a_fuel	b_fuel	c_fuel	d_fuel	cut-off_speed(km/h)
1	1	0.1605	-0.00269	0.182333E-04	0.000000E+00	140
1	2	0.1605	-0.00269	0.182333E-04	0.000000E+00	140
2	1	0.2177	-0.00352	0.282586E-04	0.000000E+00	140
2	2	0.2177	-0.00352	0.282586E-04	0.000000E+00	140
3	1	0.4448	-0.00718	0.521836E-04	0.000000E+00	96
3	2	0.4448	-0.00718	0.521836E-04	0.000000E+00	96
4	2	0.9029	-0.01401	0.955405E-04	0.000000E+00	96
5	2	0.7247	-0.01136	0.716045E-04	0.000000E+00	96
6	2	0.7247	-0.01136	0.716045E-04	0.000000E+00	96
7	2	0.7247	-0.01136	0.716045E-04	0.000000E+00	96

FUEL_EFFICIENCY
*% p.a.

*Start_yr	End_yr	veh_type	fuel_type	change
2012	2024	1	1	-2.00
2012	2024	1	2	-2.00
2025	2080	1	1	0.00
2025	2080	1	2	0.00
2012	2080	2	1	0.00
2012	2080	2	2	0.00
2012	2080	3	1	0.00
2012	2080	3	2	0.00
2012	2080	4	2	0.00
2012	2080	5	2	0.00
2012	2080	6	2	0.00
2012	2080	7	2	0.00

NON_FUEL_VOC

*veh_type	a_nonfuel_wrk	b_nonfuel_wrk	a_nonfuel_nw	b_nonfuel_nw
1	1	7.218	197.577	6.345	0.000
1	2	7.218	197.577	6.345	0.000
2	1	10.483	81.002	11.898	0.000
3	1	11.544	453.584	0.000	0.000
3	2	11.544	453.584	0.000	0.000
4	2	22.456	874.315	0.000	0.000
5	2	52.372	1194.145	0.000	0.000
6	2	0.000	0.000	0.000	0.000
7	2	0.000	0.000	0.000	0.000

NON_FUEL_VOC_CHANGES
*% p.a.

*Start_yr	End_yr	veh_type	gnf
2012	2080	1	0.000
2012	2080	2	0.000
2012	2080	3	0.000
2012	2080	4	0.000
2012	2080	5	0.000

NON_FUEL_TAX_RATES
*%

*submode	final	intermediate
1	21.5	0.0
2	21.5	0.0
3	21.5	0.0
4	21.5	0.0
5	21.5	0.0
6	21.5	0.0
7	21.5	0.0

NON_FUEL_TAX_RATES_CHANGES

*% change p.a.
*Sub-Mode 1 values weighted based on petrol/diesel car fleet split (77.6%/22.4%)

*Start_yr	End_yr	Submode	final	intermediate
2012	2012	1	5.7	7.9
2013	2080	1	0.0	0.0
2012	2012	2	7.9	10.3
2013	2080	2	0.0	0.0
2012	2012	3	7.9	10.3
2013	2080	3	0.0	0.0
2012	2012	4	7.9	10.3
2013	2080	4	0.0	0.0
2012	2012	5	7.9	10.3
2013	2080	5	0.0	0.0
2012	2012	6	7.9	10.3
2013	2080	6	0.0	0.0
2012	2012	7	0.0	0.0
2013	2080	7	0.0	0.0

DEFAULT_PURPOSE_SPLIT
* Based on NTA WRM global journey purposes, derived from NTA Household survey 2012.
* This needs to be updated for each regional model

*Vtype/submode	purpose	Period1	Period2	Period3	Period4
1	1	1.52	5.90	2.47	3.50
1	2	37.88	7.13	11.34	37.50
1	3	60.60	86.97	86.19	59.00
2	1	18.88	27.91	20.00	14.38
2	2	39.80	6.98	14.00	39.38
2	3	41.32	65.11	66.00	46.24
3	1	100.0	100.0	100.0	100.0
3	2	0	0	0	0
3	3	0	0	0	0
4	1	100.0	100.0	100.0	100.0
4	2	0	0	0	0
4	3	0	0	0	0
5	1	1.49	1.74	0.51	3.80
5	2	7.84	8.70	3.08	7.07
5	3	90.67	89.56	96.41	89.13
6	1	1.49	1.74	0.51	3.80
6	2	7.84	8.70	3.08	7.07
6	3	90.67	89.56	96.41	89.13
7	1	1.49	1.74	0.51	3.80
7	2	7.84	8.70	3.08	7.07
7	3	90.67	89.56	96.41	89.13

DEFAULT_PERSON_FACTORS
* Based on NTA WRM vehicle occupancy rates, derived from NTA Household survey 2012.
* This needs to be updated for each regional model

*Vtype/submode	purpose	person_type	FactorPer1	FactorPer2	FactorPer3	FactorPer4
1	1	1	1	1	1	1
1	1	2	0.14	0.14	0.18	0.27

1	2	1	1	1	1	1
1	2	2	0.08	0.09	0.10	0.11
1	3	1	1	1	1	1
1	3	2	0.91	0.23	0.54	0.49
2	1	1	1	1	1	1
2	1	2	0.37	0.32	0.32	0.38
2	2	1	1	1	1	1
2	2	2	0.4	0.41	0.41	0.4
2	3	1	1	1	1	1
2	3	2	0.49	0.45	0.45	0.48
3	1	1	1	1	1	1
3	1	2	0.09	0.09	0.09	0.09
3	2	1	1	1	1	1
3	2	2	0.24	0.28	0.28	0.24
3	3	1	1	1	1	1
3	3	2	0.26	0.33	0.33	0.27
4	1	1	1	1	1	1
4	1	2	0.03	0.03	0.03	0.03
4	2	1	1	1	1	1
4	2	2	0.11	0.14	0.14	0.08
4	3	1	1	1	1	1
4	3	2	0.11	0.12	0.12	0.16
5	1	1	1	1	1	1
5	1	2	0.35	0.35	0.35	0.35
5	2	1	1	1	1	1
5	2	2	1.5	1.5	1.5	1.5
5	3	1	1	1	1	1
5	3	2	8.35	8.35	8.35	8.35

DEFAULT_PERSON_FACTORS_CHANGE
*% change p.a.

*Start_yr	End_yr	Submode	Purpose	Person_type	ChangePer1	ChangePer2	ChangePer3	ChangePer4	ChangePer5
2011	2080	1	1	2	0.00	0.00	0.00	0.00	
2011	2080	1	2	2	0.00	0.00	0.00	0.00	

PREPARATION&SUPERVISION
* total preparation (by stage) and supervision costs as % of land and construction costs

*Mode	*Prep:SI	Prep:PC	Prep:PR	Prep:OP	Prep: WC	Super
1	12.0	9.0	9.0	6.0	2.0	5.0
2	12.0	9.0	9.0	6.0	2.0	5.0

APPENDIX B: TUBA SCHEME INPUT FILES

Low Growth – 60 years – Total Scheme Budget

SCHEME SPECIFIC PARAMETERS

PARAMETERS
TUBA_version 1.9.5
run_name GCOB_Phase_3_60years
do_min_name Do_Min
do_som_name Do_Something
first_yr 2024
horizon_yr 2083
modelled_yrs 2024 2039
detail Yes
current_yr 2011
print_warn 50
P&R_car_speed 65.0
zones_as_sectors No

TIME_SLICES

*no.	duration(min)	annualisation	period	description
1	60	593	1	0800-0900
2	60	1485	2	1000-1300 Average Hour
3	60	1485	3	1300-1600 Average Hour
4	60	691	4	1700-1800

SCHEMES_DM
*Mode 1st Construction year Opening_yr Stage

DO_MIN_COSTS
*Type Mode Funding Cost Price RPI

DO_MIN_PROFILE
*Year Mode Const Land Prep Super Maint Op Grant Dev

DO_MIN_DELAY_COSTS
*Year Mode Business Commuting Other Freight

SCHEMES_DS
*Mode 1st Construction year Opening_yr Stage
1 2015 2024 OP
2 2015 2024 OP

DO_SOM_COSTS

*Type	Mode	Funding	Cost	Price	RPI
C	1	cen	378735.0	F	100.00
S	1	cen	11521.0	F	100.00
L	1	cen	202807.0	F	100.00
P	1	cen	19312.0	F	100.00
M	1	cen	90307.0	F	100.00

DO_SOM_PROFILE

*Year	Mode	Const	Land	Prep	Super	Maint	Op	Grant	Dev
2015	1	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0
2016	1	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0

2017	1	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0
2018	1	0.0	6.0	13.0	0.0	0.0	0.0	0.0	0.0
2019	1	0.5	16.0	10.0	0.0	0.0	0.0	0.0	0.0
2020	1	0.6	16.0	10.0	0.0	0.0	0.0	0.0	0.0
2021	1	14.9	16.0	11.0	13.0	0.0	0.0	0.0	0.0
2022	1	29.2	17.0	0.0	26.0	0.0	0.0	0.0	0.0
2023	1	30.3	17.0	0.0	26.0	0.0	0.0	0.0	0.0
2024	1	22.0	7.0	0.0	26.0	3.33	0.0	0.0	0.0
2025	1	2.5	5.0	0.0	9.0	3.33	0.0	0.0	0.0
2026	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2027	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2028	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2029	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2030	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2031	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2032	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2033	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2034	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2035	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2036	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2037	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2038	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2039	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2040	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2041	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2042	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2043	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2044	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2045	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2046	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2047	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2048	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2049	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2050	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2051	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2052	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2053	1	0.0	0.0	0.0	0.0	3.43	0.0	0.0	0.0

DO_SOM_DELAY_COSTS

*Year	Mode	Business	Commuting	Other	Freight

BENEFIT_CHANGE

* change p.a.

*Start_yr	End_yr	Submode	ChangePer1	ChangePer2	ChangePer3	ChangePer4	ChangePer5

USER_CLASSES

*no.	Veh/submode	purpose	person_type
1	5	1	2
2	5	2	2
3	5	3	2
4	5	3	2
5	5	3	2
6	1	0	2
7	1	1	0
8	1	2	0
9	1	3	0
10	1	3	0
11	2	0	0
12	3	0	0
13	4	0	0

INPUT_MATRICES
*no. userclasses timeslice type format scenario year factor filename
1 1 1-4 P 3 0 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\EMP_PT_Demand.txt
2 2 1-4 P 3 0 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\COM_PT_Demand.txt
3 3 1-4 P 3 0 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\OTH_PT_Demand.txt
4 4 1-4 P 3 0 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\EDU_PT_Demand.txt
5 5 1-4 P 3 0 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\RET_PT_Demand.txt
6 1 1-4 P 3 0 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\EMP_PT_Demand.txt
7 2 1-4 P 3 0 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\COM_PT_Demand.txt
8 3 1-4 P 3 0 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\OTH_PT_Demand.txt
9 4 1-4 P 3 0 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\EDU_PT_Demand.txt
10 5 1-4 P 3 0 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\RET_PT_Demand.txt
11 1 1-4 P 3 1 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\EMP_PT_Demand.txt
12 2 1-4 P 3 1 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\COM_PT_Demand.txt
13 3 1-4 P 3 1 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\OTH_PT_Demand.txt
14 4 1-4 P 3 1 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\EDU_PT_Demand.txt
15 5 1-4 P 3 1 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\RET_PT_Demand.txt
16 1 1-4 P 3 1 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\EMP_PT_Demand.txt
17 2 1-4 P 3 1 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\COM_PT_Demand.txt
18 3 1-4 P 3 1 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\OTH_PT_Demand.txt
19 4 1-4 P 3 1 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\EDU_PT_Demand.txt

20 5 1-4 P 3 1 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\RET_PT_Demand.txt
21 1 1-4 T 3 0 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\EMP_PT_Time.txt
22 2 1-4 T 3 0 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\COM_PT_Time.txt
23 3 1-4 T 3 0 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\OTH_PT_Time.txt
24 4 1-4 T 3 0 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\EDU_PT_Time.txt
25 5 1-4 T 3 0 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\RET_PT_Time.txt
26 1 1-4 T 3 0 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\EMP_PT_Time.txt
27 2 1-4 T 3 0 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\COM_PT_Time.txt
28 3 1-4 T 3 0 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\OTH_PT_Time.txt
29 4 1-4 T 3 0 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\EDU_PT_Time.txt
30 5 1-4 T 3 0 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\RET_PT_Time.txt
31 1 1-4 T 3 1 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\EMP_PT_Time.txt
32 2 1-4 T 3 1 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\COM_PT_Time.txt
33 3 1-4 T 3 1 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\OTH_PT_Time.txt
34 4 1-4 T 3 1 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\EDU_PT_Time.txt
35 5 1-4 T 3 1 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\RET_PT_Time.txt
36 1 1-4 T 3 1 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\EMP_PT_Time.txt
37 2 1-4 T 3 1 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\COM_PT_Time.txt
38 3 1-4 T 3 1 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\OTH_PT_Time.txt
39 4 1-4 T 3 1 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\EDU_PT_Time.txt

40 5 1-4 T 3 1 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\RET_PT_Time.txt
41 1 1-4 D 3 0 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\EMP_PT_Dist.txt
42 2 1-4 D 3 0 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\COM_PT_Dist.txt
43 3 1-4 D 3 0 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\OTH_PT_Dist.txt
44 4 1-4 D 3 0 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\EDU_PT_Dist.txt
45 5 1-4 D 3 0 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\RET_PT_Dist.txt
46 1 1-4 D 3 0 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\EMP_PT_Dist.txt
47 2 1-4 D 3 0 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\COM_PT_Dist.txt
48 3 1-4 D 3 0 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\OTH_PT_Dist.txt
49 4 1-4 D 3 0 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\EDU_PT_Dist.txt
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51 1 1-4 D 3 1 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\EMP_PT_Dist.txt
52 2 1-4 D 3 1 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\COM_PT_Dist.txt
53 3 1-4 D 3 1 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\OTH_PT_Dist.txt
54 4 1-4 D 3 1 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\EDU_PT_Dist.txt
55 5 1-4 D 3 1 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\RET_PT_Dist.txt
56 1 1-4 D 3 1 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\EMP_PT_Dist.txt
57 2 1-4 D 3 1 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\COM_PT_Dist.txt
58 3 1-4 D 3 1 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\OTH_PT_Dist.txt
59 4 1-4 D 3 1 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\EDU_PT_Dist.txt

60 5 1-4 D 3 1 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\RET_PT_Dist.txt
61 1 1-4 C1 3 0 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\EMP_PT_Fare.txt
62 2 1-4 C1 3 0 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\COM_PT_Fare.txt
63 3 1-4 C1 3 0 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\OTH_PT_Fare.txt
64 4 1-4 C1 3 0 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\EDU_PT_Fare.txt
65 5 1-4 C1 3 0 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\RET_PT_Fare.txt
66 1 1-4 C1 3 0 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\EMP_PT_Fare.txt
67 2 1-4 C1 3 0 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\COM_PT_Fare.txt
68 3 1-4 C1 3 0 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\OTH_PT_Fare.txt
69 4 1-4 C1 3 0 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\EDU_PT_Fare.txt
70 5 1-4 C1 3 0 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\RET_PT_Fare.txt
71 1 1-4 C1 3 1 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\EMP_PT_Fare.txt
72 2 1-4 C1 3 1 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\COM_PT_Fare.txt
73 3 1-4 C1 3 1 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\OTH_PT_Fare.txt
74 4 1-4 C1 3 1 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\EDU_PT_Fare.txt
75 5 1-4 C1 3 1 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\RET_PT_Fare.txt
76 1 1-4 C1 3 1 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\EMP_PT_Fare.txt
77 2 1-4 C1 3 1 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\COM_PT_Fare.txt
78 3 1-4 C1 3 1 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\OTH_PT_Fare.txt
79 4 1-4 C1 3 1 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\EDU_PT_Fare.txt

80 5 1-4 C1 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\
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81 6 1-4 V 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C
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82 7 1-4 V 3 0 2024 1
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83 8 1-4 V 3 0 2024 1
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84 9 1-4 V 3 0 2024 1
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85 10 1-4 V 3 0 2024 1
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86 11 1-4 V 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C
\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\HW_UC6_Demand.txt
87 12 1-4 V 3 0 2024 0.526
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C
\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\HW_UC7_Demand.txt
88 13 1-4 V 3 0 2024 0.346
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89 6 1-4 V 3 0 2039 1
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90 7 1-4 V 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C
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91 8 1-4 V 3 0 2039 1
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92 9 1-4 V 3 0 2039 1
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93 10 1-4 V 3 0 2039 1
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94 11 1-4 V 3 0 2039 1
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95 12 1-4 V 3 0 2039 0.526
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C
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96 13 1-4 V 3 0 2039 0.346
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C
\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\HW_UC8_9_Demand.txt
97 6 1-4 V 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\
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98 7 1-4 V 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\
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99 8 1-4 V 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\
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100 9 1-4 V 3 1 2024 1
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101 10 1-4 V 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\
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102 11 1-4 V 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\
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103 12 1-4 V 3 1 2024 0.526
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104 13 1-4 V 3 1 2024 0.346
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105 6 1-4 V 3 1 2039 1
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106 7 1-4 V 3 1 2039 1
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107 8 1-4 V 3 1 2039 1
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108 9 1-4 V 3 1 2039 1
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109 10 1-4 V 3 1 2039 1
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110 11 1-4 V 3 1 2039 1
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111 12 1-4 V 3 1 2039 0.526
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112 13 1-4 V 3 1 2039 0.346
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113 6 1-4 T 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C
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114 7 1-4 T 3 0 2024 1
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115 8 1-4 T 3 0 2024 1
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116 9 1-4 T 3 0 2024 1
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117 10 1-4 T 3 0 2024 1
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\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\HW_UC5_Time.txt
118 11 1-4 T 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C
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119 12 1-4 T 3 0 2024 1
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\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\HW_UC7_Time.txt

120 13 1-4 T 3 0 2024 1
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121 6 1-4 T 3 0 2039 1
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122 7 1-4 T 3 0 2039 1
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124 9 1-4 T 3 0 2039 1
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125 10 1-4 T 3 0 2039 1
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126 11 1-4 T 3 0 2039 1
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127 12 1-4 T 3 0 2039 1
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128 13 1-4 T 3 0 2039 1
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129 6 1-4 T 3 1 2024 1
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138 7 1-4 T 3 1 2039 1
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155 8 1-4 D 3 0 2039 1
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156 9 1-4 D 3 0 2039 1
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158 11 1-4 D 3 0 2039 1
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160 13 1-4 D 3 0 2039 1
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161 6 1-4 D 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\HW_UC1_Dist.txt
162 7 1-4 D 3 1 2024 1
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163 8 1-4 D 3 1 2024 1
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166 11 1-4 D 3 1 2024 1
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167 12 1-4 D 3 1 2024 1
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168 13 1-4 D 3 1 2024 1
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169 6 1-4 D 3 1 2039 1
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170 7 1-4 D 3 1 2039 1
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171 8 1-4 D 3 1 2039 1
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172 9 1-4 D 3 1 2039 1
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173 10 1-4 D 3 1 2039 1
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174 11 1-4 D 3 1 2039 1
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175 12 1-4 D 3 1 2039 1
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176 13 1-4 D 3 1 2039 1
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177 6 1-4 C4 3 0 2024 1
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178 7 1-4 C4 3 0 2024 1
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179 8 1-4 C4 3 0 2024 1
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180 9 1-4 C4 3 0 2024 1
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182 11 1-4 C4 3 0 2024 1
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184 13 1-4 C4 3 0 2024 1
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185 6 1-4 C4 3 0 2039 1
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186 7 1-4 C4 3 0 2039 1
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187 8 1-4 C4 3 0 2039 1
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199 12 1-4 C4 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\
Appraisal_Tools\Economic\DS04_TII_C_24_Skims\HW_UC7_Toll.txt

200 13 1-4 C4 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\
Appraisal_Tools\Economic\DS04_TII_C_24_Skims\HW_UC8_9_Toll.txt
201 6 1-4 C4 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\
Appraisal_Tools\Economic\DS04_TII_C_39_Skims\HW_UC1_Toll.txt
202 7 1-4 C4 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\
Appraisal_Tools\Economic\DS04_TII_C_39_Skims\HW_UC2_Toll.txt
203 8 1-4 C4 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\
Appraisal_Tools\Economic\DS04_TII_C_39_Skims\HW_UC3_Toll.txt
204 9 1-4 C4 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\
Appraisal_Tools\Economic\DS04_TII_C_39_Skims\HW_UC4_Toll.txt
205 10 1-4 C4 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\
Appraisal_Tools\Economic\DS04_TII_C_39_Skims\HW_UC5_Toll.txt
206 11 1-4 C4 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\
Appraisal_Tools\Economic\DS04_TII_C_39_Skims\HW_UC6_Toll.txt
207 12 1-4 C4 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\
Appraisal_Tools\Economic\DS04_TII_C_39_Skims\HW_UC7_Toll.txt
208 13 1-4 C4 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\
Appraisal_Tools\Economic\DS04_TII_C_39_Skims\HW_UC8_9_Toll.txt

SECTORS
*mode Sector_file_name
1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\Sectors\Sectors.txt
2 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\Sectors\Sectors.txt

Central Growth – 60 years – Total Scheme Budget

SCHEME SPECIFIC PARAMETERS

PARAMETERS
TUBA_version 1.9.5
run_name GCOB_Phase_3_60years
do_min_name Do_Min
do_som_name Do_Something
first_yr 2024
horizon_yr 2084
modelled_yrs 2024 2039 2054
detail Yes
current_yr 2011
print_warn 50
P&R_car_speed 65.0
zones_as_sectors No

TIME_SLICES
*no. duration(min) annualisation period description
1 60 593 1 0800-0900
2 60 1485 2 1000-1300 Average Hour
3 60 1485 3 1300-1600 Average Hour
4 60 691 4 1700-1800

SCHEMES_DM
*Mode 1st Construction year Opening_yr Stage

DO_MIN_COSTS
*Type Mode Funding Cost Price RPI

DO_MIN_PROFILE
*Year Mode Const Land Prep Super Maint Op Grant Dev

DO_MIN_DELAY_COSTS
*Year Mode Business Commuting Other Freight

SCHEMES_DS
*Mode 1st Construction year Opening_yr Stage
1 2015 2024 OP
2 2015 2024 OP

DO_SOM_COSTS
*Type Mode Funding Cost Price RPI
C 1 cen 378735.0 F 100.00
S 1 cen 11521.0 F 100.00
L 1 cen 202807.0 F 100.00
P 1 cen 19312.0 F 100.00
M 1 cen 180614.0 F 100.00

DO_SOM_PROFILE
*Year Mode Const Land Prep Super Maint Op Grant Dev
2015 1 0.0 0.0 25.0 0.0 0.0 0.0 0.0 0.0
2016 1 0.0 0.0 17.0 0.0 0.0 0.0 0.0 0.0
2017 1 0.0 0.0 14.0 0.0 0.0 0.0 0.0 0.0
2018 1 0.0 6.0 13.0 0.0 0.0 0.0 0.0 0.0
2019 1 0.5 16.0 10.0 0.0 0.0 0.0 0.0 0.0
2020 1 0.6 16.0 10.0 0.0 0.0 0.0 0.0 0.0
2021 1 14.9 16.0 11.0 13.0 0.0 0.0 0.0 0.0
2022 1 29.2 17.0 0.0 26.0 0.0 0.0 0.0 0.0
2023 1 30.3 17.0 0.0 26.0 0.0 0.0 0.0 0.0
2024 1 22.0 7.0 0.0 26.0 1.6 0.0 0.0 0.0
2025 1 2.5 5.0 0.0 9.0 1.6 0.0 0.0 0.0
2026 1 0.0 0.0 0.0 0.0 1.6 0.0 0.0 0.0
2027 1 0.0 0.0 0.0 0.0 1.6 0.0 0.0 0.0
2028 1 0.0 0.0 0.0 0.0 1.6 0.0 0.0 0.0
2029 1 0.0 0.0 0.0 0.0 1.6 0.0 0.0 0.0
2030 1 0.0 0.0 0.0 0.0 1.6 0.0 0.0 0.0
2031 1 0.0 0.0 0.0 0.0 1.6 0.0 0.0 0.0
2032 1 0.0 0.0 0.0 0.0 1.6 0.0 0.0 0.0
2033 1 0.0 0.0 0.0 0.0 1.6 0.0 0.0 0.0
2034 1 0.0 0.0 0.0 0.0 1.6 0.0 0.0 0.0
2035 1 0.0 0.0 0.0 0.0 1.6 0.0 0.0 0.0
2036 1 0.0 0.0 0.0 0.0 1.6 0.0 0.0 0.0
2037 1 0.0 0.0 0.0 0.0 1.6 0.0 0.0 0.0
2038 1 0.0 0.0 0.0 0.0 1.6 0.0 0.0 0.0
2039 1 0.0 0.0 0.0 0.0 1.6 0.0 0.0 0.0
2040 1 0.0 0.0 0.0 0.0 1.6 0.0 0.0 0.0
2041 1 0.0 0.0 0.0 0.0 1.6 0.0 0.0 0.0
2042 1 0.0 0.0 0.0 0.0 1.6 0.0 0.0 0.0
2043 1 0.0 0.0 0.0 0.0 1.6 0.0 0.0 0.0
2044 1 0.0 0.0 0.0 0.0 1.7 0.0 0.0 0.0
2045 1 0.0 0.0 0.0 0.0 1.7 0.0 0.0 0.0
2046 1 0.0 0.0 0.0 0.0 1.7 0.0 0.0 0.0
2047 1 0.0 0.0 0.0 0.0 1.7 0.0 0.0 0.0
2048 1 0.0 0.0 0.0 0.0 1.7 0.0 0.0 0.0

2049	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2050	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2051	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2052	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2053	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2054	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2055	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2056	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2057	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2058	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2059	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2060	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2061	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2062	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2063	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2064	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2065	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2066	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2067	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2068	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2069	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2070	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2071	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2072	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2073	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2074	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2075	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2076	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2077	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2078	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2079	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2080	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2081	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2082	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2083	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0

DO_SOM_DELAY_COSTS
*Year Mode Business Commuting Other Freight

BENEFIT_CHANGE
* change p.a.
*Start_yr End_yr Submode ChangePer1 ChangePer2 ChangePer3 ChangePer4 ChangePer5

USER_CLASSES

*no.	Veh/submode	purpose	person_type
1	5	1	2
2	5	2	2
3	5	3	2
4	5	3	2
5	5	3	2
6	1	0	2
7	1	1	0
8	1	2	0
9	1	3	0
10	1	3	0
11	2	0	0
12	3	0	0
13	4	0	0

INPUT_MATRICES
*no. userclasses timeslice type format scenario year factor filename

1 1 1-4 P 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\EMP_PT_Demand.txt
2 2 1-4 P 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\COM_PT_Demand.txt
3 3 1-4 P 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\OTH_PT_Demand.txt
4 4 1-4 P 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\EDU_PT_Demand.txt
5 5 1-4 P 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\RET_PT_Demand.txt
6 1 1-4 P 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\EMP_PT_Demand.txt
7 2 1-4 P 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\COM_PT_Demand.txt
8 3 1-4 P 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\OTH_PT_Demand.txt
9 4 1-4 P 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\EDU_PT_Demand.txt
10 5 1-4 P 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\RET_PT_Demand.txt
11 1 1-4 P 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\EMP_PT_Demand.txt
12 2 1-4 P 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\COM_PT_Demand.txt
13 3 1-4 P 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\OTH_PT_Demand.txt
14 4 1-4 P 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\EDU_PT_Demand.txt
15 5 1-4 P 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\RET_PT_Demand.txt
16 1 1-4 P 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\EMP_PT_Demand.txt
17 2 1-4 P 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\COM_PT_Demand.txt
18 3 1-4 P 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\OTH_PT_Demand.txt
19 4 1-4 P 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\EDU_PT_Demand.txt
20 5 1-4 P 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\RET_PT_Demand.txt

21 1 1-4 P 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\EMP_PT_Demand.txt
22 2 1-4 P 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\COM_PT_Demand.txt
23 3 1-4 P 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\OTH_PT_Demand.txt
24 4 1-4 P 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\EDU_PT_Demand.txt
25 5 1-4 P 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\RET_PT_Demand.txt
26 1 1-4 P 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\EMP_PT_Demand.txt
27 2 1-4 P 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\COM_PT_Demand.txt
28 3 1-4 P 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\OTH_PT_Demand.txt
29 4 1-4 P 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\EDU_PT_Demand.txt
30 5 1-4 P 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\RET_PT_Demand.txt
31 1 1-4 T 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\EMP_PT_Time.txt
32 2 1-4 T 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\COM_PT_Time.txt
33 3 1-4 T 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\OTH_PT_Time.txt
34 4 1-4 T 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\EDU_PT_Time.txt
35 5 1-4 T 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\RET_PT_Time.txt
36 1 1-4 T 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\EMP_PT_Time.txt
37 2 1-4 T 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\COM_PT_Time.txt
38 3 1-4 T 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\OTH_PT_Time.txt
39 4 1-4 T 3 0 2039 1
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40 5 1-4 T 3 0 2039 1
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41 1 1-4 T 3 0 2054 1
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42 2 1-4 T 3 0 2054 1
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43 3 1-4 T 3 0 2054 1
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45 5 1-4 T 3 0 2054 1
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46 1 1-4 T 3 1 2024 1
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47 2 1-4 T 3 1 2024 1
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49 4 1-4 T 3 1 2024 1
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51 1 1-4 T 3 1 2039 1
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52 2 1-4 T 3 1 2039 1
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54 4 1-4 T 3 1 2039 1
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56 1 1-4 T 3 1 2054 1
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57 2 1-4 T 3 1 2054 1
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58 3 1-4 T 3 1 2054 1
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59 4 1-4 T 3 1 2054 1
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60 5 1-4 T 3 1 2054 1
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61 1 1-4 D 3 0 2024 1
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62 2 1-4 D 3 0 2024 1
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63 3 1-4 D 3 0 2024 1
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64 4 1-4 D 3 0 2024 1
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67 2 1-4 D 3 0 2039 1
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70 5 1-4 D 3 0 2039 1
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71 1 1-4 D 3 0 2054 1
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72 2 1-4 D 3 0 2054 1
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74 4 1-4 D 3 0 2054 1
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76 1 1-4 D 3 1 2024 1
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77 2 1-4 D 3 1 2024 1
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78 3 1-4 D 3 1 2024 1
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81 1 1-4 D 3 1 2039 1
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82 2 1-4 D 3 1 2039 1
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83 3 1-4 D 3 1 2039 1
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86 1 1-4 D 3 1 2054 1
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91 1 1-4 C1 3 0 2024 1
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92 2 1-4 C1 3 0 2024 1
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93 3 1-4 C1 3 0 2024 1
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94 4 1-4 C1 3 0 2024 1
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101 1 1-4 C1 3 0 2054 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\EMP_PT_Fare.txt
102 2 1-4 C1 3 0 2054 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\COM_PT_Fare.txt
103 3 1-4 C1 3 0 2054 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\OTH_PT_Fare.txt
104 4 1-4 C1 3 0 2054 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\EDU_PT_Fare.txt
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106 1 1-4 C1 3 1 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\EMP_PT_Fare.txt
107 2 1-4 C1 3 1 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\COM_PT_Fare.txt
108 3 1-4 C1 3 1 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\OTH_PT_Fare.txt
109 4 1-4 C1 3 1 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\EDU_PT_Fare.txt
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111 1 1-4 C1 3 1 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\EMP_PT_Fare.txt
112 2 1-4 C1 3 1 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\COM_PT_Fare.txt
113 3 1-4 C1 3 1 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\OTH_PT_Fare.txt
114 4 1-4 C1 3 1 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\EDU_PT_Fare.txt
115 5 1-4 C1 3 1 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\RET_PT_Fare.txt
116 1 1-4 C1 3 1 2054 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\EMP_PT_Fare.txt
117 2 1-4 C1 3 1 2054 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\COM_PT_Fare.txt
118 3 1-4 C1 3 1 2054 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\OTH_PT_Fare.txt
119 4 1-4 C1 3 1 2054 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\EDU_PT_Fare.txt
120 5 1-4 C1 3 1 2054 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\RET_PT_Fare.txt

121 6 1-4 V 3 0 2024 1
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122 7 1-4 V 3 0 2024 1
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123 8 1-4 V 3 0 2024 1
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124 9 1-4 V 3 0 2024 1
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125 10 1-4 V 3 0 2024 1
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126 11 1-4 V 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\HW_UC6_Demand.txt
127 12 1-4 V 3 0 2024 0.526
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\HW_UC7_Demand.txt
128 13 1-4 V 3 0 2024 0.346
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\HW_UC8_9_Demand.txt
129 6 1-4 V 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\HW_UC1_Demand.txt
130 7 1-4 V 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\HW_UC2_Demand.txt
131 8 1-4 V 3 0 2039 1
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132 9 1-4 V 3 0 2039 1
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133 10 1-4 V 3 0 2039 1
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134 11 1-4 V 3 0 2039 1
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135 12 1-4 V 3 0 2039 0.526
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\HW_UC7_Demand.txt
136 13 1-4 V 3 0 2039 0.346
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\HW_UC8_9_Demand.txt
137 6 1-4 V 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\HW_UC1_Demand.txt
138 7 1-4 V 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\HW_UC2_Demand.txt
139 8 1-4 V 3 0 2054 1
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140 9 1-4 V 3 0 2054 1
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141 10 1-4 V 3 0 2054 1
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142 11 1-4 V 3 0 2054 1
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143 12 1-4 V 3 0 2054 0.526
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144 13 1-4 V 3 0 2054 0.346
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145 6 1-4 V 3 1 2024 1
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146 7 1-4 V 3 1 2024 1
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148 9 1-4 V 3 1 2024 1
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149 10 1-4 V 3 1 2024 1
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150 11 1-4 V 3 1 2024 1
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151 12 1-4 V 3 1 2024 0.526
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152 13 1-4 V 3 1 2024 0.346
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153 6 1-4 V 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\HW_UC1_Demand.txt
154 7 1-4 V 3 1 2039 1
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155 8 1-4 V 3 1 2039 1
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156 9 1-4 V 3 1 2039 1
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157 10 1-4 V 3 1 2039 1
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158 11 1-4 V 3 1 2039 1
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159 12 1-4 V 3 1 2039 0.526
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160 13 1-4 V 3 1 2039 0.346
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161 6 1-4 V 3 1 2054 1
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162 7 1-4 V 3 1 2054 1
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163 8 1-4 V 3 1 2054 1
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164 9 1-4 V 3 1 2054 1
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165 10 1-4 V 3 1 2054 1
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166 11 1-4 V 3 1 2054 1
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167 12 1-4 V 3 1 2054 0.526
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168 13 1-4 V 3 1 2054 0.346
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169 6 1-4 T 3 0 2024 1
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170 7 1-4 T 3 0 2024 1
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171 8 1-4 T 3 0 2024 1
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172 9 1-4 T 3 0 2024 1
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173 10 1-4 T 3 0 2024 1
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174 11 1-4 T 3 0 2024 1
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175 12 1-4 T 3 0 2024 1
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176 13 1-4 T 3 0 2024 1
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177 6 1-4 T 3 0 2039 1
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178 7 1-4 T 3 0 2039 1
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179 8 1-4 T 3 0 2039 1
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180 9 1-4 T 3 0 2039 1
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181 10 1-4 T 3 0 2039 1
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182 11 1-4 T 3 0 2039 1
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183 12 1-4 T 3 0 2039 1
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184 13 1-4 T 3 0 2039 1
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185 6 1-4 T 3 0 2054 1
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186 7 1-4 T 3 0 2054 1
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187 8 1-4 T 3 0 2054 1
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188 9 1-4 T 3 0 2054 1
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189 10 1-4 T 3 0 2054 1
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192 13 1-4 T 3 0 2054 1
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193 6 1-4 T 3 1 2024 1
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194 7 1-4 T 3 1 2024 1
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195 8 1-4 T 3 1 2024 1
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199 12 1-4 T 3 1 2024 1
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200 13 1-4 T 3 1 2024 1
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201 6 1-4 T 3 1 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\HW_UC1_Time.txt
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233 6 1-4 D 3 0 2054 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\HW_UC1_Dist.txt
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275 8 1-4 C4 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\HW_UC3_Toll.txt
276 9 1-4 C4 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\HW_UC4_Toll.txt
277 10 1-4 C4 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\HW_UC5_Toll.txt
278 11 1-4 C4 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\HW_UC6_Toll.txt
279 12 1-4 C4 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\HW_UC7_Toll.txt
280 13 1-4 C4 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\HW_UC8_9_Toll.txt

281 6 1-4 C4 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\HW_UC1_Toll.txt
282 7 1-4 C4 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\HW_UC2_Toll.txt
283 8 1-4 C4 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\HW_UC3_Toll.txt
284 9 1-4 C4 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\HW_UC4_Toll.txt
285 10 1-4 C4 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\HW_UC5_Toll.txt
286 11 1-4 C4 3 0 2054 1
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287 12 1-4 C4 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\HW_UC7_Toll.txt
288 13 1-4 C4 3 0 2054 1
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289 6 1-4 C4 3 1 2024 1
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290 7 1-4 C4 3 1 2024 1
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291 8 1-4 C4 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\HW_UC3_Toll.txt
292 9 1-4 C4 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\HW_UC4_Toll.txt
293 10 1-4 C4 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\HW_UC5_Toll.txt
294 11 1-4 C4 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\HW_UC6_Toll.txt
295 12 1-4 C4 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\HW_UC7_Toll.txt
296 13 1-4 C4 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\HW_UC8_9_Toll.txt
297 6 1-4 C4 3 1 2039 1
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298 7 1-4 C4 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\HW_UC2_Toll.txt
299 8 1-4 C4 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\HW_UC3_Toll.txt
300 9 1-4 C4 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\HW_UC4_Toll.txt

301 10 1-4 C4 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\HW_UC5_Toll.txt
302 11 1-4 C4 3 1 2039 1
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303 12 1-4 C4 3 1 2039 1
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304 13 1-4 C4 3 1 2039 1
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305 6 1-4 C4 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\HW_UC1_Toll.txt
306 7 1-4 C4 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\HW_UC2_Toll.txt
307 8 1-4 C4 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\HW_UC3_Toll.txt
308 9 1-4 C4 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\HW_UC4_Toll.txt
309 10 1-4 C4 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\HW_UC5_Toll.txt
310 11 1-4 C4 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\HW_UC6_Toll.txt
311 12 1-4 C4 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\HW_UC7_Toll.txt
312 13 1-4 C4 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\HW_UC8_9_Toll.txt

SECTORS
*mode Sector_file_name
1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\Sectors\Sectors.txt
2 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\Sectors\Sectors.txt

High Growth – 60 years – Total Scheme Budget

SCHEME SPECIFIC PARAMETERS

PARAMETERS
TUBA_version 1.9.5
run_name GCOB_Phase_3_60years
do_min_name Do_Min
do_som_name Do_Something
first_yr 2024
horizon_yr 2084
modelled_yrs 2024 2039 2054
detail Yes
current_yr 2011
print_warn 50
P&R_car_speed 65.0
zones_as_sectors No

TIME_SLICES

*no.	duration(min)	annualisation	period	description
1	60	593	1	0800-0900
2	60	1485	2	1000-1300 Average Hour
3	60	1485	3	1300-1600 Average Hour
4	60	691	4	1700-1800

SCHEMES_DM

*Mode	1st Construction year	Opening_yr	Stage

DO_MIN_COSTS

*Type	Mode	Funding	Cost	Price	RPI

DO_MIN_PROFILE

*Year	Mode	Const	Land	Prep	Super	Maint	Op	Grant	Dev

DO_MIN_DELAY_COSTS

*Year	Mode	Business	Commuting	Other	Freight

SCHEMES_DS

*Mode	1st Construction year	Opening_yr	Stage
1	2015	2024	OP
2	2015	2024	OP

DO_SOM_COSTS

*Type	Mode	Funding	Cost	Price	RPI
C	1	cen	378735.0	F	100.00
S	1	cen	11521.0	F	100.00
L	1	cen	202807.0	F	100.00
P	1	cen	19312.0	F	100.00
M	1	cen	180614.0	F	100.00

DO_SOM_PROFILE

*Year	Mode	Const	Land	Prep	Super	Maint	Op	Grant	Dev
2015	1	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0
2016	1	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0
2017	1	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0
2018	1	0.0	6.0	13.0	0.0	0.0	0.0	0.0	0.0
2019	1	0.5	16.0	10.0	0.0	0.0	0.0	0.0	0.0
2020	1	0.6	16.0	10.0	0.0	0.0	0.0	0.0	0.0
2021	1	14.9	16.0	11.0	13.0	0.0	0.0	0.0	0.0
2022	1	29.2	17.0	0.0	26.0	0.0	0.0	0.0	0.0
2023	1	30.3	17.0	0.0	26.0	0.0	0.0	0.0	0.0
2024	1	22.0	7.0	0.0	26.0	1.6	0.0	0.0	0.0
2025	1	2.5	5.0	0.0	9.0	1.6	0.0	0.0	0.0
2026	1	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0
2027	1	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0
2028	1	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0
2029	1	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0
2030	1	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0
2031	1	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0
2032	1	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0
2033	1	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0
2034	1	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0
2035	1	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0
2036	1	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0
2037	1	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0
2038	1	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0
2039	1	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0

2040	1	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0
2041	1	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0
2042	1	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0
2043	1	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0
2044	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2045	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2046	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2047	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2048	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2049	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2050	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2051	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2052	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2053	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2054	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2055	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2056	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2057	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2058	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2059	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2060	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2061	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2062	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2063	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2064	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2065	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2066	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2067	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2068	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2069	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2070	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2071	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2072	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2073	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2074	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2075	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2076	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2077	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2078	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2079	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2080	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2081	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2082	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
2083	1	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0

DO_SOM_DELAY_COSTS
*Year Mode Business Commuting Other Freight

BENEFIT_CHANGE
* change p.a.
*Start_yr End_yr Submode ChangePer1 ChangePer2 ChangePer3 ChangePer4 ChangePer5

USER_CLASSES
*no. Veh/submode purpose person_type

1	5	1	2
2	5	2	2
3	5	3	2
4	5	3	2
5	5	3	2
6	1	0	2
7	1	1	0

8	1	2	0
9	1	3	0
10	1	3	0
11	2	0	0
12	3	0	0
13	4	0	0

INPUT_MATRICES
*no. userclasses timeslice type format scenario year factor filename
1 1 1-4 P 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DM04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DM04_TII_H_24_Skims\EMP_PT_Demand.txt
2 2 1-4 P 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DM04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DM04_TII_H_24_Skims\COM_PT_Demand.txt
3 3 1-4 P 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DM04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DM04_TII_H_24_Skims\OTH_PT_Demand.txt
4 4 1-4 P 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DM04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DM04_TII_H_24_Skims\EDU_PT_Demand.txt
5 5 1-4 P 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DM04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DM04_TII_H_24_Skims\RET_PT_Demand.txt
6 1 1-4 P 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DM04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DM04_FacSc3a_39_Skims\EMP_PT_Demand.txt
7 2 1-4 P 3 0 2039 1
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8 3 1-4 P 3 0 2039 1
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9 4 1-4 P 3 0 2039 1
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10 5 1-4 P 3 0 2039 1
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11 1 1-4 P 3 0 2054 1
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12 2 1-4 P 3 0 2054 1
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13 3 1-4 P 3 0 2054 1
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14 4 1-4 P 3 0 2054 1
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15 5 1-4 P 3 0 2054 1
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16 1 1-4 P 3 1 2024 1
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17 2 1-4 P 3 1 2024 1
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18 3 1-4 P 3 1 2024 1
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19 4 1-4 P 3 1 2024 1
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20 5 1-4 P 3 1 2024 1
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21 1 1-4 P 3 1 2039 1
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22 2 1-4 P 3 1 2039 1
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23 3 1-4 P 3 1 2039 1
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24 4 1-4 P 3 1 2039 1
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25 5 1-4 P 3 1 2039 1
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26 1 1-4 P 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_ABA\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_ABA_54_Skims\EMP_PT_Demand.txt
27 2 1-4 P 3 1 2054 1
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28 3 1-4 P 3 1 2054 1
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29 4 1-4 P 3 1 2054 1
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30 5 1-4 P 3 1 2054 1
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31 1 1-4 T 3 0 2024 1
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32 2 1-4 T 3 0 2024 1
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33 3 1-4 T 3 0 2024 1
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34 4 1-4 T 3 0 2024 1
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35 5 1-4 T 3 0 2024 1
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36 1 1-4 T 3 0 2039 1
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37 2 1-4 T 3 0 2039 1
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38 3 1-4 T 3 0 2039 1
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39 4 1-4 T 3 0 2039 1
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40 5 1-4 T 3 0 2039 1
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41 1 1-4 T 3 0 2054 1
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42 2 1-4 T 3 0 2054 1
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43 3 1-4 T 3 0 2054 1
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44 4 1-4 T 3 0 2054 1
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45 5 1-4 T 3 0 2054 1
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46 1 1-4 T 3 1 2024 1
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47 2 1-4 T 3 1 2024 1
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48 3 1-4 T 3 1 2024 1
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49 4 1-4 T 3 1 2024 1
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50 5 1-4 T 3 1 2024 1
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51 1 1-4 T 3 1 2039 1
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52 2 1-4 T 3 1 2039 1
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53 3 1-4 T 3 1 2039 1
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54 4 1-4 T 3 1 2039 1
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55 5 1-4 T 3 1 2039 1
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56 1 1-4 T 3 1 2054 1
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57 2 1-4 T 3 1 2054 1
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58 3 1-4 T 3 1 2054 1
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59 4 1-4 T 3 1 2054 1
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60 5 1-4 T 3 1 2054 1
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61 1 1-4 D 3 0 2024 1
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62 2 1-4 D 3 0 2024 1
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63 3 1-4 D 3 0 2024 1
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64 4 1-4 D 3 0 2024 1
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65 5 1-4 D 3 0 2024 1
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66 1 1-4 D 3 0 2039 1
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67 2 1-4 D 3 0 2039 1
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68 3 1-4 D 3 0 2039 1
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69 4 1-4 D 3 0 2039 1
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70 5 1-4 D 3 0 2039 1
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71 1 1-4 D 3 0 2054 1
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72 2 1-4 D 3 0 2054 1
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73 3 1-4 D 3 0 2054 1
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74 4 1-4 D 3 0 2054 1
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75 5 1-4 D 3 0 2054 1
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76 1 1-4 D 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DS04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DS04_TII_H_24_Skims\EMP_PT_Dist.txt
77 2 1-4 D 3 1 2024 1
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78 3 1-4 D 3 1 2024 1
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79 4 1-4 D 3 1 2024 1
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80 5 1-4 D 3 1 2024 1
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81 1 1-4 D 3 1 2039 1
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82 2 1-4 D 3 1 2039 1
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83 3 1-4 D 3 1 2039 1
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84 4 1-4 D 3 1 2039 1
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86 1 1-4 D 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_ABA\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_ABA_54_Skims\EMP_PT_Dist.txt
87 2 1-4 D 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_ABA\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_ABA_54_Skims\COM_PT_Dist.txt
88 3 1-4 D 3 1 2054 1
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89 4 1-4 D 3 1 2054 1
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90 5 1-4 D 3 1 2054 1
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91 1 1-4 C1 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DM04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DM04_TII_H_24_Skims\EMP_PT_Fare.txt
92 2 1-4 C1 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DM04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DM04_TII_H_24_Skims\COM_PT_Fare.txt
93 3 1-4 C1 3 0 2024 1
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94 4 1-4 C1 3 0 2024 1
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95 5 1-4 C1 3 0 2024 1
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96 1 1-4 C1 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DM04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DM04_FacSc3a_39_Skims\EMP_PT_Fare.txt
97 2 1-4 C1 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DM04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DM04_FacSc3a_39_Skims\COM_PT_Fare.txt

98 3 1-4 C1 3 0 2039 1
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99 4 1-4 C1 3 0 2039 1
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100 5 1-4 C1 3 0 2039 1
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101 1 1-4 C1 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_AAZ\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_AAZ_54_Skims\EMP_PT_Fare.txt
102 2 1-4 C1 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_AAZ\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_AAZ_54_Skims\COM_PT_Fare.txt
103 3 1-4 C1 3 0 2054 1
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104 4 1-4 C1 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_AAZ\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_AAZ_54_Skims\EDU_PT_Fare.txt
105 5 1-4 C1 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_AAZ\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_AAZ_54_Skims\RET_PT_Fare.txt
106 1 1-4 C1 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DS04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DS04_TII_H_24_Skims\EMP_PT_Fare.txt
107 2 1-4 C1 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DS04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DS04_TII_H_24_Skims\COM_PT_Fare.txt
108 3 1-4 C1 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DS04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DS04_TII_H_24_Skims\OTH_PT_Fare.txt
109 4 1-4 C1 3 1 2024 1
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110 5 1-4 C1 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DS04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DS04_TII_H_24_Skims\RET_PT_Fare.txt
111 1 1-4 C1 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DS04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DS04_FacSc3a_39_Skims\EMP_PT_Fare.txt
112 2 1-4 C1 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DS04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DS04_FacSc3a_39_Skims\COM_PT_Fare.txt
113 3 1-4 C1 3 1 2039 1
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114 4 1-4 C1 3 1 2039 1
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115 5 1-4 C1 3 1 2039 1
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116 1 1-4 C1 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_ABA\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_ABA_54_Skims\EMP_PT_Fare.txt
117 2 1-4 C1 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_ABA\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_ABA_54_Skims\COM_PT_Fare.txt

118 3 1-4 C1 3 1 2054 1
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119 4 1-4 C1 3 1 2054 1
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120 5 1-4 C1 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DS04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DS04_FacSc3a_39_Skims\RET_PT_Fare.txt
121 6 1-4 V 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DM04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DM04_TII_H_24_Skims\HW_UC1_Demand.txt
122 7 1-4 V 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DM04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DM04_TII_H_24_Skims\HW_UC2_Demand.txt
123 8 1-4 V 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DM04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DM04_TII_H_24_Skims\HW_UC3_Demand.txt
124 9 1-4 V 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DM04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DM04_TII_H_24_Skims\HW_UC4_Demand.txt
125 10 1-4 V 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DM04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DM04_TII_H_24_Skims\HW_UC5_Demand.txt
126 11 1-4 V 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DM04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DM04_TII_H_24_Skims\HW_UC6_Demand.txt
127 12 1-4 V 3 0 2024 0.526
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DM04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DM04_TII_H_24_Skims\HW_UC7_Demand.txt
128 13 1-4 V 3 0 2024 0.346
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DM04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DM04_TII_H_24_Skims\HW_UC8_9_Demand.txt
129 6 1-4 V 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DM04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DM04_FacSc3a_39_Skims\HW_UC1_Demand.txt
130 7 1-4 V 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DM04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DM04_FacSc3a_39_Skims\HW_UC2_Demand.txt
131 8 1-4 V 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DM04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DM04_FacSc3a_39_Skims\HW_UC3_Demand.txt
132 9 1-4 V 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DM04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DM04_FacSc3a_39_Skims\HW_UC4_Demand.txt
133 10 1-4 V 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DM04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DM04_FacSc3a_39_Skims\HW_UC5_Demand.txt
134 11 1-4 V 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DM04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DM04_FacSc3a_39_Skims\HW_UC6_Demand.txt
135 12 1-4 V 3 0 2039 0.526
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DM04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DM04_FacSc3a_39_Skims\HW_UC7_Demand.txt
136 13 1-4 V 3 0 2039 0.346
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DM04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DM04_FacSc3a_39_Skims\HW_UC8_9_Demand.txt
137 6 1-4 V 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_AAZ\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_AAZ_54_Skims\HW_UC1_Demand.txt

138 7 1-4 V 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_AAZ\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_AAZ_54_Skims\HW_UC2_Demand.txt
139 8 1-4 V 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_AAZ\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_AAZ_54_Skims\HW_UC3_Demand.txt
140 9 1-4 V 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_AAZ\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_AAZ_54_Skims\HW_UC4_Demand.txt
141 10 1-4 V 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_AAZ\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_AAZ_54_Skims\HW_UC5_Demand.txt
142 11 1-4 V 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_AAZ\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_AAZ_54_Skims\HW_UC6_Demand.txt
143 12 1-4 V 3 0 2054 0.526
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_AAZ\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_AAZ_54_Skims\HW_UC7_Demand.txt
144 13 1-4 V 3 0 2054 0.346
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_AAZ\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_AAZ_54_Skims\HW_UC8_9_Demand.txt
145 6 1-4 V 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DS04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DS04_TII_H_24_Skims\HW_UC1_Demand.txt
146 7 1-4 V 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DS04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DS04_TII_H_24_Skims\HW_UC2_Demand.txt
147 8 1-4 V 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DS04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DS04_TII_H_24_Skims\HW_UC3_Demand.txt
148 9 1-4 V 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DS04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DS04_TII_H_24_Skims\HW_UC4_Demand.txt
149 10 1-4 V 3 1 2024 1
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150 11 1-4 V 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DS04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DS04_TII_H_24_Skims\HW_UC6_Demand.txt
151 12 1-4 V 3 1 2024 0.526
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DS04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DS04_TII_H_24_Skims\HW_UC7_Demand.txt
152 13 1-4 V 3 1 2024 0.346
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DS04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DS04_TII_H_24_Skims\HW_UC8_9_Demand.txt
153 6 1-4 V 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DS04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DS04_FacSc3a_39_Skims\HW_UC1_Demand.txt
154 7 1-4 V 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DS04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DS04_FacSc3a_39_Skims\HW_UC2_Demand.txt
155 8 1-4 V 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DS04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DS04_FacSc3a_39_Skims\HW_UC3_Demand.txt
156 9 1-4 V 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DS04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DS04_FacSc3a_39_Skims\HW_UC4_Demand.txt
157 10 1-4 V 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DS04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DS04_FacSc3a_39_Skims\HW_UC5_Demand.txt

158 11 1-4 V 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DS04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DS04_FacSc3a_39_Skims\HW_UC6_Demand.txt
159 12 1-4 V 3 1 2039 0.526
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DS04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DS04_FacSc3a_39_Skims\HW_UC7_Demand.txt
160 13 1-4 V 3 1 2039 0.346
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DS04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DS04_FacSc3a_39_Skims\HW_UC8_9_Demand.txt
161 6 1-4 V 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_ABA\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_ABA_54_Skims\HW_UC1_Demand.txt
162 7 1-4 V 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_ABA\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_ABA_54_Skims\HW_UC2_Demand.txt
163 8 1-4 V 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_ABA\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_ABA_54_Skims\HW_UC3_Demand.txt
164 9 1-4 V 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_ABA\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_ABA_54_Skims\HW_UC4_Demand.txt
165 10 1-4 V 3 1 2054 1
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166 11 1-4 V 3 1 2054 1
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167 12 1-4 V 3 1 2054 0.526
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168 13 1-4 V 3 1 2054 0.346
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169 6 1-4 T 3 0 2024 1
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170 7 1-4 T 3 0 2024 1
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171 8 1-4 T 3 0 2024 1
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172 9 1-4 T 3 0 2024 1
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173 10 1-4 T 3 0 2024 1
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174 11 1-4 T 3 0 2024 1
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175 12 1-4 T 3 0 2024 1
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176 13 1-4 T 3 0 2024 1
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177 6 1-4 T 3 0 2039 1
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178 7 1-4 T 3 0 2039 1
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179 8 1-4 T 3 0 2039 1
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183 12 1-4 T 3 0 2039 1
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184 13 1-4 T 3 0 2039 1
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185 6 1-4 T 3 0 2054 1
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186 7 1-4 T 3 0 2054 1
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187 8 1-4 T 3 0 2054 1
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190 11 1-4 T 3 0 2054 1
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191 12 1-4 T 3 0 2054 1
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192 13 1-4 T 3 0 2054 1
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193 6 1-4 T 3 1 2024 1
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198 11 1-4 T 3 1 2024 1
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199 12 1-4 T 3 1 2024 1
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201 6 1-4 T 3 1 2039 1
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208 13 1-4 T 3 1 2039 1
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209 6 1-4 T 3 1 2054 1
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210 7 1-4 T 3 1 2054 1
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211 8 1-4 T 3 1 2054 1
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213 10 1-4 T 3 1 2054 1
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214 11 1-4 T 3 1 2054 1
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215 12 1-4 T 3 1 2054 1
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216 13 1-4 T 3 1 2054 1
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217 6 1-4 D 3 0 2024 1
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218 7 1-4 D 3 0 2024 1
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219 8 1-4 D 3 0 2024 1
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221 10 1-4 D 3 0 2024 1
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222 11 1-4 D 3 0 2024 1
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223 12 1-4 D 3 0 2024 1
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224 13 1-4 D 3 0 2024 1
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225 6 1-4 D 3 0 2039 1
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226 7 1-4 D 3 0 2039 1
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227 8 1-4 D 3 0 2039 1
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228 9 1-4 D 3 0 2039 1
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233 6 1-4 D 3 0 2054 1
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234 7 1-4 D 3 0 2054 1
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235 8 1-4 D 3 0 2054 1
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236 9 1-4 D 3 0 2054 1
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237 10 1-4 D 3 0 2054 1
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238 11 1-4 D 3 0 2054 1
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246 11 1-4 D 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DS04_TII_H\OUTPUT\WRM24
_TII_H\Appraisal_Tools\Economic\DS04_TII_H_24_Skims\HW_UC6_Dist.txt
247 12 1-4 D 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DS04_TII_H\OUTPUT\WRM24
_TII_H\Appraisal_Tools\Economic\DS04_TII_H_24_Skims\HW_UC7_Dist.txt
248 13 1-4 D 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DS04_TII_H\OUTPUT\WRM24
_TII_H\Appraisal_Tools\Economic\DS04_TII_H_24_Skims\HW_UC8_9_Dist.txt
249 6 1-4 D 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DS04_FacSc3a\OUTPUT\WRM
39_FACSc3a\Appraisal_Tools\Economic\DS04_FacSc3a_39_Skims\HW_UC1_Dist.txt
250 7 1-4 D 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DS04_FacSc3a\OUTPUT\WRM
39_FACSc3a\Appraisal_Tools\Economic\DS04_FacSc3a_39_Skims\HW_UC2_Dist.txt
251 8 1-4 D 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DS04_FacSc3a\OUTPUT\WRM
39_FACSc3a\Appraisal_Tools\Economic\DS04_FacSc3a_39_Skims\HW_UC3_Dist.txt
252 9 1-4 D 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DS04_FacSc3a\OUTPUT\WRM
39_FACSc3a\Appraisal_Tools\Economic\DS04_FacSc3a_39_Skims\HW_UC4_Dist.txt
253 10 1-4 D 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DS04_FacSc3a\OUTPUT\WRM
39_FACSc3a\Appraisal_Tools\Economic\DS04_FacSc3a_39_Skims\HW_UC5_Dist.txt
254 11 1-4 D 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DS04_FacSc3a\OUTPUT\WRM
39_FACSc3a\Appraisal_Tools\Economic\DS04_FacSc3a_39_Skims\HW_UC6_Dist.txt
255 12 1-4 D 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DS04_FacSc3a\OUTPUT\WRM
39_FACSc3a\Appraisal_Tools\Economic\DS04_FacSc3a_39_Skims\HW_UC7_Dist.txt
256 13 1-4 D 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DS04_FacSc3a\OUTPUT\WRM
39_FACSc3a\Appraisal_Tools\Economic\DS04_FacSc3a_39_Skims\HW_UC8_9_Dist.txt
257 6 1-4 D 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_ABA\OUTPUT\WRM5
4_TII_H\Appraisal_Tools\Economic\WR020_ABA_54_Skims\HW_UC1_Dist.txt

258 7 1-4 D 3 1 2054 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_ABA\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_ABA_54_Skims\HW_UC2_Dist.txt
259 8 1-4 D 3 1 2054 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_ABA\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_ABA_54_Skims\HW_UC3_Dist.txt
260 9 1-4 D 3 1 2054 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_ABA\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_ABA_54_Skims\HW_UC4_Dist.txt
261 10 1-4 D 3 1 2054 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_ABA\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_ABA_54_Skims\HW_UC5_Dist.txt
262 11 1-4 D 3 1 2054 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_ABA\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_ABA_54_Skims\HW_UC6_Dist.txt
263 12 1-4 D 3 1 2054 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_ABA\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_ABA_54_Skims\HW_UC7_Dist.txt
264 13 1-4 D 3 1 2054 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_ABA\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_ABA_54_Skims\HW_UC8_9_Dist.txt
265 6 1-4 C4 3 0 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DM04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DM04_TII_H_24_Skims\HW_UC1_Toll.txt
266 7 1-4 C4 3 0 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DM04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DM04_TII_H_24_Skims\HW_UC2_Toll.txt
267 8 1-4 C4 3 0 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DM04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DM04_TII_H_24_Skims\HW_UC3_Toll.txt
268 9 1-4 C4 3 0 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DM04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DM04_TII_H_24_Skims\HW_UC4_Toll.txt
269 10 1-4 C4 3 0 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DM04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DM04_TII_H_24_Skims\HW_UC5_Toll.txt
270 11 1-4 C4 3 0 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DM04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DM04_TII_H_24_Skims\HW_UC6_Toll.txt
271 12 1-4 C4 3 0 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DM04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DM04_TII_H_24_Skims\HW_UC7_Toll.txt
272 13 1-4 C4 3 0 2024 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DM04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DM04_TII_H_24_Skims\HW_UC8_9_Toll.txt
273 6 1-4 C4 3 0 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DM04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DM04_FacSc3a_39_Skims\HW_UC1_Toll.txt
274 7 1-4 C4 3 0 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DM04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DM04_FacSc3a_39_Skims\HW_UC2_Toll.txt
275 8 1-4 C4 3 0 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DM04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DM04_FacSc3a_39_Skims\HW_UC3_Toll.txt
276 9 1-4 C4 3 0 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DM04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DM04_FacSc3a_39_Skims\HW_UC4_Toll.txt
277 10 1-4 C4 3 0 2039 1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DM04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DM04_FacSc3a_39_Skims\HW_UC5_Toll.txt

278 11 1-4 C4 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DM04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DM04_FacSc3a_39_Skims\HW_UC6_Toll.txt
279 12 1-4 C4 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DM04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DM04_FacSc3a_39_Skims\HW_UC7_Toll.txt
280 13 1-4 C4 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DM04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DM04_FacSc3a_39_Skims\HW_UC8_9_Toll.txt
281 6 1-4 C4 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_AAZ\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_AAZ_54_Skims\HW_UC1_Toll.txt
282 7 1-4 C4 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_AAZ\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_AAZ_54_Skims\HW_UC2_Toll.txt
283 8 1-4 C4 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_AAZ\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_AAZ_54_Skims\HW_UC3_Toll.txt
284 9 1-4 C4 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_AAZ\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_AAZ_54_Skims\HW_UC4_Toll.txt
285 10 1-4 C4 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_AAZ\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_AAZ_54_Skims\HW_UC5_Toll.txt
286 11 1-4 C4 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_AAZ\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_AAZ_54_Skims\HW_UC6_Toll.txt
287 12 1-4 C4 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_AAZ\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_AAZ_54_Skims\HW_UC7_Toll.txt
288 13 1-4 C4 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_AAZ\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_AAZ_54_Skims\HW_UC8_9_Toll.txt
289 6 1-4 C4 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DS04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DS04_TII_H_24_Skims\HW_UC1_Toll.txt
290 7 1-4 C4 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DS04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DS04_TII_H_24_Skims\HW_UC2_Toll.txt
291 8 1-4 C4 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DS04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DS04_TII_H_24_Skims\HW_UC3_Toll.txt
292 9 1-4 C4 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DS04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DS04_TII_H_24_Skims\HW_UC4_Toll.txt
293 10 1-4 C4 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DS04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DS04_TII_H_24_Skims\HW_UC5_Toll.txt
294 11 1-4 C4 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DS04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DS04_TII_H_24_Skims\HW_UC6_Toll.txt
295 12 1-4 C4 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DS04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DS04_TII_H_24_Skims\HW_UC7_Toll.txt
296 13 1-4 C4 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\24\DS04_TII_H\OUTPUT\WRM24_TII_H\Appraisal_Tools\Economic\DS04_TII_H_24_Skims\HW_UC8_9_Toll.txt
297 6 1-4 C4 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DS04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DS04_FacSc3a_39_Skims\HW_UC1_Toll.txt

298 7 1-4 C4 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DS04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DS04_FacSc3a_39_Skims\HW_UC2_Toll.txt
299 8 1-4 C4 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DS04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DS04_FacSc3a_39_Skims\HW_UC3_Toll.txt
300 9 1-4 C4 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DS04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DS04_FacSc3a_39_Skims\HW_UC4_Toll.txt
301 10 1-4 C4 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DS04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DS04_FacSc3a_39_Skims\HW_UC5_Toll.txt
302 11 1-4 C4 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DS04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DS04_FacSc3a_39_Skims\HW_UC6_Toll.txt
303 12 1-4 C4 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DS04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DS04_FacSc3a_39_Skims\HW_UC7_Toll.txt
304 13 1-4 C4 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\39\DS04_FacSc3a\OUTPUT\WRM39_FACSc3a\Appraisal_Tools\Economic\DS04_FacSc3a_39_Skims\HW_UC8_9_Toll.txt
305 6 1-4 C4 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_ABA\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_ABA_54_Skims\HW_UC1_Toll.txt
306 7 1-4 C4 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_ABA\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_ABA_54_Skims\HW_UC2_Toll.txt
307 8 1-4 C4 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_ABA\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_ABA_54_Skims\HW_UC3_Toll.txt
308 9 1-4 C4 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_ABA\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_ABA_54_Skims\HW_UC4_Toll.txt
309 10 1-4 C4 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_ABA\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_ABA_54_Skims\HW_UC5_Toll.txt
310 11 1-4 C4 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_ABA\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_ABA_54_Skims\HW_UC6_Toll.txt
311 12 1-4 C4 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_ABA\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_ABA_54_Skims\HW_UC7_Toll.txt
312 13 1-4 C4 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\3_High_Growth\54\WR020_ABA\OUTPUT\WRM54_TII_H\Appraisal_Tools\Economic\WR020_ABA_54_Skims\HW_UC8_9_Toll.txt

SECTORS
*mode Sector_file_name
1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\Sectors\Sectors.txt
2 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\Sectors\Sectors.txt

GTS – 60 years – Total Scheme Budget

SCHEME SPECIFIC PARAMETERS

PARAMETERS

TUBA_version 1.9.5

run_name GCOB_Phase_3_60years

do_min_name Do_Min

do_som_name Do_Something

first_yr 2024

horizon_yr 2084

modelled_yrs 2024 2039 2054

detail Yes

current_yr 2011

print_warn 50

P&R_car_speed 65.0

zones_as_sectors No

TIME_SLICES

*no.	duration(min)	annualisation	period	description
1	60	593	1	0800-0900
2	60	1485	2	1000-1300 Average Hour
3	60	1485	3	1300-1600 Average Hour
4	60	691	4	1700-1800

SCHEMES_DM

*Mode 1st Construction year Opening_yr Stage

DO_MIN_COSTS

*Type Mode Funding Cost Price RPI

DO_MIN_PROFILE

*Year Mode Const Land Prep Super Maint Op Grant Dev

DO_MIN_DELAY_COSTS

*Year Mode Business Commuting Other Freight

SCHEMES_DS

*Mode 1st Construction year Opening_yr Stage

1 2015 2024 OP

2 2015 2024 OP

DO_SOM_COSTS

*Type Mode Funding Cost Price RPI

C 1 cen 378735.0 F 100.00

S 1 cen 11521.0 F 100.00

L 1 cen 202807.0 F 100.00

P 1 cen 19312.0 F 100.00

M 1 cen 90307.0 F 100.00

DO_SOM_PROFILE

*Year Mode Const Land Prep Super Maint Op Grant Dev

2015 1 0.0 0.0 25.0 0.0 0.0 0.0 0.0 0.0

2016 1 0.0 0.0 17.0 0.0 0.0 0.0 0.0 0.0

2017	1	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0
2018	1	0.0	6.0	13.0	0.0	0.0	0.0	0.0	0.0
2019	1	0.5	16.0	10.0	0.0	0.0	0.0	0.0	0.0
2020	1	0.6	16.0	10.0	0.0	0.0	0.0	0.0	0.0
2021	1	14.9	16.0	11.0	13.0	0.0	0.0	0.0	0.0
2022	1	29.2	17.0	0.0	26.0	0.0	0.0	0.0	0.0
2023	1	30.3	17.0	0.0	26.0	0.0	0.0	0.0	0.0
2024	1	22.0	7.0	0.0	26.0	3.33	0.0	0.0	0.0
2025	1	2.5	5.0	0.0	9.0	3.33	0.0	0.0	0.0
2026	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2027	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2028	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2029	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2030	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2031	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2032	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2033	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2034	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2035	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2036	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2037	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2038	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2039	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2040	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2041	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2042	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2043	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2044	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2045	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2046	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0

2047	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2048	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2049	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2050	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2051	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2052	1	0.0	0.0	0.0	0.0	3.33	0.0	0.0	0.0
2053	1	0.0	0.0	0.0	0.0	3.43	0.0	0.0	0.0

DO_SOM_DELAY_COSTS

*Year Mode Business Commuting Other Freight

BENEFIT_CHANGE

* change p.a.

*Start_yr End_yr Submode ChangePer1 ChangePer2 ChangePer3 ChangePer4 ChangePer5

USER_CLASSES

*no.	Veh/submode	purpose	person_type
1	5	1	2
2	5	2	2
3	5	3	2
4	5	3	2
5	5	3	2
6	1	0	2
7	1	1	0
8	1	2	0
9	1	3	0
10	1	3	0
11	2	0	0
12	3	0	0
13	4	0	0

INPUT_MATRICES

*no. userclasses timeslice type format scenario year factor filename

1 1 1-4 P 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\EMP_PT_Demand.txt

2 2 1-4 P 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\COM_PT_Demand.txt

3 3 1-4 P 3 0 2024 1
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4 4 1-4 P 3 0 2024 1
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5 5 1-4 P 3 0 2024 1
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6 1 1-4 P 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\EMP_PT_Demand.txt

7 2 1-4 P 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\COM_PT_Demand.txt

8 3 1-4 P 3 0 2039 1
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9 4 1-4 P 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\EDU_PT_Demand.txt

10 5 1-4 P 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\RET_PT_Demand.txt

11 1 1-4 P 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\EMP_PT_Demand.txt

12 2 1-4 P 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\COM_PT_Demand.txt

13 3 1-4 P 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\OTH_PT_Demand.txt

14 4 1-4 P 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\EDU_PT_Demand.txt

15 5 1-4 P 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\RET_PT_Demand.txt

16 1 1-4 P 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\EMP_PT_Demand.txt

17 2 1-4 P 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\COM_PT_Demand.txt

18 3 1-4 P 3 1 2024 1
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19 4 1-4 P 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\EDU_PT_Demand.txt

20 5 1-4 P 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\RET_PT_Demand.txt

21 1 1-4 P 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\EMP_PT_Demand.txt

22 2 1-4 P 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\COM_PT_Demand.txt

23 3 1-4 P 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\OTH_PT_Demand.txt

24 4 1-4 P 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\EDU_PT_Demand.txt

25 5 1-4 P 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\RET_PT_Demand.txt

26 1 1-4 P 3 1 2054 1
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27 2 1-4 P 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\COM_PT_Demand.txt

28 3 1-4 P 3 1 2054 1
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29 4 1-4 P 3 1 2054 1
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30 5 1-4 P 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\RET_PT_Demand.txt

31 1 1-4 T 3 0 2024 1
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32 2 1-4 T 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\COM_PT_Time.txt

33 3 1-4 T 3 0 2024 1
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34 4 1-4 T 3 0 2024 1
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35 5 1-4 T 3 0 2024 1
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36 1 1-4 T 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\EMP_PT_Time.txt

37 2 1-4 T 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\COM_PT_Time.txt

38 3 1-4 T 3 0 2039 1
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39 4 1-4 T 3 0 2039 1
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40 5 1-4 T 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\RET_PT_Time.txt

41 1 1-4 T 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\EMP_PT_Time.txt

42 2 1-4 T 3 0 2054 1
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43 3 1-4 T 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\OTH_PT_Time.txt

44 4 1-4 T 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\EDU_PT_Time.txt

45 5 1-4 T 3 0 2054 1
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46 1 1-4 T 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\EMP_PT_Time.txt

47 2 1-4 T 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\COM_PT_Time.txt

48 3 1-4 T 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\OTH_PT_Time.txt

49 4 1-4 T 3 1 2024 1
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50 5 1-4 T 3 1 2024 1
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51 1 1-4 T 3 1 2039 1
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52 2 1-4 T 3 1 2039 1
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53 3 1-4 T 3 1 2039 1
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54 4 1-4 T 3 1 2039 1
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55 5 1-4 T 3 1 2039 1
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56 1 1-4 T 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\EMP_PT_Time.txt

57 2 1-4 T 3 1 2054 1
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58 3 1-4 T 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\OTH_PT_Time.txt

59 4 1-4 T 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\EDU_PT_Time.txt

60 5 1-4 T 3 1 2054 1
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61 1 1-4 D 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\EMP_PT_Dist.txt

62 2 1-4 D 3 0 2024 1
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63 3 1-4 D 3 0 2024 1
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64 4 1-4 D 3 0 2024 1
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65 5 1-4 D 3 0 2024 1
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66 1 1-4 D 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\EMP_PT_Dist.txt

67 2 1-4 D 3 0 2039 1
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68 3 1-4 D 3 0 2039 1
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69 4 1-4 D 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\EDU_PT_Dist.txt

70 5 1-4 D 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\RET_PT_Dist.txt

71 1 1-4 D 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\EMP_PT_Dist.txt

72 2 1-4 D 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\COM_PT_Dist.txt

73 3 1-4 D 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\OTH_PT_Dist.txt

74 4 1-4 D 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\EDU_PT_Dist.txt

75 5 1-4 D 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\RET_PT_Dist.txt

76 1 1-4 D 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\EMP_PT_Dist.txt

77 2 1-4 D 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\COM_PT_Dist.txt

78 3 1-4 D 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\OTH_PT_Dist.txt

79 4 1-4 D 3 1 2024 1
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80 5 1-4 D 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\RET_PT_Dist.txt

81 1 1-4 D 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\EMP_PT_Dist.txt

82 2 1-4 D 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\COM_PT_Dist.txt

83 3 1-4 D 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\OTH_PT_Dist.txt

84 4 1-4 D 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\EDU_PT_Dist.txt

85 5 1-4 D 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\RET_PT_Dist.txt

86 1 1-4 D 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\EMP_PT_Dist.txt

87 2 1-4 D 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\COM_PT_Dist.txt

88 3 1-4 D 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\OTH_PT_Dist.txt

89 4 1-4 D 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\EDU_PT_Dist.txt

90 5 1-4 D 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\RET_PT_Dist.txt

91 1 1-4 C1 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\EMP_PT_Fare.txt

92 2 1-4 C1 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\COM_PT_Fare.txt

93 3 1-4 C1 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\OTH_PT_Fare.txt

94 4 1-4 C1 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\EDU_PT_Fare.txt

95 5 1-4 C1 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\RET_PT_Fare.txt

96 1 1-4 C1 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\EMP_PT_Fare.txt

97 2 1-4 C1 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\COM_PT_Fare.txt

98 3 1-4 C1 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\OTH_PT_Fare.txt

99 4 1-4 C1 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\EDU_PT_Fare.txt

100 5 1-4 C1 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\RET_PT_Fare.txt

101 1 1-4 C1 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\EMP_PT_Fare.txt

102 2 1-4 C1 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\COM_PT_Fare.txt

103 3 1-4 C1 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\OTH_PT_Fare.txt

104 4 1-4 C1 3 0 2054 1
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105 5 1-4 C1 3 0 2054 1
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106 1 1-4 C1 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\EMP_PT_Fare.txt

107 2 1-4 C1 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\COM_PT_Fare.txt

108 3 1-4 C1 3 1 2024 1
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109 4 1-4 C1 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\EDU_PT_Fare.txt

110 5 1-4 C1 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\RET_PT_Fare.txt

111 1 1-4 C1 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\EMP_PT_Fare.txt

112 2 1-4 C1 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\COM_PT_Fare.txt

113 3 1-4 C1 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\OTH_PT_Fare.txt

114 4 1-4 C1 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\EDU_PT_Fare.txt

115 5 1-4 C1 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\RET_PT_Fare.txt

116 1 1-4 C1 3 1 2054 1
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117 2 1-4 C1 3 1 2054 1
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118 3 1-4 C1 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\OTH_PT_Fare.txt

119 4 1-4 C1 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\EDU_PT_Fare.txt

120 5 1-4 C1 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\RET_PT_Fare.txt

121 6 1-4 V 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\HW_UC1_Demand.txt

122 7 1-4 V 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\HW_UC2_Demand.txt

123 8 1-4 V 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\HW_UC3_Demand.txt

124 9 1-4 V 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\HW_UC4_Demand.txt

125 10 1-4 V 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\HW_UC5_Demand.txt

126 11 1-4 V 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\HW_UC6_Demand.txt

127 12 1-4 V 3 0 2024 0.526
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\HW_UC7_Demand.txt

128 13 1-4 V 3 0 2024 0.346
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\HW_UC8_9_Demand.txt

129 6 1-4 V 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\HW_UC1_Demand.txt

130 7 1-4 V 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\HW_UC2_Demand.txt

131 8 1-4 V 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\HW_UC3_Demand.txt

132 9 1-4 V 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\HW_UC4_Demand.txt

133 10 1-4 V 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\HW_UC5_Demand.txt

134 11 1-4 V 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\HW_UC6_Demand.txt

135 12 1-4 V 3 0 2039 0.526
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\HW_UC7_Demand.txt

136 13 1-4 V 3 0 2039 0.346
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\HW_UC8_9_Demand.txt

137 6 1-4 V 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\HW_UC1_Demand.txt

138 7 1-4 V 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\HW_UC2_Demand.txt

139 8 1-4 V 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\HW_UC3_Demand.txt

140 9 1-4 V 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\HW_UC4_Demand.txt

141 10 1-4 V 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\HW_UC5_Demand.txt

142 11 1-4 V 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\HW_UC6_Demand.txt

143 12 1-4 V 3 0 2054 0.526
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\HW_UC7_Demand.txt

144 13 1-4 V 3 0 2054 0.346
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\HW_UC8_9_Demand.txt

145 6 1-4 V 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\HW_UC1_Demand.txt

146 7 1-4 V 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\HW_UC2_Demand.txt

147 8 1-4 V 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\HW_UC3_Demand.txt

148 9 1-4 V 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\HW_UC4_Demand.txt

149 10 1-4 V 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\HW_UC5_Demand.txt

150 11 1-4 V 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\HW_UC6_Demand.txt

151 12 1-4 V 3 1 2024 0.526
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\HW_UC7_Demand.txt

152 13 1-4 V 3 1 2024 0.346
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\HW_UC8_9_Demand.txt

153 6 1-4 V 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\HW_UC1_Demand.txt

154 7 1-4 V 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\HW_UC2_Demand.txt

155 8 1-4 V 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\HW_UC3_Demand.txt

156 9 1-4 V 3 1 2039 1
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157 10 1-4 V 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\HW_UC5_Demand.txt

158 11 1-4 V 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\HW_UC6_Demand.txt

159 12 1-4 V 3 1 2039 0.526
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\HW_UC7_Demand.txt

160 13 1-4 V 3 1 2039 0.346
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\HW_UC8_9_Demand.txt

161 6 1-4 V 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\HW_UC1_Demand.txt

162 7 1-4 V 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\HW_UC2_Demand.txt

163 8 1-4 V 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\HW_UC3_Demand.txt

164 9 1-4 V 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\HW_UC4_Demand.txt

165 10 1-4 V 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\HW_UC5_Demand.txt

166 11 1-4 V 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\HW_UC6_Demand.txt

167 12 1-4 V 3 1 2054 0.526
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\HW_UC7_Demand.txt

168 13 1-4 V 3 1 2054 0.346
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\HW_UC8_9_Demand.txt

169 6 1-4 T 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\HW_UC1_Time.txt

170 7 1-4 T 3 0 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DM04_TII_C_24_Skims\HW_UC2_Time.txt

171 8 1-4 T 3 0 2024 1
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172 9 1-4 T 3 0 2024 1
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173 10 1-4 T 3 0 2024 1
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174 11 1-4 T 3 0 2024 1
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175 12 1-4 T 3 0 2024 1
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176 13 1-4 T 3 0 2024 1
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177 6 1-4 T 3 0 2039 1
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178 7 1-4 T 3 0 2039 1
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179 8 1-4 T 3 0 2039 1
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180 9 1-4 T 3 0 2039 1
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181 10 1-4 T 3 0 2039 1
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182 11 1-4 T 3 0 2039 1
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183 12 1-4 T 3 0 2039 1
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184 13 1-4 T 3 0 2039 1
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185 6 1-4 T 3 0 2054 1
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186 7 1-4 T 3 0 2054 1
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187 8 1-4 T 3 0 2054 1
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188 9 1-4 T 3 0 2054 1
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189 10 1-4 T 3 0 2054 1
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190 11 1-4 T 3 0 2054 1
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191 12 1-4 T 3 0 2054 1
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192 13 1-4 T 3 0 2054 1
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193 6 1-4 T 3 1 2024 1
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194 7 1-4 T 3 1 2024 1
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195 8 1-4 T 3 1 2024 1
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196 9 1-4 T 3 1 2024 1
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197 10 1-4 T 3 1 2024 1
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198 11 1-4 T 3 1 2024 1
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199 12 1-4 T 3 1 2024 1
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200 13 1-4 T 3 1 2024 1
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201 6 1-4 T 3 1 2039 1
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202 7 1-4 T 3 1 2039 1
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203 8 1-4 T 3 1 2039 1
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204 9 1-4 T 3 1 2039 1
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205 10 1-4 T 3 1 2039 1
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206 11 1-4 T 3 1 2039 1
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207 12 1-4 T 3 1 2039 1
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208 13 1-4 T 3 1 2039 1
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209 6 1-4 T 3 1 2054 1
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210 7 1-4 T 3 1 2054 1
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211 8 1-4 T 3 1 2054 1
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212 9 1-4 T 3 1 2054 1
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213 10 1-4 T 3 1 2054 1
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214 11 1-4 T 3 1 2054 1
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215 12 1-4 T 3 1 2054 1
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216 13 1-4 T 3 1 2054 1
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217 6 1-4 D 3 0 2024 1
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218 7 1-4 D 3 0 2024 1
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219 8 1-4 D 3 0 2024 1
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220 9 1-4 D 3 0 2024 1
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221 10 1-4 D 3 0 2024 1
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222 11 1-4 D 3 0 2024 1
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223 12 1-4 D 3 0 2024 1
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224 13 1-4 D 3 0 2024 1
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225 6 1-4 D 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\HW_UC1_Dist.txt

226 7 1-4 D 3 0 2039 1
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227 8 1-4 D 3 0 2039 1
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228 9 1-4 D 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\HW_UC4_Dist.txt

229 10 1-4 D 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\HW_UC5_Dist.txt

230 11 1-4 D 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\HW_UC6_Dist.txt

231 12 1-4 D 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\HW_UC7_Dist.txt

232 13 1-4 D 3 0 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DM04_TII_C_39_Skims\HW_UC8_9_Dist.txt

233 6 1-4 D 3 0 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DM04_TII_C_54_Skims\HW_UC1_Dist.txt

234 7 1-4 D 3 0 2054 1
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235 8 1-4 D 3 0 2054 1
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236 9 1-4 D 3 0 2054 1
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237 10 1-4 D 3 0 2054 1
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238 11 1-4 D 3 0 2054 1
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239 12 1-4 D 3 0 2054 1
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240 13 1-4 D 3 0 2054 1
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241 6 1-4 D 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\HW_UC1_Dist.txt

242 7 1-4 D 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\HW_UC2_Dist.txt

243 8 1-4 D 3 1 2024 1
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244 9 1-4 D 3 1 2024 1
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245 10 1-4 D 3 1 2024 1
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246 11 1-4 D 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\HW_UC6_Dist.txt

247 12 1-4 D 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\HW_UC7_Dist.txt

248 13 1-4 D 3 1 2024 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_Tools\Economic\DS04_TII_C_24_Skims\HW_UC8_9_Dist.txt

249 6 1-4 D 3 1 2039 1
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250 7 1-4 D 3 1 2039 1
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251 8 1-4 D 3 1 2039 1
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252 9 1-4 D 3 1 2039 1
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253 10 1-4 D 3 1 2039 1
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254 11 1-4 D 3 1 2039 1
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255 12 1-4 D 3 1 2039 1
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256 13 1-4 D 3 1 2039 1
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257 6 1-4 D 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\HW_UC1_Dist.txt

258 7 1-4 D 3 1 2054 1
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259 8 1-4 D 3 1 2054 1
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260 9 1-4 D 3 1 2054 1
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261 10 1-4 D 3 1 2054 1
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262 11 1-4 D 3 1 2054 1
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263 12 1-4 D 3 1 2054 1
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264 13 1-4 D 3 1 2054 1
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265 6 1-4 C4 3 0 2024 1
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266 7 1-4 C4 3 0 2024 1
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267 8 1-4 C4 3 0 2024 1
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268 9 1-4 C4 3 0 2024 1
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269 10 1-4 C4 3 0 2024 1
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272 13 1-4 C4 3 0 2024 1
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273 6 1-4 C4 3 0 2039 1
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274 7 1-4 C4 3 0 2039 1
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275 8 1-4 C4 3 0 2039 1
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276 9 1-4 C4 3 0 2039 1
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277 10 1-4 C4 3 0 2039 1
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278 11 1-4 C4 3 0 2039 1
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279 12 1-4 C4 3 0 2039 1
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280 13 1-4 C4 3 0 2039 1
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281 6 1-4 C4 3 0 2054 1
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282 7 1-4 C4 3 0 2054 1
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283 8 1-4 C4 3 0 2054 1
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284 9 1-4 C4 3 0 2054 1
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285 10 1-4 C4 3 0 2054 1
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286 11 1-4 C4 3 0 2054 1
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288 13 1-4 C4 3 0 2054 1
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289 6 1-4 C4 3 1 2024 1
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290 7 1-4 C4 3 1 2024 1
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291 8 1-4 C4 3 1 2024 1
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292 9 1-4 C4 3 1 2024 1
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293 10 1-4 C4 3 1 2024 1
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294 11 1-4 C4 3 1 2024 1
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295 12 1-4 C4 3 1 2024 1
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296 13 1-4 C4 3 1 2024 1
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297 6 1-4 C4 3 1 2039 1
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298 7 1-4 C4 3 1 2039 1
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299 8 1-4 C4 3 1 2039 1
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300 9 1-4 C4 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\HW_UC4_Toll.txt

301 10 1-4 C4 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\HW_UC5_Toll.txt

302 11 1-4 C4 3 1 2039 1
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303 12 1-4 C4 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\HW_UC7_Toll.txt

304 13 1-4 C4 3 1 2039 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_Tools\Economic\DS04_TII_C_39_Skims\HW_UC8_9_Toll.txt

305 6 1-4 C4 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\HW_UC1_Toll.txt

306 7 1-4 C4 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\HW_UC2_Toll.txt

307 8 1-4 C4 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM 54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\HW_UC3_Toll.txt

308 9 1-4 C4 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM 54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\HW_UC4_Toll.txt

309 10 1-4 C4 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM 54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\HW_UC5_Toll.txt

310 11 1-4 C4 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM 54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\HW_UC6_Toll.txt

311 12 1-4 C4 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM 54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\HW_UC7_Toll.txt

312 13 1-4 C4 3 1 2054 1
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM 54_TII_C\Appraisal_Tools\Economic\DS04_TII_C_54_Skims\HW_UC8_9_Toll.txt

SECTORS

*mode Sector_file_name

1 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\Sectors\Sectors.txt

2 Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\Sectors\Sectors.txt

APPENDIX C: SCHEME COSTS

Total Scheme BUDGET Worksheet:

SCHEME NAME	N6 Galway City Ring Road (formerly Galway City Bypass)			TII Ref.	GC/14/11222		
Road Authority	Galway Co. Co.			Project Status	Phase 3/4	Region	West

Mainline Scheme Length	17.5	Cross Section	T1 Dual	*Latest update date*	17/10/2016		
Grade Separated Junctions	4	No. of Bridges		*Start Year*	2021	Completion Year	2024

Total Land Acquired (ha)	263	Terrain	Sub-urban	Ground Conditions	Good. Two tunnels, one long viaduct and one major river crossing are required

Base Cost Expenditure Heading	Base Cost (Inclusive of Total Risk)	Current Risk Allocation to TC	Un-inflated Target Cost	Un-Inflated Target Cost Profile										
				Pre2016	2016	2017	2018	2019	2020	2021	2022	2023	2024	Post2024
Main Contract Construction (incl VAT)	294.36		*326.48*							50.00	100.00	100.00	70.00	6.48
Employer Risks on Construction	*37.79*	32.12												
Main Contract Supervision	10.50		*11.55*							1.50	3.00	3.00	3.00	1.05
Employer Risks on Supervision	*1.05*	1.05												
Archaeology	1.31		*1.44*					0.74	0.70					
Pre-construction Archaeological Risks	*0.13*	0.13												
Advance Works & Other Contracts	3.31		*3.64*					1.00	1.50	1.14				
Employer Risks	*0.33*	0.33												
Residual network	4.00		*4.00*										2.00	2.00
Land & Property	136.00		*151.80*				10.00	25.00	25.00	25.00	25.00	25.00	10.00	6.80
Land Issues Risks	*18.59*	15.80												
Planning & Design (incl GI & Topo)	18.00		*19.80*	5.05	3.53	2.70	2.52	2.00	2.00	2.00				
Employer Risks on Planning & Design	*1.80*	1.80												
Subtotal (Excl Inflation & Programme Risk)	*527.17*	*51.23*	*518.71*	*5.05*	*3.53*	*2.70*	*12.52*	*28.74*	*29.20*	*79.64*	*128.00*	*128.00*	*85.00*	*16.33*

Target Cost With Inflation	Un-inflated Target Cost	Inflation Allocated to Target Cost	Target Cost Adjusted for Inflation	Target Cost With Inflation Profile										
				Pre2016	2016	2017	2018	2019	2020	2021	2022	2023	2024	Post2024
Main Contract Construction	326.48	27.58	354.06							53.12	107.57	108.92	77.21	7.24
Main Contract Supervision	11.55	1.02	12.57							1.59	3.23	3.27	3.31	1.17
Archaeology All Phases	1.44	0.06	1.50					0.77	0.73					
Advance Works	3.64	0.18	3.82					1.04	1.57	1.21				
Residual network	4.00	0.44	4.44										2.21	2.23
Land & Property	151.80	9.91	161.71				10.24	25.92	26.24	26.56	26.89	27.23	11.03	7.60
Planning & Design (incl GI & Topo)	19.80	0.39	20.19	5.05	3.53	2.73	2.58	2.07	2.10	2.12				
Target Cost Totals	*518.71*	39.58	558.29	*5.05*	*3.53*	2.73	*12.82*	*29.80*	*30.64*	*84.61*	*137.69*	*139.42*	*93.75*	*18.24*

TARGET COST		Cost / km 31.90	558.29

Base Cost	527.17
Total Inflation	40.23
Programme Risk	25.93
TOTAL SCHEME BUDGET	593.33

TII CBA Cost Conversion Worksheet:

CBA Cost Conversion Spreadsheet - Phase 3 Design and Environmental Evaluation, Phase 4 Statutory Processes and Phase 5 Enabling and Procuremement

Scheme Name

FILL IN ALL CELLS SHADED IN THIS COLOUR IN INPUT SHEET

TOTAL SCHEME BUDGET / TARGET COST DATA

	€m
Total Scheme Budget	€ 593.33
Target Cost	€ 558.29
Inflation allocated to Target Cost	€ 39.58
Un-inflated Total Scheme Budget	€ 553.75
Un-inflated Target Cost	€ 518.71

CPI / RPF DATA

CPI Index for month of cost estimate	101.6
CPI Index for base year	100.0
Shadow Price of Government Funds	1.3
Shadow Price of Labour	0.8
RPF Factor	1.0

UNINFLATED TC & TSB

	€m
Uninflated Target Cost, base year	€ 509.54
Uninflated Target Cost, base year, RPF applied	€ 509.54
Uninflated TSB, base year	€ 543.90
Uninflated TSB, base year, RPF applied	€ 543.90

BASE COST EXPENDITURE DATA

Base Cost Expenditure Heading	€m	Government funds (% of total expenditure)	Assumed Labour content	% of total	Applicable VAT rate
Main Contract Construction	€ 326.48	100%	30.0%	62.9%	13.5%
Main Contract Supervision	€ 11.55	100%	50.0%	2.2%	23.0%
Archaeology (all phases)	€ 1.44	100%	60.0%	0.3%	18.3%
Advance works	€ 3.64	100%	30.0%	0.7%	13.5%
Residual Network	€ 4.00	100%	30.0%	0.8%	13.5%
Land & Property	€ 151.80	100%	10.0%	29.3%	0.0%
Planning and Design	€ 19.80	100%	60.0%	3.8%	23.0%
Uninflated Target Cost 1	€ 518.71			100.0%	

COSTS IN BASE YEAR FACTOR PRICES INCLUDING SHADOW PRICE FACTOR

	TSB €m	Target Cost €m
Main Contract Construction	€ 368.62	€ 345.29
Main Contract Supervision	€ 11.52	€ 10.79
Archaeology (all phases)	€ 1.49	€ 1.40
Advance works	€ 4.11	€ 3.85
Residual Network	€ 4.52	€ 4.23
Land & Property	€ 202.81	€ 189.97
Planning and Design	€ 19.31	€ 18.09

ALLOCATION OF COSTS TO EACH YEAR

Allocate the percentage of each expenditure heading according to year of occurrance. Note: the percentages in each expenditure heading must sum to 100%.

	Expenditure Headings (%)						
Year	Main Contract Construction	Main Contract Supervision	Archaeology (all phases)	Advance works	Residual Network	Land & Property	Planning and Design
2011 (and before)							
2012							
2013							
2014							
2015	0%	0%	0%	0%	0%	0%	25%
2016	0%	0%	0%	0%	0%	0%	17%
2017	0%	0%	0%	0%	0%	0%	14%
2018	0%	0%	0%	0%	0%	6%	13%
2019	0%	0%	51%	27%	0%	16%	10%
2020	0%	0%	49%	41%	0%	16%	10%
2021	16%	13%	0%	32%	0%	16%	11%
2022	30%	26%	0%	0%	0%	17%	0%
2023	31%	26%	0%	0%	0%	17%	0%
2024	22%	26%	0%	0%	50%	7%	0%
2025	2%	9%	0%	0%	50%	5%	0%
2026							
2027							
2028							
2029							
2030							
2031							
2032							
2033							
2034							
2035							
2036							
2037							
	100%	100%	100%	100%	100%	100%	100%

APPENDIX D: TUBA OUTPUT FILES

Low Growth – Total Scheme Budget – 60 years

Transport User Benefit Appraisal TUBA (64-BIT) 1.9.5(1xB)
Program run on Wed Nov 16, 2016 at 19:58:56

ERRORS AND WARNINGS

467502 Warnings found

Warning (none serious): Ratio of DM to DS travel time lower than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	DM_time	DS_time	Ratio	DM_trips	DS_trips
147	96	4	Car	Other	All	2039	0.027	0.077	0.351	0.002	0.001
147	96	4	Car	Commuting	Passenger	2039	0.027	0.077	0.351	0.006	0.004
147	96	4	Car	Other	All	2039	0.027	0.077	0.351	0.106	0.065
147	96	4	Car	Business	Passenger	2039	0.027	0.077	0.351	0.006	0.004
147	96	4	Car	Commuting	All	2039	0.027	0.077	0.351	0.013	0.008
147	96	4	Car	Other	Passenger	2039	0.027	0.077	0.351	0.006	0.004
147	96	4	Car	Business	All	2039	0.027	0.077	0.351	0.005	0.004
79	8	3	Car	Commuting	All	2024	0.048	0.120	0.401	0.201	0.172
79	8	3	Car	Other	All	2024	0.048	0.120	0.401	0.762	0.578
79	8	3	Car	Business	Passenger	2024	0.048	0.120	0.401	0.053	0.040
79	8	3	Car	Commuting	Passenger	2024	0.048	0.120	0.401	0.053	0.040
79	8	3	Car	Business	All	2024	0.048	0.120	0.401	0.081	0.067
79	8	3	Car	Other	Passenger	2024	0.048	0.120	0.401	0.053	0.040
147	93	4	Car	Other	Passenger	2039	0.045	0.094	0.473	0.015	0.011
147	93	4	Car	Other	All	2039	0.045	0.094	0.473	0.004	0.003
147	93	4	Car	Commuting	Passenger	2039	0.045	0.094	0.473	0.015	0.011
147	93	4	Car	Commuting	All	2039	0.045	0.094	0.473	0.030	0.017
147	93	4	Car	Business	All	2039	0.045	0.094	0.473	0.009	0.008
147	93	4	Car	Other	All	2039	0.045	0.094	0.473	0.180	0.119
147	93	4	Car	Business	Passenger	2039	0.045	0.094	0.473	0.015	0.011
73	8	3	Car	Commuting	Passenger	2024	0.065	0.138	0.474	0.063	0.045
73	8	3	Car	Business	Passenger	2024	0.065	0.138	0.474	0.063	0.045
73	8	3	Car	Business	All	2024	0.065	0.138	0.474	0.381	0.314
73	8	3	Car	Other	All	2024	0.065	0.138	0.474	0.002	0.002
73	8	3	Car	Other	All	2024	0.065	0.138	0.474	0.833	0.611
73	8	3	Car	Commuting	All	2024	0.065	0.138	0.474	0.171	0.142
73	8	3	Car	Other	Passenger	2024	0.065	0.138	0.474	0.063	0.045
79	2	3	Car	Other	All	2024	0.068	0.140	0.484	1.341	1.108
79	2	3	Car	Commuting	All	2024	0.068	0.140	0.484	0.661	0.592
79	2	3	Car	Business	Passenger	2024	0.068	0.140	0.484	0.087	0.070
79	2	3	Car	Business	All	2024	0.068	0.140	0.484	0.351	0.304
79	2	3	Car	Other	Passenger	2024	0.068	0.140	0.484	0.087	0.070
79	2	3	Car	Commuting	Passenger	2024	0.068	0.140	0.484	0.087	0.070
147	96	4	Car	Business	All	2024	0.027	0.054	0.494	0.004	0.002
147	96	4	Car	Other	Passenger	2024	0.027	0.054	0.494	0.007	0.005
147	96	4	Car	Other	All	2024	0.027	0.054	0.494	0.001	0.001
147	96	4	Car	Commuting	All	2024	0.027	0.054	0.494	0.015	0.010
147	96	4	Car	Business	Passenger	2024	0.027	0.054	0.494	0.007	0.005
147	96	4	Car	Commuting	Passenger	2024	0.027	0.054	0.494	0.007	0.005
147	96	4	Car	Other	All	2024	0.027	0.054	0.494	0.112	0.075
79	8	2	Car	Business	All	2039	0.046	0.092	0.496	0.194	0.181
79	8	2	Car	Commuting	Passenger	2039	0.046	0.092	0.496	0.062	0.048
79	8	2	Car	Commuting	All	2039	0.046	0.092	0.496	0.082	0.074
79	8	2	Car	Other	Passenger	2039	0.046	0.092	0.496	0.062	0.048
79	8	2	Car	Business	Passenger	2039	0.046	0.092	0.496	0.062	0.048
79	8	2	Car	Other	All	2039	0.046	0.092	0.496	0.716	0.573
162	8	3	Car	Business	All	2024	0.073	0.145	0.501	0.061	0.052
162	8	3	Car	Other	Passenger	2024	0.073	0.145	0.501	0.008	0.006
162	8	3	Car	Commuting	Passenger	2024	0.073	0.145	0.501	0.008	0.006
162	8	3	Car	Business	Passenger	2024	0.073	0.145	0.501	0.008	0.006

Displayed 50 warnings of a total of 840 of this type.

Warning (1085 serious): Ratio of DM to DS travel time higher than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	DM_time	DS_time	Ratio	DM_trips	DS_trips
9	94	4	Car	Other	All	2039	0.645	0.149	4.339	0.034	0.302
9	94	4	Car	Commuting	All	2039	0.645	0.149	4.339	0.952	2.146
9	94	4	Car	Commuting	Passenger	2039	0.645	0.149	4.338	0.004	0.022
9	94	4	Car	Business	Passenger	2039	0.645	0.149	4.338	0.004	0.022
9	94	4	Car	Other	Passenger	2039	0.645	0.149	4.338	0.004	0.022
9	94	4	Car	Business	All	2039	0.645	0.149	4.338	0.057	0.248
9	105	4	Car	Other	All	2039	0.661	0.160	4.134	0.000	0.001
9	105	4	Car	Other	All	2039	0.661	0.160	4.134	0.045	0.691
9	105	4	Car	Commuting	All	2039	0.661	0.160	4.134	1.846	4.707
9	105	4	Car	Business	Passenger	2039	0.661	0.160	4.130	0.003	0.048
9	105	4	Car	Business	All	2039	0.661	0.160	4.130	0.060	0.382
9	105	4	Car	Commuting	Passenger	2039	0.661	0.160	4.130	0.003	0.048
9	105	4	Car	Other	Passenger	2039	0.661	0.160	4.130	0.003	0.048
9	100	4	Car	Other	Passenger	2039	0.759	0.189	4.022	0.001	0.008
9	100	4	Car	Commuting	Passenger	2039	0.759	0.189	4.022	0.001	0.008
9	100	4	Car	Business	All	2039	0.759	0.189	4.022	0.003	0.125
9	100	4	Car	Business	Passenger	2039	0.759	0.189	4.022	0.001	0.008
100	9	1	Car	Other	Passenger	2039	0.794	0.198	4.016	0.001	0.016
100	9	1	Car	Business	All	2039	0.794	0.198	4.016	0.029	0.179
100	9	1	Car	Commuting	Passenger	2039	0.794	0.198	4.016	0.001	0.016
100	9	1	Car	Business	Passenger	2039	0.794	0.198	4.016	0.001	0.016
9	100	4	Car	Other	All	2039	0.752	0.189	3.983	0.005	0.236
9	100	4	Car	Commuting	All	2039	0.752	0.189	3.983	0.264	1.262
9	105	1	Car	Other	All	2039	0.605	0.154	3.941	0.000	0.001
9	105	1	Car	Commuting	All	2039	0.604	0.154	3.937	0.045	0.101
9	105	1	Car	Other	All	2039	0.604	0.154	3.937	0.037	0.267
9	105	1	Car	Commuting	Passenger	2039	0.604	0.154	3.935	0.004	0.025
9	105	1	Car	Business	Passenger	2039	0.604	0.154	3.935	0.004	0.025
9	105	1	Car	Business	All	2039	0.604	0.154	3.935	0.013	0.027
9	105	1	Car	Other	Passenger	2039	0.604	0.154	3.935	0.004	0.025
100	9	1	Car	Commuting	All	2039	0.776	0.198	3.924	0.641	1.867
100	9	1	Car	Other	All	2039	0.776	0.198	3.924	0.023	0.370
100	9	1	Car	Other	All	2039	0.776	0.198	3.923	0.000	0.001
9	100	1	Car	Business	All	2039	0.711	0.183	3.888	0.003	0.007
9	100	1	Car	Commuting	Passenger	2039	0.711	0.183	3.888	0.000	0.004
9	100	1	Car	Other	Passenger	2039	0.711	0.183	3.888	0.000	0.004
9	100	1	Car	Business	Passenger	2039	0.711	0.183	3.888	0.000	0.004
9	100	1	Car	Commuting	All	2039	0.711	0.183	3.887	0.014	0.034
9	100	1	Car	Other	All	2039	0.711	0.183	3.887	0.010	0.101
9	100	1	Car	Other	All	2039	0.709	0.183	3.880	0.000	0.001
127	61	4	Car	Other	All	2039	0.220	0.058	3.798	0.529	0.517
127	61	4	Car	Commuting	All	2039	0.220	0.058	3.798	0.998	0.983
9	94	4	Car	Other	All	2024	0.557	0.147	3.792	0.031	0.271
9	94	4	Car	Commuting	All	2024	0.557	0.147	3.792	0.877	1.987
9	94	4	Car	Other	Passenger	2024	0.557	0.147	3.790	0.004	0.020
9	94	4	Car	Business	All	2024	0.557	0.147	3.790	0.074	0.225
9	94	4	Car	Business	Passenger	2024	0.557	0.147	3.790	0.004	0.020
9	94	4	Car	Commuting	Passenger	2024	0.557	0.147	3.790	0.004	0.020
127	126	4	Car	Business	Passenger	2039	0.196	0.052	3.786	0.003	0.002
127	126	4	Car	Business	All	2039	0.196	0.052	3.786	0.022	0.029

Displayed 50 warnings of a total of 313639 of this type.

Warning (none serious): Ratio of DM to DS travel distance lower than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	DM_dist	DS_dist	Ratio	DM_trips	DS_trips
59	86	1	Car	Other	All	2039	3.660	8.603	0.425	0.001	0.001
59	86	1	Car	Other	All	2024	3.660	8.419	0.435	0.002	0.002
9	79	3	Car	Business	All	2024	1.769	4.057	0.436	0.653	0.590
9	79	2	Car	Commuting	Passenger	2039	1.769	4.057	0.436	0.236	0.205
9	79	3	Car	Other	All	2024	1.769	4.057	0.436	2.320	1.963
9	79	3	Car	Commuting	Passenger	2024	1.769	4.057	0.436	0.155	0.130
9	79	2	Car	Other	Passenger	2024	1.769	4.057	0.436	0.231	0.203
9	79	2	Car	Business	Passenger	2039	1.769	4.057	0.436	0.236	0.205
9	79	3	Car	Business	Passenger	2024	1.769	4.057	0.436	0.155	0.130
9	79	2	Car	Other	Passenger	2039	1.769	4.057	0.436	0.236	0.205
9	79	2	Car	Business	All	2039	1.769	4.057	0.436	0.500	0.431

9	79	2	Car	Other	All	2039	1.769	4.057	0.436	2.747	2.406
9	79	2	Car	Commuting	All	2024	1.769	4.057	0.436	0.145	0.142
9	79	3	Car	Other	Passenger	2024	1.769	4.057	0.436	0.155	0.130
9	79	2	Car	Business	Passenger	2024	1.769	4.057	0.436	0.231	0.203
9	79	2	Car	Commuting	Passenger	2024	1.769	4.057	0.436	0.231	0.203
9	79	3	Car	Commuting	All	2024	1.769	4.057	0.436	2.048	1.922
9	79	2	Car	Other	All	2024	1.769	4.057	0.436	2.677	2.384
9	79	2	Car	Business	All	2024	1.769	4.057	0.436	0.378	0.345
9	79	2	Car	Commuting	All	2039	1.769	4.057	0.436	0.149	0.144
9	79	4	Car	Other	Passenger	2024	1.789	4.057	0.441	0.128	0.118
9	79	4	Car	Commuting	Passenger	2024	1.789	4.057	0.441	0.128	0.118
9	79	4	Car	Other	All	2024	1.789	4.057	0.441	2.103	1.944
9	79	4	Car	Business	Passenger	2024	1.789	4.057	0.441	0.128	0.118
9	79	4	Car	Business	All	2024	1.789	4.057	0.441	0.738	0.695
9	79	4	Car	Commuting	All	2024	1.789	4.057	0.441	4.967	4.904
9	79	4	Car	Other	All	2024	1.789	4.057	0.441	0.001	0.000
9	79	4	Car	Commuting	All	2039	1.794	4.046	0.443	4.927	4.887
9	79	4	Car	Other	All	2039	1.794	4.046	0.443	2.033	1.940
9	79	1	Car	Commuting	Passenger	2024	1.825	4.057	0.450	0.105	0.097
9	79	1	Car	Other	All	2024	1.825	4.057	0.450	0.000	0.001
9	79	1	Car	Commuting	All	2039	1.825	4.057	0.450	0.117	0.107
9	79	1	Car	Other	All	2039	1.825	4.057	0.450	1.367	1.228
9	79	1	Car	Other	All	2024	1.825	4.057	0.450	1.333	1.226
9	79	1	Car	Business	Passenger	2024	1.825	4.057	0.450	0.105	0.097
9	79	1	Car	Commuting	All	2024	1.825	4.057	0.450	0.112	0.106
9	79	1	Car	Other	Passenger	2024	1.825	4.057	0.450	0.105	0.097
9	79	1	Car	Business	All	2024	1.825	4.057	0.450	0.078	0.073
59	154	1	Car	Other	All	2039	3.797	8.397	0.452	0.001	0.002
51	133	2	Car	Commuting	All	2024	0.914	1.988	0.460	0.001	0.000
51	133	2	Car	Business	All	2039	0.919	1.988	0.462	0.007	0.006
51	133	2	Car	Commuting	Passenger	2039	0.919	1.988	0.462	0.016	0.014
51	133	2	Car	Business	Passenger	2039	0.919	1.988	0.462	0.016	0.014
51	133	2	Car	Other	Passenger	2039	0.919	1.988	0.462	0.016	0.014
57	86	1	Car	Other	All	2024	4.305	9.189	0.468	0.002	0.003
150	71	1	Car	Other	All	2039	7.276	15.463	0.471	0.013	0.016
57	86	1	Car	Commuting	Passenger	2024	4.305	9.039	0.476	0.022	0.026
57	86	1	Car	Business	All	2024	4.305	9.039	0.476	0.067	0.053
57	86	1	Car	Business	Passenger	2024	4.305	9.039	0.476	0.022	0.026
57	86	1	Car	Other	Passenger	2024	4.305	9.039	0.476	0.022	0.026

Displayed 50 warnings of a total of 23824 of this type.

Warning (5314 serious): Ratio of DM to DS travel distance higher than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	DM_dist	DS_dist	Ratio	DM_trips	DS_trips
52	3	1	Car	Commuting	All	2039	4.016	1.035	3.880	0.912	0.900
52	3	1	Car	Other	All	2039	4.016	1.035	3.880	1.885	1.713
52	3	4	LGV	Other	All	2039	3.757	0.977	3.845	0.040	0.041
52	3	4	LGV	Commuting	All	2039	3.757	0.977	3.845	0.040	0.041
52	3	4	LGV	Business	All	2039	3.757	0.977	3.845	0.040	0.041
52	3	1	LGV	Commuting	All	2039	4.018	1.069	3.759	0.111	0.111
52	3	1	LGV	Business	All	2039	4.018	1.069	3.759	0.111	0.111
52	3	1	LGV	Other	All	2039	4.018	1.069	3.759	0.111	0.111
52	3	1	Car	Other	All	2039	4.018	1.087	3.696	0.001	0.001
53	15	4	LGV	Other	All	2039	4.324	1.199	3.606	2.123	2.123
53	15	4	LGV	Business	All	2039	4.324	1.199	3.606	2.123	2.123
53	15	4	LGV	Commuting	All	2039	4.324	1.199	3.606	2.123	2.123
9	7	2	Car	Business	All	2024	5.436	1.508	3.605	0.716	0.734
9	7	2	Car	Other	All	2024	5.436	1.508	3.605	0.540	0.612
9	7	2	Car	Business	Passenger	2024	5.436	1.508	3.605	0.048	0.055
9	7	2	Car	Other	Passenger	2024	5.436	1.508	3.605	0.048	0.055
9	7	2	Car	Commuting	Passenger	2024	5.436	1.508	3.605	0.048	0.055
9	7	2	Car	Other	All	2039	5.436	1.508	3.605	0.552	0.618
52	3	4	Car	Other	All	2039	3.505	0.977	3.588	0.573	0.602
52	3	4	Car	Commuting	All	2039	3.505	0.977	3.588	0.026	0.030
9	7	3	Car	Other	All	2024	5.310	1.508	3.521	0.601	0.674
9	7	3	Car	Other	Passenger	2024	5.307	1.508	3.519	0.046	0.052
9	7	3	Car	Business	Passenger	2024	5.307	1.508	3.519	0.046	0.052
9	7	3	Car	Business	All	2024	5.307	1.508	3.519	0.592	0.606
9	7	3	Car	Commuting	Passenger	2024	5.307	1.508	3.519	0.046	0.052
95	94	4	Car	Other	Passenger	2024	4.424	1.277	3.464	0.023	0.036

95	94	4	Car	Business	Passenger	2024	4.424	1.277	3.464	0.023	0.036
95	94	4	Car	Business	All	2024	4.424	1.277	3.464	0.007	0.011
95	94	4	Car	Commuting	Passenger	2024	4.424	1.277	3.464	0.023	0.036
9	7	1	Car	Business	Passenger	2024	5.185	1.508	3.438	0.023	0.043
9	7	1	Car	Other	All	2024	5.185	1.508	3.438	0.254	0.465
9	7	1	Car	Commuting	Passenger	2024	5.185	1.508	3.438	0.023	0.043
9	7	1	Car	Business	All	2024	5.185	1.508	3.438	0.114	0.120
9	7	1	Car	Other	Passenger	2024	5.185	1.508	3.438	0.023	0.043
9	7	1	Car	Commuting	Passenger	2039	5.183	1.508	3.437	0.029	0.047
9	7	1	Car	Other	Passenger	2039	5.183	1.508	3.437	0.029	0.047
9	7	1	Car	Other	All	2039	5.183	1.508	3.437	0.316	0.510
9	7	1	Car	Business	Passenger	2039	5.183	1.508	3.437	0.029	0.047
9	7	1	Car	Business	All	2039	5.183	1.508	3.437	0.204	0.344
95	94	4	Car	Other	All	2039	4.372	1.277	3.424	0.275	0.426
95	94	4	Car	Commuting	All	2039	4.372	1.277	3.424	0.082	0.108
95	94	4	Car	Commuting	All	2024	4.364	1.277	3.417	0.077	0.103
95	94	4	Car	Other	All	2024	4.364	1.277	3.417	0.253	0.414
53	69	4	Car	Other	All	2039	4.408	1.319	3.342	0.032	0.034
53	69	4	LGV	Commuting	All	2039	4.408	1.319	3.342	0.464	0.464
53	69	4	LGV	Other	All	2039	4.408	1.319	3.342	0.464	0.464
53	69	4	LGV	Business	All	2039	4.408	1.319	3.342	0.464	0.464
53	69	4	Car	Commuting	All	2039	4.392	1.319	3.330	3.046	3.111
53	69	4	Car	Other	All	2039	4.392	1.319	3.330	8.793	8.796
52	15	4	Car	Business	Passenger	2024	4.674	1.437	3.253	0.039	0.054

Displayed 50 warnings of a total of 5314 of this type.

Warning: DM speeds less than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	DM_dist	DM_time	Speed	DM_trips
6	37	4	Car	Business	All	2039	0.183	0.061	3.010	0.197
6	37	4	LGV	Business	All	2024	0.163	0.052	3.153	0.286
6	37	4	Car	Commuting	All	2024	0.163	0.052	3.153	0.537
6	37	4	Car	Other	All	2024	0.163	0.052	3.153	2.927
6	37	4	LGV	Commuting	All	2024	0.163	0.052	3.153	0.784
6	37	4	LGV	Other	All	2024	0.163	0.052	3.153	0.921
6	37	4	Car	Business	All	2024	0.163	0.052	3.153	0.219
6	37	4	Car	Other	All	2024	0.163	0.052	3.153	0.000
127	61	4	Car	Business	All	2039	0.744	0.219	3.402	0.166
127	61	4	Car	Other	All	2039	0.751	0.220	3.421	0.529
127	61	4	Car	Commuting	All	2039	0.751	0.220	3.421	0.998
127	61	4	Car	Other	All	2039	0.751	0.220	3.421	0.000
132	82	4	Car	Business	All	2039	0.930	0.245	3.788	0.096
132	61	4	Car	Business	All	2039	0.884	0.233	3.789	0.134
132	61	4	Car	Commuting	All	2039	0.884	0.233	3.789	0.790
132	61	4	Car	Other	All	2039	0.884	0.233	3.789	0.001
132	61	4	Car	Other	All	2039	0.884	0.233	3.789	0.501
132	82	4	Car	Commuting	All	2039	0.941	0.245	3.833	0.537
132	82	4	Car	Other	All	2039	0.941	0.245	3.833	0.449
132	82	4	Car	Other	All	2039	0.953	0.245	3.882	0.001
6	37	4	LGV	Commuting	All	2039	0.237	0.061	3.911	1.058
6	37	4	Car	Other	All	2039	0.237	0.061	3.911	3.412
6	37	4	LGV	Business	All	2039	0.237	0.061	3.911	0.386
6	37	4	LGV	Other	All	2039	0.237	0.061	3.911	1.242
6	37	4	Car	Commuting	All	2039	0.237	0.061	3.911	0.564
6	37	3	Car	Commuting	All	2039	0.161	0.041	3.917	0.171
6	37	3	LGV	Other	All	2039	0.161	0.041	3.917	0.180
6	37	3	LGV	Business	All	2039	0.161	0.041	3.917	0.055
6	37	3	Car	Other	All	2039	0.161	0.041	3.917	0.001
6	37	3	LGV	Commuting	All	2039	0.161	0.041	3.917	0.038
6	37	3	Car	Other	All	2039	0.161	0.041	3.917	3.487
6	37	3	Car	Business	All	2039	0.161	0.041	3.917	0.184
127	126	4	Car	Business	All	2039	0.776	0.196	3.957	0.022
127	126	4	Car	Other	All	2039	0.776	0.196	3.957	0.052
6	37	4	Car	Other	All	2039	0.243	0.061	4.010	0.001
52	53	1	Car	Commuting	All	2039	0.501	0.121	4.134	0.907
52	53	1	Car	Other	All	2039	0.501	0.121	4.134	4.878
52	53	1	Car	Other	All	2039	0.501	0.121	4.134	0.002
52	53	1	LGV	Commuting	All	2039	0.501	0.121	4.134	0.002
52	53	1	LGV	Business	All	2039	0.501	0.121	4.134	0.001
52	53	1	LGV	Other	All	2039	0.501	0.121	4.134	0.002

53	3	4	LGV	Business	All	2024	0.899	0.216	4.152	0.014
53	3	4	Car	Business	All	2024	0.899	0.216	4.152	0.045
53	3	4	LGV	Commuting	All	2024	0.899	0.216	4.152	0.039
53	3	4	Car	Commuting	All	2024	0.899	0.216	4.152	0.071
53	3	4	LGV	Other	All	2024	0.899	0.216	4.152	0.045
53	3	4	Car	Other	All	2024	0.899	0.216	4.152	0.684
10	6	4	Car	Business	All	2039	0.339	0.082	4.160	0.112
10	6	3	Car	Business	All	2039	0.268	0.064	4.174	0.279
53	3	4	Car	Other	All	2024	0.909	0.216	4.199	0.001

Displayed 50 warnings of a total of 199 of this type.

Warning: DM speeds greater than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	DM_dist	DM_time	Speed	DM_trips
213	661	1	LGV	Commuting	All	2039	88.602	0.751	118.057	0.008
213	661	3	Car	Other	All	2024	88.602	0.751	118.057	0.000
213	661	4	Car	Other	All	2024	88.602	0.751	118.057	0.000
213	661	1	Car	Business	All	2024	88.602	0.751	118.057	0.002
213	661	1	LGV	Commuting	All	2024	88.602	0.751	118.057	0.006
213	661	3	Car	Commuting	All	2039	88.602	0.751	118.057	0.007
213	661	1	Car	Other	All	2039	88.602	0.751	118.057	0.001
213	661	2	LGV	Commuting	All	2039	88.602	0.751	118.057	0.000
213	661	2	Car	Other	All	2039	88.602	0.751	118.057	0.000
213	661	3	Car	Other	All	2039	88.602	0.751	118.057	0.000
213	661	4	Car	Other	All	2039	88.602	0.751	118.057	0.000
213	661	1	Car	Commuting	All	2039	88.602	0.751	118.057	0.026
213	661	2	Car	Other	All	2024	88.602	0.751	118.057	0.004
213	661	2	LGV	Commuting	All	2024	88.602	0.751	118.057	0.000
213	661	2	Car	Commuting	All	2039	88.602	0.751	118.057	0.002
213	661	3	LGV	Commuting	All	2024	88.602	0.751	118.057	0.000
213	661	3	LGV	Commuting	All	2039	88.602	0.751	118.057	0.000
213	661	4	LGV	Commuting	All	2024	88.602	0.751	118.057	0.005
213	661	3	Car	Other	All	2024	88.602	0.751	118.057	0.002
213	661	1	LGV	Other	All	2024	88.602	0.751	118.057	0.006
213	661	4	Car	Commuting	All	2039	88.602	0.751	118.057	0.018
213	661	2	LGV	Other	All	2024	88.602	0.751	118.057	0.001
213	661	4	LGV	Commuting	All	2039	88.602	0.751	118.057	0.006
213	661	1	Car	Other	All	2039	88.602	0.751	118.057	0.001
213	661	3	LGV	Other	All	2024	88.602	0.751	118.057	0.001
213	661	3	Car	Business	All	2024	88.602	0.751	118.057	0.004
213	661	4	LGV	Other	All	2024	88.602	0.751	118.057	0.006
213	661	2	Car	Other	All	2039	88.602	0.751	118.057	0.006
213	661	1	LGV	Other	All	2039	88.602	0.751	118.057	0.008
213	661	4	Car	Business	All	2024	88.602	0.751	118.057	0.002
213	661	1	LGV	Business	All	2039	88.602	0.751	118.057	0.004
213	661	2	LGV	Other	All	2039	88.602	0.751	118.057	0.003
213	661	3	Car	Other	All	2039	88.602	0.751	118.057	0.005
213	661	3	LGV	Other	All	2039	88.602	0.751	118.057	0.001
213	661	4	LGV	Other	All	2039	88.602	0.751	118.057	0.007
213	661	4	Car	Other	All	2039	88.602	0.751	118.057	0.003
213	661	2	LGV	Business	All	2039	88.602	0.751	118.057	0.001
213	661	2	Car	Business	All	2024	88.602	0.751	118.057	0.003
213	661	3	LGV	Business	All	2039	88.602	0.751	118.057	0.000
213	661	1	LGV	Business	All	2024	88.602	0.751	118.057	0.003
213	661	2	LGV	Business	All	2024	88.602	0.751	118.057	0.001
213	661	4	LGV	Business	All	2039	88.602	0.751	118.057	0.002
213	661	2	Car	Other	All	2024	88.602	0.751	118.057	0.000
213	661	3	LGV	Business	All	2024	88.602	0.751	118.057	0.000
213	661	1	Car	Other	All	2024	88.602	0.751	118.057	0.000
213	661	4	LGV	Business	All	2024	88.602	0.751	118.057	0.002
257	661	2	LGV	Business	All	2039	88.450	0.752	117.682	0.001
257	661	3	LGV	Business	All	2039	88.450	0.752	117.682	0.000
257	661	4	LGV	Business	All	2039	88.450	0.752	117.682	0.002
257	661	4	Car	Business	All	2024	88.450	0.752	117.682	0.002

Displayed 50 warnings of a total of 16644 of this type.

Warning: DS speeds less than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	DS_dist	DS_time	Speed	DS_trips
6	37	4	Car	Business	All	2039	0.162	0.051	3.202	0.329
6	37	4	LGV	Other	All	2039	0.164	0.051	3.241	1.242

6	37	4	LGV	Commuting	All	2039	0.164	0.051	3.241	1.058
6	37	4	Car	Commuting	All	2039	0.164	0.051	3.241	0.556
6	37	4	Car	Other	All	2039	0.164	0.051	3.241	3.215
6	37	4	LGV	Business	All	2039	0.164	0.051	3.241	0.386
6	37	4	Car	Other	All	2039	0.168	0.051	3.320	0.001
6	37	4	LGV	Commuting	All	2024	0.161	0.047	3.462	0.784
6	37	4	Car	Other	All	2024	0.161	0.047	3.462	0.000
6	37	4	Car	Business	All	2024	0.161	0.047	3.462	0.212
6	37	4	Car	Commuting	All	2024	0.161	0.047	3.462	0.532
6	37	4	Car	Other	All	2024	0.161	0.047	3.462	2.863
6	37	4	LGV	Other	All	2024	0.161	0.047	3.462	0.921
6	37	4	LGV	Business	All	2024	0.161	0.047	3.462	0.286
6	37	3	Car	Other	All	2039	0.161	0.041	3.917	0.001
6	37	3	Car	Other	All	2039	0.161	0.041	3.917	3.350
6	37	3	LGV	Commuting	All	2039	0.161	0.041	3.917	0.038
6	37	3	LGV	Business	All	2039	0.161	0.041	3.917	0.054
6	37	3	Car	Business	All	2039	0.161	0.041	3.917	0.220
6	37	3	Car	Commuting	All	2039	0.161	0.041	3.917	0.169
6	37	3	LGV	Other	All	2039	0.161	0.041	3.917	0.180
10	6	3	Car	Business	All	2039	0.268	0.064	4.174	0.301
10	6	4	Car	Business	All	2039	0.300	0.068	4.386	0.176
6	37	3	LGV	Commuting	All	2024	0.161	0.036	4.411	0.028
6	37	3	LGV	Other	All	2024	0.161	0.036	4.411	0.133
6	37	3	Car	Business	All	2024	0.161	0.036	4.411	0.166
6	37	3	Car	Commuting	All	2024	0.161	0.036	4.411	0.156
6	37	3	Car	Other	All	2024	0.161	0.036	4.411	0.001
6	37	3	LGV	Business	All	2024	0.161	0.036	4.411	0.040
6	37	3	Car	Other	All	2024	0.161	0.036	4.411	2.984
10	6	3	LGV	Commuting	All	2039	0.284	0.064	4.424	0.357
10	6	3	LGV	Business	All	2039	0.284	0.064	4.424	0.510
10	6	3	LGV	Other	All	2039	0.284	0.064	4.424	1.682
10	6	4	Car	Other	All	2024	0.295	0.066	4.470	8.279
52	53	1	LGV	Business	All	2039	0.497	0.111	4.486	0.001
52	53	1	Car	Business	All	2039	0.497	0.111	4.486	0.885
52	53	1	Car	Other	All	2039	0.497	0.111	4.486	0.002
52	53	1	LGV	Other	All	2039	0.497	0.111	4.486	0.002
52	53	1	LGV	Commuting	All	2039	0.497	0.111	4.486	0.002
52	53	1	Car	Other	All	2039	0.497	0.111	4.486	4.085
52	53	1	Car	Commuting	All	2039	0.497	0.111	4.486	0.802
6	37	2	Car	Other	All	2039	0.161	0.036	4.535	2.162
6	37	2	LGV	Business	All	2039	0.161	0.036	4.535	0.076
6	37	2	LGV	Commuting	All	2039	0.161	0.036	4.535	0.019
6	37	2	Car	Other	All	2039	0.161	0.036	4.535	0.000
6	37	2	Car	Business	All	2039	0.161	0.036	4.535	0.229
6	37	2	LGV	Other	All	2039	0.161	0.036	4.535	0.177
6	37	2	Car	Commuting	All	2039	0.161	0.036	4.535	0.007
10	6	4	LGV	Business	All	2024	0.303	0.066	4.591	0.270
10	6	4	LGV	Other	All	2024	0.303	0.066	4.591	0.867

Displayed 50 warnings of a total of 86 of this type.

Warning: DS speeds greater than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	DS_dist	DS_time	Speed	DS_trips
213	661	3	Car	Other	All	2024	88.602	0.751	118.057	0.000
213	661	1	LGV	Commuting	All	2039	88.602	0.751	118.057	0.008
213	661	4	Car	Other	All	2024	88.602	0.751	118.057	0.000
213	661	1	Car	Other	All	2039	88.602	0.751	118.057	0.000
213	661	1	Car	Business	All	2024	88.602	0.751	118.057	0.003
213	661	2	LGV	Commuting	All	2039	88.602	0.751	118.057	0.000
213	661	1	LGV	Commuting	All	2024	88.602	0.751	118.057	0.006
213	661	3	Car	Commuting	All	2039	88.602	0.751	118.057	0.007
213	661	2	Car	Other	All	2039	88.602	0.751	118.057	0.000
213	661	3	Car	Other	All	2039	88.602	0.751	118.057	0.000
213	661	4	Car	Other	All	2039	88.602	0.751	118.057	0.000
213	661	2	Car	Other	All	2024	88.602	0.751	118.057	0.003
213	661	2	LGV	Commuting	All	2024	88.602	0.751	118.057	0.000
213	661	3	LGV	Commuting	All	2024	88.602	0.751	118.057	0.000
213	661	2	Car	Commuting	All	2039	88.602	0.751	118.057	0.002
213	661	1	Car	Commuting	All	2039	88.602	0.751	118.057	0.024
213	661	4	Car	Commuting	All	2039	88.602	0.751	118.057	0.019

213	661	4	LGV	Commuting	All	2024	88.602	0.751	118.057	0.004
213	661	3	LGV	Commuting	All	2039	88.602	0.751	118.057	0.000
213	661	3	Car	Other	All	2024	88.602	0.751	118.057	0.002
213	661	1	LGV	Other	All	2024	88.602	0.751	118.057	0.006
213	661	4	LGV	Commuting	All	2039	88.602	0.751	118.057	0.006
213	661	1	Car	Other	All	2039	88.602	0.751	118.057	0.001
213	661	4	Car	Business	All	2024	88.602	0.751	118.057	0.002
213	661	2	LGV	Other	All	2024	88.602	0.751	118.057	0.002
213	661	2	Car	Other	All	2039	88.602	0.751	118.057	0.005
213	661	3	LGV	Other	All	2024	88.602	0.751	118.057	0.001
213	661	1	LGV	Other	All	2039	88.602	0.751	118.057	0.008
213	661	2	LGV	Other	All	2039	88.602	0.751	118.057	0.003
213	661	3	Car	Other	All	2039	88.602	0.751	118.057	0.005
213	661	4	LGV	Other	All	2024	88.602	0.751	118.057	0.005
213	661	1	LGV	Business	All	2039	88.602	0.751	118.057	0.004
213	661	3	LGV	Other	All	2039	88.602	0.751	118.057	0.001
213	661	4	LGV	Other	All	2039	88.602	0.751	118.057	0.007
213	661	4	Car	Other	All	2039	88.602	0.751	118.057	0.004
213	661	2	LGV	Business	All	2039	88.602	0.751	118.057	0.001
213	661	1	LGV	Business	All	2024	88.602	0.751	118.057	0.003
213	661	2	Car	Business	All	2024	88.602	0.751	118.057	0.003
213	661	3	LGV	Business	All	2039	88.602	0.751	118.057	0.000
213	661	3	Car	Business	All	2024	88.602	0.751	118.057	0.003
213	661	2	LGV	Business	All	2024	88.602	0.751	118.057	0.001
213	661	3	LGV	Business	All	2024	88.602	0.751	118.057	0.000
213	661	1	Car	Other	All	2024	88.602	0.751	118.057	0.000
213	661	4	LGV	Business	All	2039	88.602	0.751	118.057	0.002
213	661	4	LGV	Business	All	2024	88.602	0.751	118.057	0.002
213	661	2	Car	Other	All	2024	88.602	0.751	118.057	0.000
257	661	2	LGV	Business	All	2039	88.450	0.752	117.682	0.001
257	661	3	LGV	Business	All	2039	88.450	0.752	117.682	0.000
257	661	4	LGV	Business	All	2039	88.450	0.752	117.682	0.002
257	661	4	Car	Business	All	2024	88.450	0.752	117.682	0.001

Displayed 50 warnings of a total of 16985 of this type.

Warning: DM time greater than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	Time	File name
740	606	1	Bus	Commuting	Passenger	2039	15.619	«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DM04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\Ap
740	606	1	Bus	Other	Passenger	2039	15.619	«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DM04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\Ap
740	606	1	Bus	Commuting	Passenger	2024	15.592	§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DM04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Apprai
740	606	1	Bus	Other	Passenger	2024	15.592	§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DM04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Apprai
740	706	1	Bus	Commuting	Passenger	2024	15.568	§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DM04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Apprai
740	706	1	Bus	Commuting	Passenger	2039	15.556	«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DM04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\Ap
740	742	1	Bus	Commuting	Passenger	2024	15.530	§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DM04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Apprai
740	742	1	Bus	Commuting	Passenger	2039	15.518	«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DM04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\Ap
689	322	2	Bus	Other	Passenger	2039	15.507	«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DM04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\Ap
689	322	2	Bus	Other	Passenger	2024	15.507	§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DM04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Apprai

688 322 2 Bus Other Passenger 2039 15.461 «Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DM04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\Ap
688 322 2 Bus Other Passenger 2024 15.461 §Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DM04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Apprai
740 705 1 Bus Commuting Passenger 2024 15.362 §Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DM04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Apprai
740 705 1 Bus Commuting Passenger 2039 15.350 «Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DM04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\Ap
744 606 1 Bus Commuting Passenger 2039 15.318 «Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DM04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\Ap
744 606 1 Bus Other Passenger 2039 15.318 «Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DM04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\Ap
744 605 1 Bus Other Passenger 2039 15.318 «Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DM04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\Ap
744 605 1 Bus Other Passenger 2024 15.303 §Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DM04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Apprai
744 606 1 Bus Other Passenger 2024 15.291 §Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DM04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Apprai
744 606 1 Bus Commuting Passenger 2024 15.291 §Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DM04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Apprai
744 706 1 Bus Commuting Passenger 2024 15.267 §Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DM04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Apprai
744 706 1 Bus Commuting Passenger 2039 15.255 «Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DM04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\Ap
706 322 1 Bus Commuting Passenger 2039 15.237 «Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DM04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\Ap
706 322 1 Bus Commuting Passenger 2024 15.232 §Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DM04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Apprai
744 742 1 Bus Commuting Passenger 2024 15.229 §Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DM04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Apprai
744 742 1 Bus Commuting Passenger 2039 15.217 «Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DM04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\Ap
744 705 1 Bus Commuting Passenger 2024 15.061 §Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DM04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Apprai
689 324 2 Bus Other Passenger 2039 15.056 «Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DM04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\Ap
689 324 2 Bus Other Passenger 2024 15.056 §Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DM04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Apprai
744 705 1 Bus Commuting Passenger 2039 15.049 «Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DM04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\Ap
688 324 2 Bus Other Passenger 2039 15.010 «Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DM04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\Ap
688 324 2 Bus Other Passenger 2024 15.010 §Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DM04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Apprai
510 322 2 Bus Other Passenger 2039 14.986 «Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DM04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\Ap

510 322 2 Bus Commuting Passenger 2024 14.986
§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DM04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Ap
prai
510 322 2 Bus Other Passenger 2024 14.986
§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DM04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Ap
prai
510 322 2 Bus Commuting Passenger 2039 14.986
«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DM04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase
\Ap
740 583 1 Bus Commuting Passenger 2039 14.930
«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DM04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase
\Ap
322 706 4 Bus Commuting Passenger 2039 14.894
«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DM04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase
\Ap
740 704 1 Bus Commuting Passenger 2039 14.891
«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DM04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase
\Ap
322 706 4 Bus Commuting Passenger 2024 14.883
§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DM04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Ap
prai
322 742 4 Bus Other Passenger 2039 14.875
«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DM04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase
\Ap
740 704 1 Bus Commuting Passenger 2024 14.874
§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DM04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Ap
prai
322 742 4 Bus Other Passenger 2024 14.871
§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DM04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Ap
prai
740 583 1 Bus Commuting Passenger 2024 14.866
§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DM04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Ap
prai
689 344 2 Bus Commuting Passenger 2024 14.850
§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DM04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Ap
prai
689 344 2 Bus Commuting Passenger 2039 14.850
«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DM04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase
\Ap
689 344 2 Bus Other Passenger 2024 14.850
§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DM04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Ap
prai
689 344 2 Bus Other Passenger 2039 14.850
«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DM04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase
\Ap
706 324 1 Bus Commuting Passenger 2039 14.786
«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DM04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase
\Ap
706 324 1 Bus Commuting Passenger 2024 14.781
§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DM04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Ap
prai
Displayed 50 warnings of a total of 45037 of this type.

Warning: DS time greater than limit for the following:
Origin Destination Time_slice Veh_type Purpose Person_type Year Time File name
740 606 1 Bus Commuting Passenger 2039 15.651
«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DS04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\
Ap
740 606 1 Bus Other Passenger 2039 15.651
«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DS04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\
Ap
740 606 1 Bus Other Passenger 2024 15.622
§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DS04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Appr
ai
740 606 1 Bus Commuting Passenger 2024 15.622
§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DS04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Appr
ai

740 706 1 Bus Commuting Passenger 2024 15.565
§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DS04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Appr
ai
740 706 1 Bus Commuting Passenger 2039 15.554
«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DS04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\
Ap
740 742 1 Bus Commuting Passenger 2024 15.527
§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DS04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Appr
ai
740 742 1 Bus Commuting Passenger 2039 15.516
«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DS04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\
Ap
689 322 2 Bus Other Passenger 2039 15.507
«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DS04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\
Ap
689 322 2 Bus Other Passenger 2024 15.507
§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DS04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Appr
ai
688 322 2 Bus Other Passenger 2039 15.461
«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DS04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\
Ap
688 322 2 Bus Other Passenger 2024 15.461
§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DS04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Appr
ai
744 605 1 Bus Other Passenger 2039 15.363
«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DS04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\
Ap
740 705 1 Bus Commuting Passenger 2024 15.360
§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DS04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Appr
ai
744 606 1 Bus Other Passenger 2039 15.349
«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DS04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\
Ap
744 606 1 Bus Commuting Passenger 2039 15.349
«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DS04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\
Ap
740 705 1 Bus Commuting Passenger 2039 15.348
«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DS04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\
Ap
744 605 1 Bus Other Passenger 2024 15.332
§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DS04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Appr
ai
744 606 1 Bus Commuting Passenger 2024 15.321
§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DS04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Appr
ai
744 606 1 Bus Other Passenger 2024 15.321
§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DS04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Appr
ai
744 706 1 Bus Commuting Passenger 2024 15.264
§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DS04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Appr
ai
744 706 1 Bus Commuting Passenger 2039 15.253
«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DS04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\
Ap
706 322 1 Bus Commuting Passenger 2039 15.237
«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DS04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\
Ap
706 322 1 Bus Commuting Passenger 2024 15.236
§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DS04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Appr
ai
744 742 1 Bus Commuting Passenger 2024 15.226
§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DS04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Appr
ai
744 742 1 Bus Commuting Passenger 2039 15.215
«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DS04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\
Ap
744 705 1 Bus Commuting Passenger 2024 15.059
§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DS04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Appr
ai

689 324 2 Bus Other Passenger 2024 15.056
§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DS04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Appr
ai
689 324 2 Bus Other Passenger 2039 15.056
«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DS04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\
Ap
744 705 1 Bus Commuting Passenger 2039 15.047
«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DS04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\
Ap
688 324 2 Bus Other Passenger 2024 15.010
§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DS04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Appr
ai
688 324 2 Bus Other Passenger 2039 15.010
«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DS04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\
Ap
510 322 2 Bus Other Passenger 2024 14.986
§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DS04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Appr
ai
510 322 2 Bus Commuting Passenger 2024 14.986
§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DS04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Appr
ai
510 322 2 Bus Commuting Passenger 2039 14.986
«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DS04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\
Ap
510 322 2 Bus Other Passenger 2039 14.986
«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DS04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\
Ap
740 583 1 Bus Commuting Passenger 2039 14.974
«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DS04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\
Ap
740 583 1 Bus Commuting Passenger 2024 14.943
§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DS04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Appr
ai
740 704 1 Bus Commuting Passenger 2024 14.874
§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DS04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Appr
ai
322 706 4 Bus Commuting Passenger 2039 14.867
«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DS04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\
Ap
740 704 1 Bus Commuting Passenger 2039 14.867
«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DS04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\
Ap
322 742 4 Bus Other Passenger 2039 14.858
«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DS04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\
Ap
689 344 2 Bus Commuting Passenger 2024 14.850
§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DS04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Appr
ai
689 344 2 Bus Other Passenger 2024 14.850
§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DS04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Appr
ai
689 344 2 Bus Other Passenger 2039 14.850
«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DS04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\
Ap
689 344 2 Bus Commuting Passenger 2039 14.850
«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DS04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\
Ap
322 706 4 Bus Commuting Passenger 2024 14.848
§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DS04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Appr
ai
322 742 4 Bus Other Passenger 2024 14.840
§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DS04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Appr
ai
706 324 1 Bus Commuting Passenger 2039 14.786
«Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\39\DS04_Ref\OUTPUT\2039_WRM_TEnds_NTA_RefCase\
Ap
706 324 1 Bus Commuting Passenger 2024 14.785
§Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\1_Low_Growth\24\DS04_Ref\OUTPUT\2024_WRM_TEnds_NTA_Ref\Appr
ai

Displayed 50 warnings of a total of 44929 of this type.

TUBA ECONOMICS FILE DIFFERENCES

PARAMETERS - (used)
TUBA_version 1.9.5
base_year 2011
pres_val_year 2011
GDP_base 100.00 0.00 0.00
av_ind_tax 18.30 0.00 0.00
nt_carbdxvalues 5.66 5.66 5.66
t_carbdxvalues 5.66 5.66 5.66

PARAMETERS - (std)
TUBA_version 1.9.5
base_year 2010
pres_val_year 2010
GDP_base 100.00 0.00 0.00
av_ind_tax 19.00 0.00 0.00
nt_carbdxvalues 26.64 79.92 53.28
t_carbdxvalues 11.81 11.81 11.81

MODES - (used)
*no. description
1 Highway
2 Public

MODES - (std)
*no. description
1 Road
2 Bus
3 Rail

VEHICLE_TYPE/SUBMODE - (used)
*no. mode new_mode P&R type description
1 1 N N per Car
2 1 N N per LGV
3 1 N N fre OGV1
4 1 N N fre OGV2
5 2 N N per Bus
6 2 N N per Light Rail
7 2 N N per Heavy Rail

VEHICLE_TYPE/SUBMODE - (std)
*no. mode new_mode P&R type description
1 1 N N per Car
2 1 N N per LGV Personal
3 1 N N fre LGV Freight
4 1 N N fre OGV1
5 1 N N fre OGV2
6 2 N N per Bus
7 3 N N per Light Rail
8 3 N N per Heavy rail

FUEL_TYPE - (used)
*no. name
1 petrol
2 diesel

FUEL_TYPE - (std)
*no. name
1 Petrol
2 Diesel
3 Electric

TIME_PERIODS - (used)
*no. description comments
1 AM 0800-0900
2 LT 1000-1300

3 SR 1300-1600
4 PM 1700-1800

TIME_PERIODS - (std)
*no. description comments
1 AM peak (7-10 weekdays)
2 PM peak (4-7 weekdays)
3 Inter-peak (10-4 weekdays)
4 Off-peak (7-7 weekdays)
5 Weekend (weekend)

DISCOUNT_RATE - (used)
*% change p.a.
*Start_yr End_yr Rate
1 100 5.00

DISCOUNT_RATE - (std)
*% change p.a.
*Start_yr End_yr Rate
1 30 3.50
31 75 3.00
76 80 2.50

VALUE_OF_TIME - (used)
*pence per hour
*Vtype/submode Person_type VOT_purpose1 VOT_purpose2 VOT_purpose3 ..
1 1 2902.0 1403.0 1275.0
1 2 2902.0 1403.0 1275.0
2 1 2902.0 1403.0 1275.0
2 2 2902.0 1403.0 1275.0
3 1 2902.0 0.0 0.0
3 2 2902.0 0.0 0.0
4 1 2902.0 0.0 0.0
4 2 2902.0 0.0 0.0
5 1 2902.0 0.0 0.0
5 2 2902.0 1403.0 1275.0
6 1 2902.0 0.0 0.0
6 2 2902.0 1403.0 1275.0
7 1 2902.0 0.0 0.0
7 2 2902.0 1403.0 1275.0

VALUE_OF_TIME - (std)
*pence per hour
*Vtype/submode Person_type VOT_purpose1 VOT_purpose2 VOT_purpose3 ..
1 1 2274.0 681.0 604.0
1 2 1725.0 681.0 604.0
2 1 1024.0 681.0 604.0
2 2 1024.0 681.0 604.0
3 1 1024.0 0.0 0.0
3 2 1024.0 0.0 0.0
4 1 1206.0 0.0 0.0
4 2 1206.0 0.0 0.0
5 1 1206.0 0.0 0.0
5 2 1206.0 0.0 0.0
6 1 1232.0 0.0 0.0
6 2 1397.0 681.0 604.0
7 1 0.0 0.0 0.0
7 2 2208.0 681.0 604.0
8 1 0.0 0.0 0.0
8 2 2686.0 681.0 604.0

VALUE_OF_TIME_GROWTH - (used)
*% change p.a.
*Start_yr End_yr VOT_Gr_purpose1 VOT_Gr_purpose2 VOT_Gr_purpose3 ..
2012 2014 4.00 4.00 4.00
2015 2019 3.60 3.60 3.60
2020 2024 2.20 2.20 2.20
2025 2100 2.30 2.30 2.30

VALUE_OF_TIME_GROWTH - (std)
*% change p.a.

*Start_yr	End_yr	VOT_Gr_purpose1	VOT_Gr_purpose2	VOT_Gr_purpose3 ..
2011	2011	0.80	0.80	0.80
2012	2012	-0.00	-0.00	-0.00
2013	2013	1.09	1.09	1.09
2014	2014	2.05	2.05	2.05
2015	2015	1.67	1.67	1.67
2016	2016	1.95	1.95	1.95
2017	2017	1.99	1.99	1.99
2018	2018	1.90	1.90	1.90
2019	2019	1.91	1.91	1.91
2020	2020	1.90	1.90	1.90
2021	2021	1.88	1.88	1.88
2022	2022	1.87	1.87	1.87
2023	2023	1.89	1.89	1.89
2024	2024	1.90	1.90	1.90
2025	2025	1.92	1.92	1.92
2026	2026	1.94	1.94	1.94
2027	2027	1.95	1.95	1.95
2028	2028	1.97	1.97	1.97
2029	2029	1.99	1.99	1.99
2030	2030	2.01	2.01	2.01
2031	2031	2.02	2.02	2.02
2032	2032	2.04	2.04	2.04
2033	2033	2.05	2.05	2.05
2034	2034	2.06	2.06	2.06
2035	2035	2.07	2.07	2.07
2036	2036	2.08	2.08	2.08
2037	2037	2.09	2.09	2.09
2038	2038	2.10	2.10	2.10
2039	2039	2.10	2.10	2.10
2040	2040	2.10	2.10	2.10
2041	2041	2.10	2.10	2.10
2042	2042	2.12	2.12	2.12
2043	2043	2.12	2.12	2.12
2044	2044	2.12	2.12	2.12
2045	2045	2.12	2.12	2.12
2046	2046	2.12	2.12	2.12
2047	2047	2.15	2.15	2.15
2048	2048	2.15	2.15	2.15
2049	2049	2.15	2.15	2.15
2050	2050	2.15	2.15	2.15
2051	2051	2.15	2.15	2.15
2052	2052	2.19	2.19	2.19
2053	2053	2.19	2.19	2.19
2054	2054	2.19	2.19	2.19
2055	2055	2.19	2.19	2.19
2056	2056	2.19	2.19	2.19
2057	2057	2.21	2.21	2.21
2058	2058	2.21	2.21	2.21
2059	2059	2.21	2.21	2.21
2060	2060	2.21	2.21	2.21
2061	2061	2.21	2.21	2.21
2062	2062	2.22	2.22	2.22
2063	2063	2.21	2.21	2.21
2064	2064	2.21	2.21	2.21
2065	2065	2.21	2.21	2.21
2066	2066	2.21	2.21	2.21
2067	2067	2.20	2.20	2.20
2068	2068	2.20	2.20	2.20
2069	2069	2.20	2.20	2.20
2070	2070	2.20	2.20	2.20
2071	2071	2.20	2.20	2.20
2072	2072	2.17	2.17	2.17
2073	2073	2.17	2.17	2.17
2074	2074	2.17	2.17	2.17
2075	2075	2.17	2.17	2.17
2076	2076	2.17	2.17	2.17

2077	2077	2.17	2.17	2.17
2078	2078	2.17	2.17	2.17
2079	2079	2.17	2.17	2.17
2080	2080	2.17	2.17	2.17
2081	2081	2.17	2.17	2.17
2082	2082	2.17	2.17	2.17
2083	2083	2.17	2.17	2.17
2084	2084	2.17	2.17	2.17
2085	2085	2.17	2.17	2.17
2086	2086	2.17	2.17	2.17
2087	2087	2.17	2.17	2.17
2088	2088	2.18	2.18	2.18
2089	2089	2.18	2.18	2.18
2090	2090	2.18	2.18	2.18
2091	2091	2.18	2.18	2.18
2092	2092	2.18	2.18	2.18
2093	2093	2.18	2.18	2.18
2094	2094	2.18	2.18	2.18
2095	2095	2.18	2.18	2.18
2096	2096	2.18	2.18	2.18
2097	2097	2.18	2.18	2.18
2098	2098	2.18	2.18	2.18
2099	2099	2.18	2.18	2.18
2100	2100	2.18	2.18	2.18

AV_IND_TAX_CHANGES - (used)
*% change p.a.

*Start_yr	End_yr	Growth
2012	2080	0.00

AV_IND_TAX_CHANGES - (std)
*% change p.a.

*Start_yr	End_yr	Growth
2011	2050	0.00

CHARGE_TAX_RATES - (used)
*%

*charge	final	intermediate
1	0.0	0.0
2	0.0	0.0
3	0.0	0.0
4	0.0	0.0
5	0.0	0.0
6	0.0	0.0
7	0.0	0.0

CHARGE_TAX_RATES - (std)
*%

*charge	final	intermediate
1	0.0	0.0
2	0.0	0.0
3	0.0	0.0
4	0.0	0.0
5	17.5	0.0
6	0.0	0.0
7	17.5	0.0
8	17.5	0.0

CHARGE_TAX_RATES_CHANGES - (used)
*% change p.a.

*Start_yr	End_yr	charge	final	intermediate
2012	2083	1	0.00	0.00
2012	2083	2	0.00	0.00
2012	2083	3	0.00	0.00
2012	2083	4	0.00	0.00
2012	2083	5	0.00	0.00
2012	2083	6	0.00	0.00
2012	2083	7	0.00	0.00

CHARGE_TAX_RATES_CHANGES - (std)
*% change p.a.

*Start_yr	End_yr	charge	final	intermediate
2011	2011	1	0.00	0.00
2011	2011	2	0.00	0.00
2011	2011	3	0.00	0.00
2011	2011	4	0.00	0.00
2011	2011	5	14.29	0.00
2011	2011	6	0.00	0.00
2011	2011	7	14.29	0.00
2011	2011	8	14.29	0.00
2012	2100	1	0.00	0.00
2012	2100	2	0.00	0.00
2012	2100	3	0.00	0.00
2012	2100	4	0.00	0.00
2012	2100	5	0.00	0.00
2012	2100	6	0.00	0.00
2012	2100	7	0.00	0.00
2012	2100	8	0.00	0.00

FUEL_COST - (used)

*type	resource(p/unit)	duty(p/unit)	VAT(%)	CO2_grammes/unit (unit=litre for fuel types 1 & 2; unit=KWH for electric)
1	63.0	57.6	21.0	627.57
2	70.0	46.6	21.0	717.15

FUEL_COST - (std)

*type	resource(p/unit)	duty(p/unit)	VAT(%)	CO2_grammes/unit (unit=litre for fuel types 1 & 2; unit=KWH for electric)
1	42.8	57.5	17.5	2230.00
2	44.6	57.5	17.5	2562.00
3	11.9	0.0	5.0	381.00

FUEL_COST_CHANGES - (used)
*% change p.a.

*Start_yr	End_yr	fuel_type	resource	duty	VAT	CO2_Den_change
2012	2012	1	10.70	0.00	2.00	0.00
2012	2012	2	3.90	0.00	0.00	0.00
2013	2013	1	-5.70	0.00	0.00	0.00
2013	2013	2	-5.20	0.00	0.00	0.00
2014	2014	1	0.00	0.00	0.00	0.00
2014	2014	2	-3.30	0.00	0.00	0.00
2015	2015	1	-30.60	2.00	0.00	0.00
2015	2015	2	-32.60	2.90	0.00	0.00
2016	2080	1	0.00	0.00	0.00	0.00
2016	2080	2	0.00	0.00	0.00	0.00

FUEL_COST_CHANGES - (std)
*% change p.a.

*Start_yr	End_yr	fuel_type	resource	duty	VAT	CO2_Den_change
2011	2011	1	21.94	-0.53	14.29	-0.84
2012	2012	1	1.98	-2.11	0.00	-0.02
2013	2013	1	-3.27	-1.58	0.00	-0.44
2014	2014	1	-7.05	-2.25	0.00	-0.54
2015	2015	1	-6.73	-0.72	0.00	0.00
2016	2016	1	-3.27	1.38	0.00	0.00
2017	2017	1	-1.04	1.67	0.00	-1.35
2018	2018	1	1.05	1.76	0.00	-1.37
2019	2019	1	0.95	1.86	0.00	-1.39
2020	2020	1	2.23	1.47	0.00	-1.41
2021	2021	1	1.85	1.27	0.00	0.00
2022	2022	1	1.90	1.08	0.00	0.00
2023	2023	1	1.86	1.08	0.00	0.00
2024	2024	1	1.83	1.08	0.00	0.00
2025	2025	1	1.87	1.08	0.00	0.00
2026	2026	1	1.92	1.08	0.00	0.00
2027	2027	1	1.88	1.08	0.00	0.00
2028	2028	1	1.92	1.08	0.00	0.00
2029	2029	1	1.88	1.08	0.00	0.00
2030	2030	1	1.92	1.08	0.00	0.00
2031	2031	1	1.95	1.08	0.00	0.00

2032	2032	1	1.91	1.08	0.00	0.00
2033	2033	1	1.88	1.08	0.00	0.00
2034	2034	1	1.98	1.08	0.00	0.00
2035	2035	1	1.94	1.08	0.00	0.00
2036	2100	1	0.00	1.08	0.00	0.00
2011	2011	2	26.62	-0.53	14.29	0.19
2012	2012	2	3.19	-2.11	0.00	1.64
2013	2013	2	-3.51	-1.58	0.00	-0.44
2014	2014	2	-5.36	-2.25	0.00	0.15
2015	2015	2	-6.94	-0.72	0.00	0.00
2016	2016	2	-3.38	1.38	0.00	0.00
2017	2017	2	-1.08	1.67	0.00	-1.74
2018	2018	2	1.09	1.76	0.00	-1.77
2019	2019	2	0.99	1.86	0.00	-1.81
2020	2020	2	2.31	1.47	0.00	-1.84
2021	2021	2	1.91	1.27	0.00	0.00
2022	2022	2	1.96	1.08	0.00	0.00
2023	2023	2	1.92	1.08	0.00	0.00
2024	2024	2	1.88	1.08	0.00	0.00
2025	2025	2	1.93	1.08	0.00	0.00
2026	2026	2	1.97	1.08	0.00	0.00
2027	2027	2	1.93	1.08	0.00	0.00
2028	2028	2	1.97	1.08	0.00	0.00
2029	2029	2	1.94	1.08	0.00	0.00
2030	2030	2	1.97	1.08	0.00	0.00
2031	2031	2	2.01	1.08	0.00	0.00
2032	2032	2	1.97	1.08	0.00	0.00
2033	2033	2	1.93	1.08	0.00	0.00
2034	2034	2	2.03	1.08	0.00	0.00
2035	2035	2	1.99	1.08	0.00	0.00
2036	2100	2	0.00	1.08	0.00	0.00
2011	2011	3	4.79	0.00	0.00	-1.88
2012	2012	3	4.56	0.00	0.00	-2.03
2013	2013	3	5.59	0.00	0.00	-2.18
2014	2014	3	3.84	0.00	0.00	-2.36
2015	2015	3	-1.71	0.00	0.00	-2.55
2016	2016	3	6.63	0.00	0.00	-2.76
2017	2017	3	6.29	0.00	0.00	-2.99
2018	2018	3	0.79	0.00	0.00	-3.26
2019	2019	3	6.44	0.00	0.00	-3.56
2020	2020	3	-0.05	0.00	0.00	-3.89
2021	2021	3	3.66	0.00	0.00	-4.27
2022	2022	3	1.73	0.00	0.00	-4.71
2023	2023	3	-0.03	0.00	0.00	-5.22
2024	2024	3	2.06	0.00	0.00	-5.81
2025	2025	3	2.63	0.00	0.00	-6.51
2026	2026	3	2.19	0.00	0.00	-7.35
2027	2027	3	-0.76	0.00	0.00	-8.38
2028	2028	3	-0.02	0.00	0.00	-9.65
2029	2029	3	-0.57	0.00	0.00	-11.27
2030	2030	3	1.17	0.00	0.00	-13.41
2031	2031	3	-0.01	0.00	0.00	-8.72
2032	2032	3	-0.05	0.00	0.00	-8.72
2033	2033	3	-0.08	0.00	0.00	-8.72
2034	2034	3	-0.10	0.00	0.00	-8.72
2035	2035	3	-0.12	0.00	0.00	-8.72
2036	2036	3	-0.13	0.00	0.00	-8.72
2037	2037	3	-0.14	0.00	0.00	-8.72
2038	2038	3	-0.15	0.00	0.00	-8.72
2039	2039	3	-0.16	0.00	0.00	-8.72
2040	2040	3	-0.16	0.00	0.00	-8.72
2041	2041	3	-0.25	0.00	0.00	-10.95
2042	2042	3	0.08	0.00	0.00	-2.34
2043	2043	3	-0.27	0.00	0.00	-11.26
2044	2044	3	-0.23	0.00	0.00	-10.72
2045	2045	3	0.22	0.00	0.00	2.70
2046	2046	3	-0.13	0.00	0.00	-7.38
2047	2047	3	-0.17	0.00	0.00	-8.59
2048	2048	3	0.67	0.00	0.00	17.69

2049	2049	3	-0.31	0.00	0.00	-11.32
2050	2050	3	0.12	0.00	0.00	0.00
2051	2051	3	0.12	0.00	0.00	0.00
2052	2052	3	0.12	0.00	0.00	0.00
2053	2053	3	0.12	0.00	0.00	0.00
2054	2054	3	0.12	0.00	0.00	0.00
2055	2055	3	0.12	0.00	0.00	0.00
2056	2056	3	0.12	0.00	0.00	0.00
2057	2057	3	0.11	0.00	0.00	0.00
2058	2058	3	0.11	0.00	0.00	0.00
2059	2059	3	0.11	0.00	0.00	0.00
2060	2060	3	0.11	0.00	0.00	0.00
2061	2061	3	0.08	0.00	0.00	0.00
2062	2062	3	0.08	0.00	0.00	0.00
2063	2063	3	0.08	0.00	0.00	0.00
2064	2064	3	0.07	0.00	0.00	0.00
2065	2065	3	0.06	0.00	0.00	0.00
2066	2066	3	0.06	0.00	0.00	0.00
2067	2067	3	0.05	0.00	0.00	0.00
2068	2068	3	0.05	0.00	0.00	0.00
2069	2069	3	0.04	0.00	0.00	0.00
2070	2070	3	0.03	0.00	0.00	0.00
2071	2071	3	0.03	0.00	0.00	0.00
2072	2072	3	0.03	0.00	0.00	0.00
2073	2073	3	0.02	0.00	0.00	0.00
2074	2074	3	0.01	0.00	0.00	0.00
2075	2075	3	0.01	0.00	0.00	0.00
2076	2076	3	0.00	0.00	0.00	0.00
2077	2077	3	0.00	0.00	0.00	0.00
2078	2078	3	-0.01	0.00	0.00	0.00
2079	2079	3	-0.01	0.00	0.00	0.00
2080	2080	3	-0.02	0.00	0.00	0.00
2081	2081	3	-0.00	0.00	0.00	0.00
2082	2082	3	-0.01	0.00	0.00	0.00
2083	2083	3	-0.02	0.00	0.00	0.00
2084	2084	3	-0.02	0.00	0.00	0.00
2085	2085	3	-0.02	0.00	0.00	0.00
2086	2086	3	-0.03	0.00	0.00	0.00
2087	2087	3	-0.03	0.00	0.00	0.00
2088	2088	3	-0.03	0.00	0.00	0.00
2089	2089	3	-0.04	0.00	0.00	0.00
2090	2090	3	-0.04	0.00	0.00	0.00
2091	2091	3	-0.03	0.00	0.00	0.00
2092	2092	3	-0.03	0.00	0.00	0.00
2093	2093	3	-0.04	0.00	0.00	0.00
2094	2094	3	-0.04	0.00	0.00	0.00
2095	2095	3	-0.04	0.00	0.00	0.00
2096	2096	3	-0.05	0.00	0.00	0.00
2097	2097	3	-0.04	0.00	0.00	0.00
2098	2098	3	-0.05	0.00	0.00	0.00
2099	2099	3	-0.05	0.00	0.00	0.00
2100	2100	3	-0.05	0.00	0.00	0.00

CARBDX_VALUE_CHANGES - (used)
*relative (%p.a.) or absolute (£p.a.) growth; either absolute or relative may be defined, not both
*same growth applies to low, central and high CO2 values

*Start_yr	End_yr	Rel.(%)	Abs.(£/tonne/year)
2012	2012	2.000	0.000
2013	2013	0.000	0.000
2014	2014	0.000	0.000
2015	2015	4.000	0.000
2016	2016	5.000	0.000
2017	2017	5.000	0.000
2018	2019	0.000	0.000
2020	2020	137.000	0.000
2025	2025	140.000	0.000
2030	2030	250.000	0.000
2035	2035	163.000	0.000
2040	2040	137.000	0.000

2045	2045	115.000	0.000
2050	2050	111.000	0.000

CARBDX_VALUE_CHANGES - (std)
*relative (%p.a.) or absolute (£p.a.) growth; either absolute or relative may be defined, not both
*same growth applies to low, central and high CO2 values

*Start_yr	End_yr	Rel.(%)	Abs.(£/tonne/year)
2011	2011	1.506	0.000
2012	2012	1.500	0.000
2013	2013	1.500	0.000
2014	2014	1.500	0.000
2015	2015	1.500	0.000
2016	2016	1.500	0.000
2017	2017	1.500	0.000
2018	2018	1.500	0.000
2019	2019	1.500	0.000
2020	2020	1.500	0.000
2021	2021	1.667	0.000
2022	2022	1.639	0.000
2023	2023	1.613	0.000
2024	2024	1.587	0.000
2025	2025	1.562	0.000
2026	2026	1.538	0.000
2027	2027	1.515	0.000
2028	2028	1.492	0.000
2029	2029	1.471	0.000
2030	2030	1.449	0.000
2031	2031	9.286	0.000
2032	2032	8.497	0.000
2033	2033	7.832	0.000
2034	2034	7.263	0.000
2035	2035	6.771	0.000
2036	2036	6.341	0.000
2037	2037	5.963	0.000
2038	2038	5.628	0.000
2039	2039	5.328	0.000
2040	2040	5.058	0.000
2041	2041	4.815	0.000
2042	2042	4.594	0.000
2043	2043	4.392	0.000
2044	2044	4.207	0.000
2045	2045	4.037	0.000
2046	2046	3.881	0.000
2047	2047	3.736	0.000
2048	2048	3.601	0.000
2049	2049	3.476	0.000
2050	2050	3.359	0.000
2051	2051	2.501	0.000
2052	2052	2.265	0.000
2053	2053	2.165	0.000
2054	2054	2.056	0.000
2055	2055	1.856	0.000
2056	2056	1.779	0.000
2057	2057	1.589	0.000
2058	2058	1.446	0.000
2059	2059	1.330	0.000
2060	2060	1.201	0.000
2061	2061	0.673	0.000
2062	2062	0.618	0.000
2063	2063	0.401	0.000
2064	2064	0.283	0.000
2065	2065	0.079	0.000
2066	2066	0.033	0.000
2067	2067	-0.193	0.000
2068	2068	-0.302	0.000
2069	2069	-0.461	0.000
2070	2070	-0.585	0.000
2071	2071	-0.609	0.000
2072	2072	-0.738	0.000

2073	2073	-0.837	0.000
2074	2074	-1.033	0.000
2075	2075	-1.037	0.000
2076	2076	-1.310	0.000
2077	2077	-1.316	0.000
2078	2078	-1.493	0.000
2079	2079	-1.571	0.000
2080	2080	-1.769	0.000
2081	2081	-1.478	0.000
2082	2082	-1.672	0.000
2083	2083	-1.769	0.000
2084	2084	-1.854	0.000
2085	2085	-1.834	0.000
2086	2086	-2.050	0.000
2087	2087	-2.154	0.000
2088	2088	-2.198	0.000
2089	2089	-2.321	0.000
2090	2100	0.000	0.000

FLEET - (used)

*veh_type	%petrol	%diesel
1	70.20	29.80
2	15.00	85.00
3	15.00	85.00
4	0.00	100.00
5	0.00	100.00
6	0.00	100.00
7	0.00	100.00

FLEET - (std)

*veh_type	%Petrol	%Diesel	%Electric
1	59.27	40.73	0.00
2	5.86	94.14	0.00
3	5.86	94.14	0.00
4	0.00	100.00	0.00
5	0.00	100.00	0.00
6	0.00	100.00	0.00
7	0.00	100.00	0.00
8	0.00	100.00	0.00

FLEET_CHANGES - (used)
*% p.a.

*Start_yr	End_yr	Veh_type	%Change_petrol	%Change_diesel
2012	2012	1	-3.430	0.000
2013	2013	1	-3.360	0.000
2014	2014	1	-3.690	0.000
2015	2015	1	-3.700	0.000
2016	2025	1	-1.270	0.000
2026	2040	1	0.000	0.000

FLEET_CHANGES - (std)
*% p.a.

*Start_yr	End_yr	Veh_type	%Change_Petrol	%Change_Diesel	%Change_Electric
2011	2011	1	-3.814	5.472	5352.089
2012	2012	1	-3.966	5.188	100.000
2013	2013	1	-4.130	4.932	50.000
2014	2014	1	-4.308	4.700	33.333
2015	2015	1	-4.502	4.489	25.000
2016	2016	1	-1.777	1.335	97.788
2017	2017	1	-1.809	1.317	49.441
2018	2018	1	-1.842	1.300	33.084
2019	2019	1	-1.877	1.283	24.859
2020	2020	1	-1.913	1.267	19.910
2021	2021	1	0.323	-0.826	32.794
2022	2022	1	0.322	-0.833	24.695
2023	2023	1	0.321	-0.840	19.804
2024	2024	1	0.320	-0.847	16.531
2025	2025	1	0.319	-0.854	14.186
2026	2026	1	0.021	-1.060	21.755

2027	2027	1	0.021	-1.071	17.868
2028	2028	1	0.021	-1.083	15.159
2029	2029	1	0.021	-1.095	13.164
2030	2030	1	0.021	-1.107	11.632
2011	2011	2	-7.579	0.472	0.000
2012	2012	2	-8.200	0.470	0.000
2013	2013	2	-8.932	0.468	0.000
2014	2014	2	-9.809	0.465	0.000
2015	2015	2	-10.875	0.463	0.000
2016	2016	2	-9.634	0.364	0.000
2017	2017	2	-10.661	0.363	0.000
2018	2018	2	-11.933	0.361	0.000
2019	2019	2	-13.550	0.360	0.000
2020	2020	2	-15.674	0.359	0.000
2021	2021	2	-8.979	0.173	0.000
2022	2022	2	-9.865	0.172	0.000
2023	2023	2	-10.945	0.172	0.000
2024	2024	2	-12.290	0.172	0.000
2025	2025	2	-14.012	0.171	0.000
2026	2026	2	-4.888	0.051	0.000
2027	2027	2	-5.139	0.051	0.000
2028	2028	2	-5.418	0.051	0.000
2029	2029	2	-5.728	0.051	0.000
2030	2030	2	-6.076	0.051	0.000
2011	2011	3	0.000	0.000	0.000
2012	2012	3	0.000	0.000	0.000
2013	2013	3	0.000	0.000	0.000
2014	2014	3	0.000	0.000	0.000
2015	2015	3	0.000	0.000	0.000
2016	2016	3	0.000	0.000	0.000
2017	2017	3	0.000	0.000	0.000
2018	2018	3	0.000	0.000	0.000
2019	2019	3	0.000	0.000	0.000
2020	2020	3	0.000	0.000	0.000
2021	2021	3	0.000	0.000	0.000
2022	2022	3	0.000	0.000	0.000
2023	2023	3	0.000	0.000	0.000
2024	2024	3	0.000	0.000	0.000
2025	2025	3	0.000	0.000	0.000
2026	2026	3	0.000	0.000	0.000
2027	2027	3	0.000	0.000	0.000
2028	2028	3	0.000	0.000	0.000
2029	2029	3	0.000	0.000	0.000
2030	2030	3	0.000	0.000	0.000

FUEL_CONSUMPTION - (used)

*veh_type	fuel_type	a_fuel	b_fuel	c_fuel	d_fuel	cut-off_speed(km/h)
1	1	0.1605	-0.00269	0.18233E-04	0.00000E+00	140
1	2	0.1605	-0.00269	0.18233E-04	0.00000E+00	140
2	1	0.2177	-0.00352	0.28259E-04	0.00000E+00	140
2	2	0.2177	-0.00352	0.28259E-04	0.00000E+00	140
3	1	0.4448	-0.00718	0.52184E-04	0.00000E+00	96
3	2	0.4448	-0.00718	0.52184E-04	0.00000E+00	96
4	2	0.9029	-0.01401	0.95540E-04	0.00000E+00	96
5	2	0.7247	-0.01136	0.71605E-04	0.00000E+00	96
6	2	0.7247	-0.01136	0.71605E-04	0.00000E+00	96
7	2	0.7247	-0.01136	0.71605E-04	0.00000E+00	96

FUEL_CONSUMPTION - (std)

*veh_type	fuel_type	a_fuel	b_fuel	c_fuel	d_fuel	cut-off_speed(km/h)
1	1	1.1193	0.04400	-0.81383E-04	0.24490E-05	140
1	2	0.4921	0.06218	-0.59098E-03	0.46470E-05	140
1	3	0.0000	0.12564	0.00000E+00	0.00000E+00	140
2	1	1.9508	0.03453	0.67987E-04	0.37149E-05	140
2	2	1.3969	0.03348	-0.22998E-03	0.76732E-05	140
3	1	1.9508	0.03453	0.67987E-04	0.37149E-05	140
3	2	1.3969	0.03348	-0.22998E-03	0.76732E-05	140
4	2	1.4314	0.25802	-0.39066E-02	0.33623E-04	96
5	2	2.6701	0.55716	-0.79761E-02	0.60035E-04	96

6 2 5.9801 0.24528 -0.30650E-02 0.30615E-04 96

FUEL_EFFICIENCY - (used)
*% p.a.

*Start_yr	End_yr	veh_type	fuel_type	change
2012	2024	1	1	-2.00
2012	2024	1	2	-2.00
2025	2080	1	1	0.00
2025	2080	1	2	0.00
2012	2080	2	1	0.00
2012	2080	2	2	0.00
2012	2080	3	1	0.00
2012	2080	3	2	0.00
2012	2080	4	2	0.00
2012	2080	5	2	0.00
2012	2080	6	2	0.00
2012	2080	7	2	0.00

FUEL_EFFICIENCY - (std)
*% p.a.

*Start_yr	End_yr	veh_type	fuel_type	change
2011	2015	1	1	1.81
2011	2015	1	2	2.23
2011	2015	1	3	-0.10
2011	2015	2	1	0.11
2011	2015	2	2	2.71
2011	2015	3	1	0.11
2011	2015	3	2	2.71
2016	2020	1	1	3.32
2016	2020	1	2	2.22
2016	2020	1	3	0.02
2016	2020	2	1	2.35
2016	2020	2	2	2.35
2016	2020	3	1	2.35
2016	2020	3	2	2.35
2021	2025	1	1	3.16
2021	2025	1	2	2.02
2021	2025	1	3	0.12
2021	2025	2	1	2.85
2021	2025	2	2	1.65
2021	2025	3	1	2.85
2021	2025	3	2	1.65
2026	2030	1	1	1.56
2026	2030	1	2	1.19
2026	2030	1	3	0.00
2026	2030	2	1	2.40
2026	2030	2	2	0.74
2026	2030	3	1	2.40
2026	2030	3	2	0.74
2031	2035	1	1	0.57
2031	2035	1	2	0.52
2031	2035	1	3	-0.08
2031	2035	2	1	0.54
2031	2035	2	2	0.22
2031	2035	3	1	0.54
2031	2035	3	2	0.22
2036	2100	1	1	0.00
2036	2100	1	2	0.00
2036	2100	1	3	0.00
2036	2100	2	1	0.00
2036	2100	2	2	0.00
2036	2100	3	1	0.00
2036	2100	3	2	0.00

NON_FUEL_VOC - (used)

*veh_type	a_nonfuel_wrk	b_nonfuel_wrk	a_nonfuel_nw	b_nonfuel_nw
1	7.218	197.577	6.345	0.000
1	7.218	197.577	6.345	0.000
2	10.483	81.002	11.898	0.000

3	11.544	453.584	0.000	0.000
3	11.544	453.584	0.000	0.000
4	22.456	874.315	0.000	0.000
5	52.372	1194.145	0.000	0.000
6	0.000	0.000	0.000	0.000
7	0.000	0.000	0.000	0.000

NON_FUEL_VOC - (std)

*veh_type	a_nonfuel_wrk	b_nonfuel_wrk	a_nonfuel_nw	b_nonfuel_nw
1	4.966	135.946	3.846	0.000
1	4.966	135.946	3.846	0.000
1	1.157	135.946	1.157	0.000
2	7.213	47.113	7.213	0.000
2	7.213	47.113	7.213	0.000
3	7.213	47.113	7.213	0.000
3	7.213	47.113	7.213	0.000
4	6.714	263.817	0.000	0.000
5	13.061	508.525	0.000	0.000
6	30.461	694.547	0.000	0.000

NON_FUEL_VOC_CHANGES - (used)

*% p.a.			
*Start_yr	End_yr	veh_type	gnf
2012	2080	1	0.000
2012	2080	2	0.000
2012	2080	3	0.000
2012	2080	4	0.000
2012	2080	5	0.000

NON_FUEL_VOC_CHANGES - (std)

*% p.a.			
*Start_yr	End_yr	veh_type	gnf
2011	2100	1	0.000
2011	2100	2	0.000
2011	2100	3	0.000
2011	2100	4	0.000
2011	2100	5	0.000
2011	2100	6	0.000
2011	2100	7	0.000
2011	2100	8	0.000

NON_FUEL_TAX_RATES - (used)

*%		
*submode	final	intermediate
1	21.5	0.0
2	21.5	0.0
3	21.5	0.0
4	21.5	0.0
5	21.5	0.0
6	21.5	0.0
7	21.5	0.0

NON_FUEL_TAX_RATES - (std)

*%		
*submode	final	intermediate
1	17.5	0.0
2	17.5	0.0
3	17.5	0.0
4	17.5	0.0
5	17.5	0.0
6	17.5	0.0
7	0.0	0.0
8	0.0	0.0

NON_FUEL_TAX_RATES_CHANGES - (used)

*% change p.a.				
*Start_yr	End_yr	Submode	final	intermediate
2012	2012	1	5.7	7.9
2013	2080	1	0.0	0.0

2012	2012	2	7.9	10.3
2013	2080	2	0.0	0.0
2012	2012	3	7.9	10.3
2013	2080	3	0.0	0.0
2012	2012	4	7.9	10.3
2013	2080	4	0.0	0.0
2012	2012	5	7.9	10.3
2013	2080	5	0.0	0.0
2012	2012	6	7.9	10.3
2013	2080	6	0.0	0.0
2012	2012	7	0.0	0.0
2013	2080	7	0.0	0.0

NON_FUEL_TAX_RATES_CHANGES - (std)
*% change p.a.

*Start_yr	End_yr	Submode	final	intermediate
2011	2011	1	14.3	0.0
2011	2011	2	14.3	0.0
2011	2011	3	14.3	0.0
2011	2011	4	14.3	0.0
2011	2011	5	14.3	0.0
2011	2011	6	14.3	0.0
2011	2011	7	0.0	0.0
2011	2011	8	0.0	0.0
2012	2100	1	0.0	0.0
2012	2100	2	0.0	0.0
2012	2100	3	0.0	0.0
2012	2100	4	0.0	0.0
2012	2100	5	0.0	0.0
2012	2100	6	0.0	0.0
2012	2100	7	0.0	0.0
2012	2100	8	0.0	0.0

DEFAULT_PURPOSE_SPLIT - (used)

*Vtype/submode	purpose	Period1	Period2	Period3	Period4	Period5
1	1	1.5	5.9	2.5	3.5	
1	2	37.9	7.1	11.3	37.5	
1	3	60.6	87.0	86.2	59.0	
2	1	18.9	27.9	20.0	14.4	
2	2	39.8	7.0	14.0	39.4	
2	3	41.3	65.1	66.0	46.2	
3	1	100.0	100.0	100.0	100.0	
3	2	0.0	0.0	0.0	0.0	
3	3	0.0	0.0	0.0	0.0	
4	1	100.0	100.0	100.0	100.0	
4	2	0.0	0.0	0.0	0.0	
4	3	0.0	0.0	0.0	0.0	
5	1	1.5	1.7	0.5	3.8	
5	2	7.8	8.7	3.1	7.1	
5	3	90.7	89.6	96.4	89.1	
6	1	1.5	1.7	0.5	3.8	
6	2	7.8	8.7	3.1	7.1	
6	3	90.7	89.6	96.4	89.1	
7	1	1.5	1.7	0.5	3.8	
7	2	7.8	8.7	3.1	7.1	
7	3	90.7	89.6	96.4	89.1	

DEFAULT_PURPOSE_SPLIT - (std)

*Vtype/submode	purpose	Period1	Period2	Period3	Period4	Period5
1	1	18.1	13.0	19.9	12.3	3.2
1	2	46.0	40.8	11.4	36.2	8.5
1	3	35.9	46.2	68.7	51.5	88.3
2	1	0.0	0.0	0.0	0.0	0.0
2	2	0.0	0.0	0.0	0.0	0.0
2	3	100.0	100.0	100.0	100.0	100.0
3	1	100.0	100.0	100.0	100.0	100.0
3	2	0.0	0.0	0.0	0.0	0.0
3	3	0.0	0.0	0.0	0.0	0.0
4	1	100.0	100.0	100.0	100.0	100.0

4	2	0.0	0.0	0.0	0.0	0.0
4	3	0.0	0.0	0.0	0.0	0.0
5	1	100.0	100.0	100.0	100.0	100.0
5	2	0.0	0.0	0.0	0.0	0.0
5	3	0.0	0.0	0.0	0.0	0.0
6	1	3.9	3.9	2.0	5.7	1.5
6	2	30.0	36.6	11.1	38.1	6.4
6	3	66.1	59.5	86.9	56.2	92.1
7	1	1.9	1.8	0.2	2.3	0.4
7	2	82.4	75.7	8.5	28.9	23.3
7	3	15.7	22.5	91.3	68.8	76.3
8	1	14.1	16.4	22.4	23.2	6.3
8	2	51.9	55.9	10.2	53.1	4.3
8	3	34.0	27.7	67.4	23.7	89.4

DEFAULT_PERSON_FACTORS - (used)

*Vtype/submode	purpose	person_type	FactorPer1	FactorPer2..
1	1	1	1.00	1.00	1.00	1.00
1	1	2	0.14	0.14	0.18	0.27
1	2	1	1.00	1.00	1.00	1.00
1	2	2	0.08	0.09	0.10	0.11
1	3	1	1.00	1.00	1.00	1.00
1	3	2	0.91	0.23	0.54	0.49
2	1	1	1.00	1.00	1.00	1.00
2	1	2	0.37	0.32	0.32	0.38
2	2	1	1.00	1.00	1.00	1.00
2	2	2	0.40	0.41	0.41	0.40
2	3	1	1.00	1.00	1.00	1.00
2	3	2	0.49	0.45	0.45	0.48
3	1	1	1.00	1.00	1.00	1.00
3	1	2	0.09	0.09	0.09	0.09
3	2	1	1.00	1.00	1.00	1.00
3	2	2	0.24	0.28	0.28	0.24
3	3	1	1.00	1.00	1.00	1.00
3	3	2	0.26	0.33	0.33	0.27
4	1	1	1.00	1.00	1.00	1.00
4	1	2	0.03	0.03	0.03	0.03
4	2	1	1.00	1.00	1.00	1.00
4	2	2	0.11	0.14	0.14	0.08
4	3	1	1.00	1.00	1.00	1.00
4	3	2	0.11	0.12	0.12	0.16
5	1	1	1.00	1.00	1.00	1.00
5	1	2	0.35	0.35	0.35	0.35
5	2	1	1.00	1.00	1.00	1.00
5	2	2	1.50	1.50	1.50	1.50
5	3	1	1.00	1.00	1.00	1.00
5	3	2	8.35	8.35	8.35	8.35

DEFAULT_PERSON_FACTORS - (std)

*Vtype/submode	purpose	person_type	FactorPer1	FactorPer2..		
1	1	1	1.00	1.00	1.00	1.00	1.00
1	1	2	0.22	0.16	0.18	0.17	0.27
1	2	1	1.00	1.00	1.00	1.00	1.00
1	2	2	0.15	0.12	0.14	0.12	0.13
1	3	1	1.00	1.00	1.00	1.00	1.00
1	3	2	0.66	0.78	0.73	0.73	0.92
2	2	1	1.00	1.00	1.00	1.00	1.00
2	2	2	0.46	0.46	0.46	0.46	1.03
2	3	1	1.00	1.00	1.00	1.00	1.00
2	3	2	0.46	0.46	0.46	0.46	1.03
3	1	1	1.00	1.00	1.00	1.00	1.00
3	1	2	0.20	0.20	0.20	0.20	0.26
4	1	1	1.00	1.00	1.00	1.00	1.00
5	1	1	1.00	1.00	1.00	1.00	1.00

DEFAULT_PERSON_FACTORS_CHANGE - (used)
*% change p.a.

*Start_yr	End_yr	Submode	Purpose	Person_type	ChangePer1	ChangePer2	ChangePer3	ChangePer4	ChangePer5
2011	2080	1	1	2	0.00	0.00	0.00	0.00	

2011 2080 1 2 2 0.00 0.00 0.00 0.00

DEFAULT_PERSON_FACTORS_CHANGE - (std)
*% change p.a.

*Start_yr	End_yr	Submode	Purpose	Person_type	ChangePer1	ChangePer2	ChangePer3	ChangePer4	ChangePer5
2011	2036	1	1	2	-0.48	-0.62	-0.40	-0.50	-0.48
2011	2036	1	2	2	-0.67	-0.53	-0.65	-0.47	-0.52
2011	2036	1	3	2	-0.67	-0.53	-0.65	-0.47	-0.52

PREPARATION&SUPERVISION - (used)
* total preparation (by stage) and supervision costs as % of land and construction costs

*Mode	*Prep:SI	Prep:PC	Prep:PR	Prep:OP	Prep: WC	Super
1	12.0	9.0	9.0	6.0	2.0	5.0
2	12.0	9.0	9.0	6.0	2.0	5.0

PREPARATION&SUPERVISION - (std)
* total preparation (by stage) and supervision costs as % of land and construction costs

*Mode	*Prep:SI	Prep:PC	Prep:PR	Prep:OP	Prep: WC	Super
1	12.0	9.0	9.0	6.0	2.0	5.0
2	12.0	9.0	9.0	6.0	2.0	5.0
3	12.0	9.0	9.0	6.0	2.0	5.0

INPUT_SUMMARY
Run name GCOB_Phase_3_60years_TSB_LowG
DM scheme Do_Min
DS scheme Do_Something

Economic parameter file Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\1_Parameters\GTP_NTA_Economics_Input.txt
Scheme parameter file Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\1_Parameters\GTP_TUBA_Scheme_Input_Low_Growth_TSB_60y.txt

First year of scheme costs 2011
First Appraisal Year 2024
Last Appraisal Year 2083
Modelled years 2024 2039

Time period	Total hours
AM	593
LT	1485
SR	1485
PM	691
Total	4254

Note: All monetary values are in 2011 market prices. All monetary values discounted to 2011 unless otherwise stated.

DM_SCHEME_COSTS
Do minimum scheme costs. Undiscounted £000s

Mode	Year	Prep.	Superv.	Constr.	Land	Maint.	Oper.	Grant/Sub.	Dev._Cont
Highway	2011	0	0	0	0	0	0	0	0
Highway	2012	0	0	0	0	0	0	0	0
Highway	2013	0	0	0	0	0	0	0	0
Highway	2014	0	0	0	0	0	0	0	0
Highway	2015	0	0	0	0	0	0	0	0
Highway	2016	0	0	0	0	0	0	0	0
Highway	2017	0	0	0	0	0	0	0	0
Highway	2018	0	0	0	0	0	0	0	0
Highway	2019	0	0	0	0	0	0	0	0
Highway	2020	0	0	0	0	0	0	0	0
Highway	2021	0	0	0	0	0	0	0	0
Highway	2022	0	0	0	0	0	0	0	0
Highway	2023	0	0	0	0	0	0	0	0
Highway	2024	0	0	0	0	0	0	0	0
Highway	2025	0	0	0	0	0	0	0	0
Highway	2026	0	0	0	0	0	0	0	0
Highway	2027	0	0	0	0	0	0	0	0
Highway	2028	0	0	0	0	0	0	0	0
Highway	2029	0	0	0	0	0	0	0	0
Highway	2030	0	0	0	0	0	0	0	0
Highway	2031	0	0	0	0	0	0	0	0

Highway	2032	0	0	0	0	0	0	0	0
Highway	2033	0	0	0	0	0	0	0	0
Highway	2034	0	0	0	0	0	0	0	0
Highway	2035	0	0	0	0	0	0	0	0
Highway	2036	0	0	0	0	0	0	0	0
Highway	2037	0	0	0	0	0	0	0	0
Highway	2038	0	0	0	0	0	0	0	0
Highway	2039	0	0	0	0	0	0	0	0
Highway	2040	0	0	0	0	0	0	0	0
Highway	2041	0	0	0	0	0	0	0	0
Highway	2042	0	0	0	0	0	0	0	0
Highway	2043	0	0	0	0	0	0	0	0
Highway	2044	0	0	0	0	0	0	0	0
Highway	2045	0	0	0	0	0	0	0	0
Highway	2046	0	0	0	0	0	0	0	0
Highway	2047	0	0	0	0	0	0	0	0
Highway	2048	0	0	0	0	0	0	0	0
Highway	2049	0	0	0	0	0	0	0	0
Highway	2050	0	0	0	0	0	0	0	0
Highway	2051	0	0	0	0	0	0	0	0
Highway	2052	0	0	0	0	0	0	0	0
Highway	2053	0	0	0	0	0	0	0	0
Public	2011	0	0	0	0	0	0	0	0
Public	2012	0	0	0	0	0	0	0	0
Public	2013	0	0	0	0	0	0	0	0
Public	2014	0	0	0	0	0	0	0	0
Public	2015	0	0	0	0	0	0	0	0
Public	2016	0	0	0	0	0	0	0	0
Public	2017	0	0	0	0	0	0	0	0
Public	2018	0	0	0	0	0	0	0	0
Public	2019	0	0	0	0	0	0	0	0
Public	2020	0	0	0	0	0	0	0	0
Public	2021	0	0	0	0	0	0	0	0
Public	2022	0	0	0	0	0	0	0	0
Public	2023	0	0	0	0	0	0	0	0
Public	2024	0	0	0	0	0	0	0	0
Public	2025	0	0	0	0	0	0	0	0
Public	2026	0	0	0	0	0	0	0	0
Public	2027	0	0	0	0	0	0	0	0
Public	2028	0	0	0	0	0	0	0	0
Public	2029	0	0	0	0	0	0	0	0
Public	2030	0	0	0	0	0	0	0	0
Public	2031	0	0	0	0	0	0	0	0
Public	2032	0	0	0	0	0	0	0	0
Public	2033	0	0	0	0	0	0	0	0
Public	2034	0	0	0	0	0	0	0	0
Public	2035	0	0	0	0	0	0	0	0
Public	2036	0	0	0	0	0	0	0	0
Public	2037	0	0	0	0	0	0	0	0
Public	2038	0	0	0	0	0	0	0	0
Public	2039	0	0	0	0	0	0	0	0
Public	2040	0	0	0	0	0	0	0	0
Public	2041	0	0	0	0	0	0	0	0
Public	2042	0	0	0	0	0	0	0	0
Public	2043	0	0	0	0	0	0	0	0
Public	2044	0	0	0	0	0	0	0	0
Public	2045	0	0	0	0	0	0	0	0
Public	2046	0	0	0	0	0	0	0	0
Public	2047	0	0	0	0	0	0	0	0
Public	2048	0	0	0	0	0	0	0	0
Public	2049	0	0	0	0	0	0	0	0
Public	2050	0	0	0	0	0	0	0	0
Public	2051	0	0	0	0	0	0	0	0
Public	2052	0	0	0	0	0	0	0	0
Public	2053	0	0	0	0	0	0	0	0

DS_SCHEME_COSTS
Do something scheme costs. Undiscounted £000s

Mode	Year	Prep.	Superv.	Constr.	Land	Maint.	Oper.	Grant/Sub.	Dev._Cont

Highway	2011	0	0	0	0	0	0	0	0
Highway	2012	0	0	0	0	0	0	0	0
Highway	2013	0	0	0	0	0	0	0	0
Highway	2014	0	0	0	0	0	0	0	0
Highway	2015	5712	0	0	0	0	0	0	0
Highway	2016	3884	0	0	0	0	0	0	0
Highway	2017	3198	0	0	0	0	0	0	0
Highway	2018	2970	0	0	14395	0	0	0	0
Highway	2019	2285	0	2240	38387	0	0	0	0
Highway	2020	2285	0	2688	38387	0	0	0	0
Highway	2021	2513	1772	66758	38387	0	0	0	0
Highway	2022	0	3544	130829	40787	0	0	0	0
Highway	2023	0	3544	135757	40787	0	0	0	0
Highway	2024	0	3544	98570	16794	3558	0	0	0
Highway	2025	0	1227	11201	11996	3558	0	0	0
Highway	2026	0	0	0	0	3558	0	0	0
Highway	2027	0	0	0	0	3558	0	0	0
Highway	2028	0	0	0	0	3558	0	0	0
Highway	2029	0	0	0	0	3558	0	0	0
Highway	2030	0	0	0	0	3558	0	0	0
Highway	2031	0	0	0	0	3558	0	0	0
Highway	2032	0	0	0	0	3558	0	0	0
Highway	2033	0	0	0	0	3558	0	0	0
Highway	2034	0	0	0	0	3558	0	0	0
Highway	2035	0	0	0	0	3558	0	0	0
Highway	2036	0	0	0	0	3558	0	0	0
Highway	2037	0	0	0	0	3558	0	0	0
Highway	2038	0	0	0	0	3558	0	0	0
Highway	2039	0	0	0	0	3558	0	0	0
Highway	2040	0	0	0	0	3558	0	0	0
Highway	2041	0	0	0	0	3558	0	0	0
Highway	2042	0	0	0	0	3558	0	0	0
Highway	2043	0	0	0	0	3558	0	0	0
Highway	2044	0	0	0	0	3558	0	0	0
Highway	2045	0	0	0	0	3558	0	0	0
Highway	2046	0	0	0	0	3558	0	0	0
Highway	2047	0	0	0	0	3558	0	0	0
Highway	2048	0	0	0	0	3558	0	0	0
Highway	2049	0	0	0	0	3558	0	0	0
Highway	2050	0	0	0	0	3558	0	0	0
Highway	2051	0	0	0	0	3558	0	0	0
Highway	2052	0	0	0	0	3558	0	0	0
Highway	2053	0	0	0	0	3664	0	0	0
Public	2011	0	0	0	0	0	0	0	0
Public	2012	0	0	0	0	0	0	0	0
Public	2013	0	0	0	0	0	0	0	0
Public	2014	0	0	0	0	0	0	0	0
Public	2015	0	0	0	0	0	0	0	0
Public	2016	0	0	0	0	0	0	0	0
Public	2017	0	0	0	0	0	0	0	0
Public	2018	0	0	0	0	0	0	0	0
Public	2019	0	0	0	0	0	0	0	0
Public	2020	0	0	0	0	0	0	0	0
Public	2021	0	0	0	0	0	0	0	0
Public	2022	0	0	0	0	0	0	0	0
Public	2023	0	0	0	0	0	0	0	0
Public	2024	0	0	0	0	0	0	0	0
Public	2025	0	0	0	0	0	0	0	0
Public	2026	0	0	0	0	0	0	0	0
Public	2027	0	0	0	0	0	0	0	0
Public	2028	0	0	0	0	0	0	0	0
Public	2029	0	0	0	0	0	0	0	0
Public	2030	0	0	0	0	0	0	0	0
Public	2031	0	0	0	0	0	0	0	0
Public	2032	0	0	0	0	0	0	0	0
Public	2033	0	0	0	0	0	0	0	0
Public	2034	0	0	0	0	0	0	0	0
Public	2035	0	0	0	0	0	0	0	0
Public	2036	0	0	0	0	0	0	0	0

Public	2037	0	0	0	0	0	0	0	0
Public	2038	0	0	0	0	0	0	0	0
Public	2039	0	0	0	0	0	0	0	0
Public	2040	0	0	0	0	0	0	0	0
Public	2041	0	0	0	0	0	0	0	0
Public	2042	0	0	0	0	0	0	0	0
Public	2043	0	0	0	0	0	0	0	0
Public	2044	0	0	0	0	0	0	0	0
Public	2045	0	0	0	0	0	0	0	0
Public	2046	0	0	0	0	0	0	0	0
Public	2047	0	0	0	0	0	0	0	0
Public	2048	0	0	0	0	0	0	0	0
Public	2049	0	0	0	0	0	0	0	0
Public	2050	0	0	0	0	0	0	0	0
Public	2051	0	0	0	0	0	0	0	0
Public	2052	0	0	0	0	0	0	0	0
Public	2053	0	0	0	0	0	0	0	0

PRESENT_VALUE_COSTS
Scheme investment and operating costs (i.e. excluding grant/subsidy, developer contributions and delays) and differences. £000s.

Mode	Year	DM_scheme_costs	DS_scheme_costs	Difference
Highway	2011	0	0	0
Highway	2012	0	0	0
Highway	2013	0	0	0
Highway	2014	0	0	0
Highway	2015	0	4699	4699
Highway	2016	0	3043	3043
Highway	2017	0	2387	2387
Highway	2018	0	12341	12341
Highway	2019	0	29045	29045
Highway	2020	0	27950	27950
Highway	2021	0	67181	67181
Highway	2022	0	102412	102412
Highway	2023	0	100279	100279
Highway	2024	0	64946	64946
Highway	2025	0	14132	14132
Highway	2026	0	1711	1711
Highway	2027	0	1630	1630
Highway	2028	0	1552	1552
Highway	2029	0	1478	1478
Highway	2030	0	1408	1408
Highway	2031	0	1341	1341
Highway	2032	0	1277	1277
Highway	2033	0	1216	1216
Highway	2034	0	1158	1158
Highway	2035	0	1103	1103
Highway	2036	0	1051	1051
Highway	2037	0	1001	1001
Highway	2038	0	953	953
Highway	2039	0	908	908
Highway	2040	0	864	864
Highway	2041	0	823	823
Highway	2042	0	784	784
Highway	2043	0	747	747
Highway	2044	0	711	711
Highway	2045	0	677	677
Highway	2046	0	645	645
Highway	2047	0	614	614
Highway	2048	0	585	585
Highway	2049	0	557	557
Highway	2050	0	531	531
Highway	2051	0	505	505
Highway	2052	0	481	481
Highway	2053	0	472	472
Public	2011	0	0	0
Public	2012	0	0	0
Public	2013	0	0	0
Public	2014	0	0	0
Public	2015	0	0	0

Public	2016	0	0	0
Public	2017	0	0	0
Public	2018	0	0	0
Public	2019	0	0	0
Public	2020	0	0	0
Public	2021	0	0	0
Public	2022	0	0	0
Public	2023	0	0	0
Public	2024	0	0	0
Public	2025	0	0	0
Public	2026	0	0	0
Public	2027	0	0	0
Public	2028	0	0	0
Public	2029	0	0	0
Public	2030	0	0	0
Public	2031	0	0	0
Public	2032	0	0	0
Public	2033	0	0	0
Public	2034	0	0	0
Public	2035	0	0	0
Public	2036	0	0	0
Public	2037	0	0	0
Public	2038	0	0	0
Public	2039	0	0	0
Public	2040	0	0	0
Public	2041	0	0	0
Public	2042	0	0	0
Public	2043	0	0	0
Public	2044	0	0	0
Public	2045	0	0	0
Public	2046	0	0	0
Public	2047	0	0	0
Public	2048	0	0	0
Public	2049	0	0	0
Public	2050	0	0	0
Public	2051	0	0	0
Public	2052	0	0	0
Public	2053	0	0	0
Highway	Total	0	455198	455198
Public	Total	0	0	0

TRIP_MATRIX_TOTALS
Annualised total trip numbers(thousands)

Submode	Year	Time period	DO MIN	DO SOM
Car	2024	AM	86263	86562
Car	2024	LT	136646	136760
Car	2024	SR	182237	182469
Car	2024	PM	93216	93484
Car	2024	All	498362	499275
Car	2039	AM	88828	89198
Car	2039	LT	142510	142641
Car	2039	SR	188849	189093
Car	2039	PM	96620	96892
Car	2039	All	516807	517825
LGV	2024	AM	2423	2423
LGV	2024	LT	4943	4943
LGV	2024	SR	4766	4766
LGV	2024	PM	2205	2205
LGV	2024	All	14337	14337
LGV	2039	AM	3267	3267
LGV	2039	LT	6665	6665
LGV	2039	SR	6427	6427
LGV	2039	PM	2973	2973
LGV	2039	All	19333	19333
OGV1	2024	AM	889	889
OGV1	2024	LT	1913	1913
OGV1	2024	SR	2119	2119
OGV1	2024	PM	780	780
OGV1	2024	All	5702	5702

OGV1	2039	AM	1205	1205
OGV1	2039	LT	2615	2615
OGV1	2039	SR	2915	2915
OGV1	2039	PM	1061	1061
OGV1	2039	All	7797	7797
OGV2	2024	AM	22	22
OGV2	2024	LT	119	119
OGV2	2024	SR	68	68
OGV2	2024	PM	39	39
OGV2	2024	All	248	248
OGV2	2039	AM	31	31
OGV2	2039	LT	170	170
OGV2	2039	SR	98	98
OGV2	2039	PM	55	55
OGV2	2039	All	354	354
Bus	2024	AM	6241	6126
Bus	2024	LT	4530	4516
Bus	2024	SR	9580	9506
Bus	2024	PM	5589	5479
Bus	2024	All	25940	25627
Bus	2039	AM	6681	6543
Bus	2039	LT	5340	5321
Bus	2039	SR	10332	10246
Bus	2039	PM	6030	5896
Bus	2039	All	28383	28006
All	2024	AM	95838	96022
All	2024	LT	148150	148252
All	2024	SR	198772	198929
All	2024	PM	101829	101987
All	2024	All	544589	545189
All	2039	AM	100012	100245
All	2039	LT	157300	157412
All	2039	SR	208621	208780
All	2039	PM	106739	106878
All	2039	All	572673	573315

DM&DS_USER_COSTS

Total value of user costs, DM and DS. £000s.

Mode	Year	DMtot_time	DMtot_charge	DMtot_fuel	DMtot_nonfuel	DStot_time	DStot_charge	DStot_fuel	DStot_nonfuel
Highway	2024	2141483	14418	8267	394813	2121539	14693	8111	398244
Highway	2039	1632696	19773	4578	215650	1620429	20045	4515	217215
Public	2024	619428	65243	0	0	612122	64628	0	0
Public	2039	487821	37265	0	0	481485	36891	0	0

FUEL_CONSUMPTION

Total fuel consumption, DM and DS. kilounits.

		Do minimum		Do something	
Submode	Year	petrol	diesel	petrol	diesel
Car	2024	6537	3597	6416	3530
Car	2039	7097	3955	7012	3908
LGV	2024	191	1085	187	1061
LGV	2039	262	1483	257	1454
OGV1	2024	226	1283	222	1258
OGV1	2039	313	1775	307	1742
OGV2	2024	0	123	0	120
OGV2	2039	0	177	0	173
Bus	2024	0	0	0	0
Bus	2039	0	0	0	0
All	2024	6955	6087	6825	5970
All	2039	7672	7390	7576	7277
Car	Total	421115	234642	415762	231660
LGV	Total	15143	85808	14837	84077
OGV1	Total	18098	102554	17765	100669
OGV2	Total	0	10171	0	9961
Bus	Total	0	0	0	0
All	Total	454356	433175	448364	426367

CO2_EMISSIONS_UNTRADED

	Emissions (tonnes)	cost (£000s, low)	cost (£000s, central)	cost (£000s, high)

Submode	Year	DM	DS	Increase	DM	DS	Increase	DM	DS	Increase	DM	DS	Increase
Car	2024	6682	6558	-124	56	55	-1	20	20	-0	20	20	-0
Car	2039	7290	7203	-87	645	637	-8	11	10	-0	11	10	-0
LGV	2024	898	878	-20	7	7	-0	3	3	-0	3	3	-0
LGV	2039	1228	1203	-25	109	106	-2	2	2	-0	2	2	-0
OGV1	2024	1062	1042	-20	9	9	-0	3	3	-0	3	3	-0
OGV1	2039	1469	1442	-27	130	128	-2	2	2	-0	2	2	-0
OGV2	2024	88	86	-2	1	1	-0	0	0	-0	0	0	-0
OGV2	2039	127	124	-3	11	11	-0	0	0	-0	0	0	-0
Bus	2024	0	0	0	0	0	0	0	0	0	0	0	
Bus	2039	0	0	0	0	0	0	0	0	0	0	0	
All	2024	8730	8565	-165	73	71	-1	26	26	-0	26	26	-0
All	2025	8824	8661	-163	168	165	-3	25	25	-0	25	25	-0
All	2026	8917	8755	-162	161	159	-3	24	24	-0	24	24	-0
All	2027	9009	8849	-160	155	153	-3	23	23	-0	23	23	-0
All	2028	9101	8942	-158	150	147	-3	22	22	-0	22	22	-0
All	2029	9193	9036	-157	144	141	-2	22	21	-0	22	21	-0
All	2030	9285	9130	-155	484	476	-8	21	20	-0	21	20	-0
All	2031	9377	9223	-154	466	458	-8	20	20	-0	20	20	-0
All	2032	9469	9317	-152	448	441	-7	19	19	-0	19	19	-0
All	2033	9561	9411	-150	431	424	-7	19	18	-0	19	18	-0
All	2034	9654	9505	-149	414	408	-6	18	18	-0	18	18	-0
All	2035	9746	9598	-147	1047	1031	-16	17	17	-0	17	17	-0
All	2036	9838	9692	-146	1007	992	-15	16	16	-0	16	16	-0
All	2037	9930	9786	-144	968	954	-14	16	16	-0	16	16	-0
All	2038	10022	9880	-142	930	917	-13	15	15	-0	15	15	-0
All	2039	10114	9973	-141	894	882	-12	15	14	-0	15	14	-0
All	2040	10114	9973	-141	2018	1990	-28	14	14	-0	14	14	-0
All	2041	10114	9973	-141	1922	1895	-27	13	13	-0	13	13	-0
All	2042	10114	9973	-141	1831	1805	-25	13	12	-0	13	12	-0
All	2043	10114	9973	-141	1744	1719	-24	12	12	-0	12	12	-0
All	2044	10114	9973	-141	1661	1637	-23	11	11	-0	11	11	-0
All	2045	10114	9973	-141	3400	3353	-47	11	11	-0	11	11	-0
All	2046	10114	9973	-141	3238	3193	-45	10	10	-0	10	10	-0
All	2047	10114	9973	-141	3084	3041	-43	10	10	-0	10	10	-0
All	2048	10114	9973	-141	2937	2896	-41	9	9	-0	9	9	-0
All	2049	10114	9973	-141	2797	2758	-39	9	9	-0	9	9	-0
All	2050	10114	9973	-141	5621	5543	-78	9	8	-0	9	8	-0
All	2051	10114	9973	-141	5354	5279	-75	8	8	-0	8	8	-0
All	2052	10114	9973	-141	5099	5028	-71	8	8	-0	8	8	-0
All	2053	10114	9973	-141	4856	4788	-68	7	7	-0	7	7	-0
All	2054	10114	9973	-141	4625	4560	-64	7	7	-0	7	7	-0
All	2055	10114	9973	-141	4404	4343	-61	7	7	-0	7	7	-0
All	2056	10114	9973	-141	4195	4136	-58	6	6	-0	6	6	-0
All	2057	10114	9973	-141	3995	3939	-56	6	6	-0	6	6	-0
All	2058	10114	9973	-141	3805	3752	-53	6	6	-0	6	6	-0
All	2059	10114	9973	-141	3623	3573	-50	6	5	-0	6	5	-0
All	2060	10114	9973	-141	3451	3403	-48	5	5	-0	5	5	-0
All	2061	10114	9973	-141	3287	3241	-46	5	5	-0	5	5	-0
All	2062	10114	9973	-141	3130	3087	-44	5	5	-0	5	5	-0
All	2063	10114	9973	-141	2981	2940	-42	5	4	-0	5	4	-0
All	2064	10114	9973	-141	2839	2800	-40	4	4	-0	4	4	-0
All	2065	10114	9973	-141	2704	2666	-38	4	4	-0	4	4	-0
All	2066	10114	9973	-141	2575	2539	-36	4	4	-0	4	4	-0
All	2067	10114	9973	-141	2453	2418	-34	4	4	-0	4	4	-0
All	2068	10114	9973	-141	2336	2303	-33	4	3	-0	4	3	-0
All	2069	10114	9973	-141	2225	2194	-31	3	3	-0	3	3	-0
All	2070	10114	9973	-141	2119	2089	-30	3	3	-0	3	3	-0
All	2071	10114	9973	-141	2018	1990	-28	3	3	-0	3	3	-0
All	2072	10114	9973	-141	1922	1895	-27	3	3	-0	3	3	-0
All	2073	10114	9973	-141	1830	1805	-25	3	3	-0	3	3	-0
All	2074	10114	9973	-141	1743	1719	-24	3	3	-0	3	3	-0
All	2075	10114	9973	-141	1660	1637	-23	3	2	-0	3	2	-0
All	2076	10114	9973	-141	1581	1559	-22	2	2	-0	2	2	-0
All	2077	10114	9973	-141	1506	1485	-21	2	2	-0	2	2	-0
All	2078	10114	9973	-141	1434	1414	-20	2	2	-0	2	2	-0
All	2079	10114	9973	-141	1366	1347	-19	2	2	-0	2	2	-0
All	2080	10114	9973	-141	1301	1283	-18	2	2	-0	2	2	-0
All	2081	10114	9973	-141	1239	1221	-17	2	2	-0	2	2	-0

All	2082	10114	9973	-141	1180	1163	-16	2	2	-0	2	2	-0
All	2083	10114	9973	-141	1124	1108	-16	2	2	-0	2	2	-0
Car	Total	432553	427055	-5499	92466	91354	-1112	423	417	-6	423	417	-6
LGV	Total	71040	69607	-1433	15517	15206	-311	67	65	-1	67	65	-1
OGV1	Total	84904	83344	-1561	18564	18224	-340	80	78	-1	80	78	-1
OGV2	Total	7294	7144	-150	1600	1567	-33	7	7	-0	7	7	-0
Bus	Total	0	0	0	0	0	0	0	0	0	0	0	
All	Total	595792	587149	-8643	128147	126351	-1796	577	568	-9	577	568	-9

CO2_EMISSIONS_TRADED

		Emissions (tonnes)			cost (£000s, low)			cost (£000s, central)			cost (£000s, high)		
Submode	Year	DM	DS	Increase	DM	DS	Increase	DM	DS	Increase	DM	DS	Increase
Car	2024	0	0	0	0	0	0	0	0	0	0	0	0
Car	2039	0	0	0	0	0	0	0	0	0	0	0	0
LGV	2024	0	0	0	0	0	0	0	0	0	0	0	0
LGV	2039	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	2024	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	2039	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	2024	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	2039	0	0	0	0	0	0	0	0	0	0	0	0
Bus	2024	0	0	0	0	0	0	0	0	0	0	0	0
Bus	2039	0	0	0	0	0	0	0	0	0	0	0	0
All	2024	0	0	0	0	0	0	0	0	0	0	0	0
All	2025	0	0	0	0	0	0	0	0	0	0	0	0
All	2026	0	0	0	0	0	0	0	0	0	0	0	0
All	2027	0	0	0	0	0	0	0	0	0	0	0	0
All	2028	0	0	0	0	0	0	0	0	0	0	0	0
All	2029	0	0	0	0	0	0	0	0	0	0	0	0
All	2030	0	0	0	0	0	0	0	0	0	0	0	0
All	2031	0	0	0	0	0	0	0	0	0	0	0	0
All	2032	0	0	0	0	0	0	0	0	0	0	0	0
All	2033	0	0	0	0	0	0	0	0	0	0	0	0
All	2034	0	0	0	0	0	0	0	0	0	0	0	0
All	2035	0	0	0	0	0	0	0	0	0	0	0	0
All	2036	0	0	0	0	0	0	0	0	0	0	0	0
All	2037	0	0	0	0	0	0	0	0	0	0	0	0
All	2038	0	0	0	0	0	0	0	0	0	0	0	0
All	2039	0	0	0	0	0	0	0	0	0	0	0	0
All	2040	0	0	0	0	0	0	0	0	0	0	0	0
All	2041	0	0	0	0	0	0	0	0	0	0	0	0
All	2042	0	0	0	0	0	0	0	0	0	0	0	0
All	2043	0	0	0	0	0	0	0	0	0	0	0	0
All	2044	0	0	0	0	0	0	0	0	0	0	0	0
All	2045	0	0	0	0	0	0	0	0	0	0	0	0
All	2046	0	0	0	0	0	0	0	0	0	0	0	0
All	2047	0	0	0	0	0	0	0	0	0	0	0	0
All	2048	0	0	0	0	0	0	0	0	0	0	0	0
All	2049	0	0	0	0	0	0	0	0	0	0	0	0
All	2050	0	0	0	0	0	0	0	0	0	0	0	0
All	2051	0	0	0	0	0	0	0	0	0	0	0	0
All	2052	0	0	0	0	0	0	0	0	0	0	0	0
All	2053	0	0	0	0	0	0	0	0	0	0	0	0
All	2054	0	0	0	0	0	0	0	0	0	0	0	0
All	2055	0	0	0	0	0	0	0	0	0	0	0	0
All	2056	0	0	0	0	0	0	0	0	0	0	0	0
All	2057	0	0	0	0	0	0	0	0	0	0	0	0
All	2058	0	0	0	0	0	0	0	0	0	0	0	0
All	2059	0	0	0	0	0	0	0	0	0	0	0	0
All	2060	0	0	0	0	0	0	0	0	0	0	0	0
All	2061	0	0	0	0	0	0	0	0	0	0	0	0
All	2062	0	0	0	0	0	0	0	0	0	0	0	0
All	2063	0	0	0	0	0	0	0	0	0	0	0	0
All	2064	0	0	0	0	0	0	0	0	0	0	0	0
All	2065	0	0	0	0	0	0	0	0	0	0	0	0
All	2066	0	0	0	0	0	0	0	0	0	0	0	0
All	2067	0	0	0	0	0	0	0	0	0	0	0	0
All	2068	0	0	0	0	0	0	0	0	0	0	0	0
All	2069	0	0	0	0	0	0	0	0	0	0	0	0
All	2070	0	0	0	0	0	0	0	0	0	0	0	0

All	2071	0	0	0	0	0	0	0	0	0	0	0	0
All	2072	0	0	0	0	0	0	0	0	0	0	0	0
All	2073	0	0	0	0	0	0	0	0	0	0	0	0
All	2074	0	0	0	0	0	0	0	0	0	0	0	0
All	2075	0	0	0	0	0	0	0	0	0	0	0	0
All	2076	0	0	0	0	0	0	0	0	0	0	0	0
All	2077	0	0	0	0	0	0	0	0	0	0	0	0
All	2078	0	0	0	0	0	0	0	0	0	0	0	0
All	2079	0	0	0	0	0	0	0	0	0	0	0	0
All	2080	0	0	0	0	0	0	0	0	0	0	0	0
All	2081	0	0	0	0	0	0	0	0	0	0	0	0
All	2082	0	0	0	0	0	0	0	0	0	0	0	0
All	2083	0	0	0	0	0	0	0	0	0	0	0	0
Car	Total	0	0	0	0	0	0	0	0	0	0	0	0
LGV	Total	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	Total	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	Total	0	0	0	0	0	0	0	0	0	0	0	0
Bus	Total	0	0	0	0	0	0	0	0	0	0	0	0
All	Total	0	0	0	0	0	0	0	0	0	0	0	0

CO2_EMISSIONS_BY_TIME_PERIOD_UNTRADED

		Emissions (tonnes)			cost (£000s, low)			cost (£000s, central)			cost (£000s, high)		
Submode	Year	DM	DS	Increase	DM	DS	Increase	DM	DS	Increase	DM	DS	Increase
AM	2024	1480	1427	-53	12	12	-0	4	4	-0	4	4	-0
AM	2039	1724	1641	-83	152	145	-7	2	2	-0	2	2	-0
LT	2024	2586	2554	-32	22	21	-0	8	8	-0	8	8	-0
LT	2039	3006	2965	-41	266	262	-4	4	4	-0	4	4	-0
SR	2024	3030	3001	-29	25	25	-0	9	9	-0	9	9	-0
SR	2039	3504	3562	58	310	315	5	5	5	0	5	5	0
PM	2024	1633	1582	-51	14	13	-0	5	5	-0	5	5	-0
PM	2039	1880	1806	-74	166	160	-7	3	3	-0	3	3	-0
AM	Total	101479	96739	-4740	21838	20791	-1047	98	94	-4	98	94	-4
LT	Total	177013	174614	-2399	38086	37564	-521	171	169	-2	171	169	-2
SR	Total	206471	209250	2779	44401	45114	713	200	202	2	200	202	2
PM	Total	110829	106546	-4283	23822	22882	-940	107	103	-4	107	103	-4

NOTE: The cost of any EU Allowances (EUAs) purchased to cover traded emissions (i.e. emissions from sectors covered by the EU Emissions Trading System)
will be reflected in the purchase price of traded sector goods (such as electricity). Since the purchase price is used in the costs, considered in transport appraisal,
the cost of the relevant EUAs will be included in the cost benefit analysis, "internalising" the costs of emissions from traded sectors.
The CO2 EMISSIONS BY TIME PERIOD TRADED reported in the table below are therefore provided for information purposes only - they are not included in the
Economic Efficiency of the Transport System (TEE) table.
For further information, please refer to TAG Unit A-3 para. 4.1.5 and 4.2.9

CO2_EMISSIONS_BY_TIME_PERIOD_TRADED

		Emissions (tonnes)			cost (£000s, low)			cost (£000s, central)			cost (£000s, high)		
Submode	Year	DM	DS	Increase	DM	DS	Increase	DM	DS	Increase	DM	DS	Increase
AM	2024	0	0	0	0	0	0	0	0	0	0	0	0
AM	2039	0	0	0	0	0	0	0	0	0	0	0	0
LT	2024	0	0	0	0	0	0	0	0	0	0	0	0
LT	2039	0	0	0	0	0	0	0	0	0	0	0	0
SR	2024	0	0	0	0	0	0	0	0	0	0	0	0
SR	2039	0	0	0	0	0	0	0	0	0	0	0	0
PM	2024	0	0	0	0	0	0	0	0	0	0	0	0
PM	2039	0	0	0	0	0	0	0	0	0	0	0	0
AM	Total	0	0	0	0	0	0	0	0	0	0	0	0
LT	Total	0	0	0	0	0	0	0	0	0	0	0	0
SR	Total	0	0	0	0	0	0	0	0	0	0	0	0
PM	Total	0	0	0	0	0	0	0	0	0	0	0	0

MODE
User benefits and changes in revenues by mode, all years. £000s.

Mode	Year	User	User_Charges		Vehicle_Operating_Cost		Operator_Revenue		Indirect
		Time	PT_fares_(pri	National_toll	Fuel	Non_fuel	PT_fares_(pri	National_toll	Taxes
Highway	2024	47303	0	-89	267	-2827	0	164	21
Highway	2025	46286	0	-84	255	-2723	0	156	22
Highway	2026	45290	0	-79	245	-2623	0	149	23

Highway	2027	44314	0	-74	234	-2526	0	141	24
Highway	2028	43359	0	-69	224	-2433	0	135	25
Highway	2029	42424	0	-65	215	-2343	0	128	25
Highway	2030	41508	0	-61	205	-2255	0	122	26
Highway	2031	40611	0	-57	197	-2171	0	116	26
Highway	2032	39733	0	-54	188	-2090	0	111	27
Highway	2033	38873	0	-50	180	-2011	0	105	27
Highway	2034	38031	0	-47	172	-1936	0	100	27
Highway	2035	37206	0	-44	165	-1862	0	95	27
Highway	2036	36399	0	-41	158	-1792	0	91	27
Highway	2037	35609	0	-39	151	-1724	0	86	27
Highway	2038	34835	0	-36	145	-1658	0	82	27
Highway	2039	34078	0	-34	138	-1595	0	78	27
Highway	2040	33202	0	-32	132	-1519	0	75	26
Highway	2041	32348	0	-31	126	-1447	0	71	24
Highway	2042	31516	0	-29	120	-1378	0	68	23
Highway	2043	30706	0	-28	114	-1312	0	64	22
Highway	2044	29916	0	-27	108	-1250	0	61	21
Highway	2045	29147	0	-25	103	-1190	0	58	20
Highway	2046	28397	0	-24	98	-1134	0	56	19
Highway	2047	27667	0	-23	94	-1080	0	53	18
Highway	2048	26956	0	-22	89	-1028	0	51	17
Highway	2049	26263	0	-21	85	-979	0	48	16
Highway	2050	25587	0	-20	81	-933	0	46	16
Highway	2051	24929	0	-19	77	-888	0	44	15
Highway	2052	24288	0	-18	73	-846	0	42	14
Highway	2053	23664	0	-17	70	-806	0	40	14
Highway	2054	23055	0	-16	67	-767	0	38	13
Highway	2055	22462	0	-15	63	-731	0	36	12
Highway	2056	21885	0	-15	60	-696	0	34	12
Highway	2057	21322	0	-14	58	-663	0	33	11
Highway	2058	20774	0	-13	55	-631	0	31	11
Highway	2059	20240	0	-13	52	-601	0	30	10
Highway	2060	19719	0	-12	50	-573	0	28	10
Highway	2061	19212	0	-12	47	-545	0	27	9
Highway	2062	18718	0	-11	45	-519	0	26	9
Highway	2063	18237	0	-10	43	-495	0	24	8
Highway	2064	17768	0	-10	41	-471	0	23	8
Highway	2065	17311	0	-10	39	-449	0	22	8
Highway	2066	16866	0	-9	37	-427	0	21	7
Highway	2067	16432	0	-9	35	-407	0	20	7
Highway	2068	16010	0	-8	34	-388	0	19	7
Highway	2069	15598	0	-8	32	-369	0	18	6
Highway	2070	15197	0	-7	31	-351	0	17	6
Highway	2071	14806	0	-7	29	-335	0	16	6
Highway	2072	14425	0	-7	28	-319	0	16	5
Highway	2073	14054	0	-6	26	-304	0	15	5
Highway	2074	13693	0	-6	25	-289	0	14	5
Highway	2075	13341	0	-6	24	-275	0	14	5
Highway	2076	12998	0	-6	23	-262	0	13	4
Highway	2077	12664	0	-5	22	-250	0	12	4
Highway	2078	12338	0	-5	21	-238	0	12	4
Highway	2079	12021	0	-5	20	-227	0	11	4
Highway	2080	11712	0	-5	19	-216	0	11	4
Highway	2081	11410	0	-4	18	-206	0	10	3
Highway	2082	11117	0	-4	17	-196	0	10	3
Highway	2083	10831	0	-4	16	-186	0	9	3
Public	2024	369	-15	0	0	0	-728	0	113
Public	2025	394	-12	0	0	0	-705	0	109
Public	2026	419	-10	0	0	0	-683	0	106
Public	2027	442	-8	0	0	0	-661	0	102
Public	2028	463	-7	0	0	0	-640	0	98
Public	2029	483	-5	0	0	0	-619	0	95
Public	2030	502	-3	0	0	0	-599	0	91
Public	2031	519	-2	0	0	0	-579	0	88
Public	2032	535	-1	0	0	0	-560	0	85
Public	2033	550	0	0	0	0	-541	0	82
Public	2034	564	1	0	0	0	-523	0	79
Public	2035	577	2	0	0	0	-505	0	76

Public	2036	589	3	0	0	0	-488	0	73
Public	2037	599	4	0	0	0	-471	0	71
Public	2038	609	4	0	0	0	-455	0	68
Public	2039	618	5	0	0	0	-440	0	66
Public	2040	602	5	0	0	0	-419	0	63
Public	2041	587	4	0	0	0	-399	0	60
Public	2042	572	4	0	0	0	-380	0	57
Public	2043	557	4	0	0	0	-362	0	54
Public	2044	543	4	0	0	0	-344	0	51
Public	2045	529	4	0	0	0	-328	0	49
Public	2046	515	3	0	0	0	-312	0	47
Public	2047	502	3	0	0	0	-298	0	44
Public	2048	489	3	0	0	0	-283	0	42
Public	2049	476	3	0	0	0	-270	0	40
Public	2050	464	3	0	0	0	-257	0	38
Public	2051	452	3	0	0	0	-245	0	37
Public	2052	441	3	0	0	0	-233	0	35
Public	2053	429	2	0	0	0	-222	0	33
Public	2054	418	2	0	0	0	-211	0	32
Public	2055	407	2	0	0	0	-201	0	30
Public	2056	397	2	0	0	0	-192	0	29
Public	2057	387	2	0	0	0	-183	0	27
Public	2058	377	2	0	0	0	-174	0	26
Public	2059	367	2	0	0	0	-166	0	25
Public	2060	358	2	0	0	0	-158	0	24
Public	2061	349	2	0	0	0	-150	0	22
Public	2062	340	2	0	0	0	-143	0	21
Public	2063	331	2	0	0	0	-136	0	20
Public	2064	322	1	0	0	0	-130	0	19
Public	2065	314	1	0	0	0	-124	0	18
Public	2066	306	1	0	0	0	-118	0	18
Public	2067	298	1	0	0	0	-112	0	17
Public	2068	290	1	0	0	0	-107	0	16
Public	2069	283	1	0	0	0	-102	0	15
Public	2070	276	1	0	0	0	-97	0	14
Public	2071	269	1	0	0	0	-92	0	14
Public	2072	262	1	0	0	0	-88	0	13
Public	2073	255	1	0	0	0	-84	0	12
Public	2074	248	1	0	0	0	-80	0	12
Public	2075	242	1	0	0	0	-76	0	11
Public	2076	236	1	0	0	0	-72	0	11
Public	2077	230	1	0	0	0	-69	0	10
Public	2078	224	1	0	0	0	-66	0	10
Public	2079	218	1	0	0	0	-62	0	9
Public	2080	212	1	0	0	0	-59	0	9
Public	2081	207	1	0	0	0	-57	0	8
Public	2082	202	1	0	0	0	-54	0	8
Public	2083	196	1	0	0	0	-51	0	8
Highway	Total	1526659	0	-1520	5586	-62742	0	3245	881
Public	Total	24211	42	0	0	0	-16963	0	2562

SUBMODE

User benefits and changes in revenues by submode/vehicle type, modelled years and total. £000s.

Submode	Year	User Time	User_Charges PT_fares_(pri	National_toll	Vehicle_Operating_Cost Fuel	Non_fuel	Operator_Revenue PT_fares_(pri	National_toll	Indirect Taxes
Car	2024	37754	0	-56	232	-3274	0	131	39
Car	2039	25804	0	-16	116	-1859	0	61	39
LGV	2024	4311	0	-1	17	-20	0	1	-9
LGV	2039	3843	0	-0	10	-13	0	0	-5
OGV1	2024	5026	0	-32	17	430	0	32	-9
OGV1	2039	4219	0	-16	11	251	0	16	-6
OGV2	2024	212	0	-0	1	37	0	0	-1
OGV2	2039	212	0	-2	1	26	0	2	-1
Bus	2024	369	-15	0	0	0	-728	0	113
Bus	2039	618	5	0	0	0	-440	0	66
All	2024	47671	-15	-89	267	-2827	-728	164	134
All	2039	34696	5	-34	138	-1595	-440	78	92
Car	Total	1169763	0	-810	4743	-72997	0	2532	1327
LGV	Total	164887	0	-12	391	-496	0	13	-210

OGV1	Total	183081	0	-654	414	9781	0	653	-217
OGV2	Total	8927	0	-45	37	971	0	46	-19
Bus	Total	24211	42	0	0	0	-16963	0	2562
All	Total	1550870	42	-1520	5586	-62742	-16963	3245	3443

PERSON_TYPES

User benefits and changes in revenues by person type, modelled years and total. £000s.

Person_type	Year	User Time	User_Charges PT_fares_(pri	National_toll	Vehicle_Operating_Cost Fuel	Non_fuel	Operator_Revenue PT_fares_(pri	National_toll	Indirect Taxes
All	2024	46724	0	-89	267	-2827	0	163	21
All	2039	33693	0	-34	138	-1595	0	78	27
Passenger	2024	947	-15	-0	0	0	-728	1	113
Passenger	2039	1003	5	-0	0	0	-440	1	66
All	Total	1509086	0	-1520	5586	-62742	0	3222	884
Passenger	Total	41784	42	-0	0	0	-16963	22	2558

PURPOSE

User benefits and changes in revenues by trip purpose, modelled years and total. £000s.

Purpose	Year	User Time	User_Charges PT_fares_(pri	National_toll	Vehicle_Operating_Cost Fuel	Non_fuel	Operator_Revenue PT_fares_(pri	National_toll	Indirect Taxes
Business	2024	14021	-15	-35	44	652	4	45	-18
Business	2039	9497	3	-20	22	364	-15	20	-9
Commuting	2024	14258	-4	-32	102	-1413	-357	80	59
Commuting	2039	11450	1	-6	59	-810	-228	37	40
Other	2024	19392	4	-22	120	-2066	-375	40	93
Other	2039	13749	1	-9	57	-1149	-196	22	61
Business	Total	431428	-7	-772	904	14376	-402	844	-372
Commuting	Total	501310	6	-364	2312	-31715	-8676	1544	1508
Other	Total	618132	43	-385	2369	-45403	-7885	857	2307

PERIOD

User benefits and changes in revenues by time period, modelled years and total. £000s.

Period	Year	User Time	User_Charges PT_fares_(pri	National_toll	Vehicle_Operating_Cost Fuel	Non_fuel	Operator_Revenue PT_fares_(pri	National_toll	Indirect Taxes
AM	2024	14828	7	-18	80	-664	-281	40	40
AM	2039	14418	3	-12	57	-405	-159	25	20
LT	2024	9178	-22	-25	49	-550	-1	38	8
LT	2039	8261	1	-13	30	-335	-17	19	6
SR	2024	10770	2	-28	59	-971	-159	46	45
SR	2039	19	1	0	-0	-528	-87	10	46
PM	2024	12896	-2	-18	79	-642	-288	40	41
PM	2039	11999	1	-9	52	-328	-176	23	21
AM	Total	609009	121	-441	2095	-15572	-6245	961	802
LT	Total	353805	-121	-525	1145	-12892	-490	786	226
SR	Total	77277	28	-178	382	-20992	-3462	587	1561
PM	Total	510778	14	-376	1964	-13287	-6766	910	853

NON MONETISED TIME BENEFITS BY TIME SAVING

Time benefits (thousands of person hrs) by size of time saving

Vehicle type	Purpose	Year	< -5 mins	-5 to -2 mins	-2 to 0 mins	0 to 2 mins	2 to 5 mins	> 5 mins
Car	Business	2024	-0	-3	-11	37	72	164
Car	Business	2039	-0	-2	-8	23	56	122
Car	Business	Total	-6	-149	-511	1485	3469	7661
Car	Commuting	2024	-0	-8	-31	94	270	867
Car	Commuting	2039	-0	-9	-22	57	247	1103
Car	Commuting	Total	-7	-528	-1370	3702	15016	64272
Car	Other	2024	-0	-36	-102	349	529	980
Car	Other	2039	-0	-19	-76	225	496	1116
Car	Other	Total	-3	-1256	-4746	14514	30030	65875
LGV	Business	2024	-0	-1	-4	10	22	32
LGV	Business	2039	0	-1	-3	9	27	49
LGV	Business	Total	-0	-63	-190	549	1577	2800
LGV	Commuting	2024	-0	-1	-3	10	26	49
LGV	Commuting	2039	0	-2	-2	9	31	84
LGV	Commuting	Total	-0	-131	-145	528	1835	4744
LGV	Other	2024	-0	-2	-11	31	64	92
LGV	Other	2039	0	-3	-8	23	71	130
LGV	Other	Total	-0	-198	-508	1467	4222	7512
OGV1	Business	2024	-0	-2	-2	12	42	135

OGV1	Business	2039	-0	-1	-4	9	41	184
OGV1	Business	Total	-7	-52	-219	563	2465	10623
OGV1	Commuting	2024	0	0	0	0	0	0
OGV1	Commuting	2039	0	0	0	0	0	0
OGV1	Commuting	Total	0	0	0	0	0	0
OGV1	Other	2024	0	0	0	0	0	0
OGV1	Other	2039	0	0	0	0	0	0
OGV1	Other	Total	0	0	0	0	0	0
OGV2	Business	2024	-0	-0	-0	0	1	6
OGV2	Business	2039	-0	-0	-0	0	1	10
OGV2	Business	Total	-0	-4	-2	17	75	575
OGV2	Commuting	2024	0	0	0	0	0	0
OGV2	Commuting	2039	0	0	0	0	0	0
OGV2	Commuting	Total	0	0	0	0	0	0
OGV2	Other	2024	0	0	0	0	0	0
OGV2	Other	2039	0	0	0	0	0	0
OGV2	Other	Total	0	0	0	0	0	0
Bus	Business	2024	-1	-0	-1	2	1	1
Bus	Business	2039	-1	-1	-2	3	3	3
Bus	Business	Total	-58	-40	-126	177	156	137
Bus	Commuting	2024	-5	-3	-5	6	5	10
Bus	Commuting	2039	-5	-5	-5	6	9	26
Bus	Commuting	Total	-311	-292	-314	339	498	1430
Bus	Other	2024	-17	-16	-22	24	21	32
Bus	Other	2039	-21	-23	-24	25	29	65
Bus	Other	Total	-1212	-1333	-1419	1516	1655	3632

MONETISED TIME BENEFITS BY TIME SAVING

Time benefits (£000s) by size of time saving

Vehicle type	Purpose	Year	< -5 mins	-5 to -2 mins	-2 to 0 mins	0 to 2 mins	2 to 5 mins	> 5 mins
Car	Business	2024	-1	-87	-311	1012	1973	4480
Car	Business	2039	-2	-44	-149	421	1025	2250
Car	Business	Total	-70	-2144	-7413	21910	49823	110443
Car	Commuting	2024	-5	-86	-348	1052	3003	9658
Car	Commuting	2039	-1	-67	-162	427	1863	8307
Car	Commuting	Total	-51	-2970	-8145	22391	86434	358825
Car	Other	2024	-2	-369	-1029	3535	5358	9920
Car	Other	2039	-0	-127	-518	1543	3396	7641
Car	Other	Total	-21	-7060	-25404	79042	156738	337437
LGV	Business	2024	-0	-18	-99	284	610	882
LGV	Business	2039	0	-20	-57	165	496	901
LGV	Business	Total	-1	-839	-2700	7785	21651	37738
LGV	Commuting	2024	-0	-11	-37	110	285	544
LGV	Commuting	2039	0	-18	-17	65	236	631
LGV	Commuting	Total	-0	-700	-860	3052	10276	25901
LGV	Other	2024	-0	-21	-110	312	650	929
LGV	Other	2039	0	-24	-55	161	488	892
LGV	Other	Total	-1	-982	-2721	7833	21679	37778
OGV1	Business	2024	-0	-49	-65	328	1133	3679
OGV1	Business	2039	-2	-13	-71	166	756	3383
OGV1	Business	Total	-84	-814	-2937	8116	34466	144334
OGV1	Commuting	2024	0	0	0	0	0	0
OGV1	Commuting	2039	0	0	0	0	0	0
OGV1	Commuting	Total	0	0	0	0	0	0
OGV1	Other	2024	0	0	0	0	0	0
OGV1	Other	2039	0	0	0	0	0	0
OGV1	Other	Total	0	0	0	0	0	0
OGV2	Business	2024	-0	-1	-1	8	34	173
OGV2	Business	2039	-0	-1	-1	5	23	186
OGV2	Business	Total	-3	-49	-30	239	1048	7722
OGV2	Commuting	2024	0	0	0	0	0	0
OGV2	Commuting	2039	0	0	0	0	0	0
OGV2	Commuting	Total	0	0	0	0	0	0
OGV2	Other	2024	0	0	0	0	0	0
OGV2	Other	2039	0	0	0	0	0	0
OGV2	Other	Total	0	0	0	0	0	0
Bus	Business	2024	-15	-13	-36	61	36	22
Bus	Business	2039	-19	-13	-41	56	52	46
Bus	Business	Total	-772	-539	-1686	2404	2056	1774

Bus	Commuting	2024	-50	-35	-59	69	56	113
Bus	Commuting	2039	-40	-39	-39	42	66	195
Bus	Commuting	Total	-1746	-1601	-1794	1958	2712	7629
Bus	Other	2024	-167	-164	-224	244	209	322
Bus	Other	2039	-142	-158	-164	174	196	445
Bus	Other	Total	-6157	-6702	-7305	7819	8337	17825

TOTAL BENEFITS BY TIME SAVING

Total benefits (£000s) by size of time saving

Vehicle type	Purpose	Year	< -5 mins	-5 to -2 mins	-2 to 0 mins	0 to 2 mins	2 to 5 mins	> 5 mins
Car	Business	2024	-0	-90	-317	1046	2028	4608
Car	Business	2039	-2	-45	-152	435	1054	2305
Car	Business	Total	-68	-2194	-7554	22513	50987	112819
Car	Commuting	2024	-3	-59	-15	1456	2808	7747
Car	Commuting	2039	-0	-36	-48	430	1870	7395
Car	Commuting	Total	-34	-1910	-2790	25088	85370	321038
Car	Other	2024	-1	-306	-485	3668	4817	7756
Car	Other	2039	-0	-101	-358	1330	3236	6732
Car	Other	Total	-13	-5923	-17425	73947	148756	298093
LGV	Business	2024	-0	-18	-99	285	612	882
LGV	Business	2039	0	-20	-57	166	497	900
LGV	Business	Total	-1	-840	-2701	7807	21696	37723
LGV	Commuting	2024	-0	-11	-36	111	285	540
LGV	Commuting	2039	0	-18	-17	65	237	628
LGV	Commuting	Total	-0	-699	-845	3051	10314	25802
LGV	Other	2024	-0	-21	-110	314	650	922
LGV	Other	2039	0	-24	-55	161	489	887
LGV	Other	Total	-1	-980	-2715	7859	21710	37592
OGV1	Business	2024	-0	-50	-69	361	1237	3962
OGV1	Business	2039	-2	-13	-74	177	807	3570
OGV1	Business	Total	-77	-819	-3060	8643	36564	151372
OGV1	Commuting	2024	0	0	0	0	0	0
OGV1	Commuting	2039	0	0	0	0	0	0
OGV1	Commuting	Total	0	0	0	0	0	0
OGV1	Other	2024	0	0	0	0	0	0
OGV1	Other	2039	0	0	0	0	0	0
OGV1	Other	Total	0	0	0	0	0	0
OGV2	Business	2024	-0	-1	-1	10	40	203
OGV2	Business	2039	-0	-1	-1	6	26	207
OGV2	Business	Total	-3	-51	-31	285	1179	8512
OGV2	Commuting	2024	0	0	0	0	0	0
OGV2	Commuting	2039	0	0	0	0	0	0
OGV2	Commuting	Total	0	0	0	0	0	0
OGV2	Other	2024	0	0	0	0	0	0
OGV2	Other	2039	0	0	0	0	0	0
OGV2	Other	Total	0	0	0	0	0	0
Bus	Business	2024	-17	-24	-41	63	36	23
Bus	Business	2039	-21	-13	-40	59	53	47
Bus	Business	Total	-851	-615	-1692	2492	2096	1799
Bus	Commuting	2024	-52	-34	-59	70	55	110
Bus	Commuting	2039	-38	-38	-39	42	66	193
Bus	Commuting	Total	-1696	-1573	-1782	1950	2713	7551
Bus	Other	2024	-156	-161	-222	243	209	310
Bus	Other	2039	-136	-157	-162	174	197	436
Bus	Other	Total	-5918	-6644	-7251	7815	8347	17511

NON MONETISED TIME BENEFITS BY DISTANCE

Time benefits (thousands of person hrs) by distance

Vehicle type	Purpose	Year	< 1 kms	1 to 5 kms	5 to 10 kms	10 to 15 kms	15 to 20 kms	20 to 50 kms	50 to 100 kms	>100 kms
Car	Business	2024	0	31	53	41	26	70	25	14
Car	Business	2039	1	37	50	33	16	27	12	14
Car	Business	Total	29	2164	3011	2025	1051	1990	819	860
Car	Commuting	2024	1	94	171	167	102	318	197	142
Car	Commuting	2039	1	112	198	195	113	382	235	140
Car	Commuting	Total	66	6581	11675	11485	6666	22395	13820	8398
Car	Other	2024	7	322	368	218	141	261	151	252
Car	Other	2039	7	337	361	208	126	246	173	285
Car	Other	Total	418	20097	21710	12576	7697	14873	10222	16820

LGV	Business	2024	0	9	8	5	3	13	14	9
LGV	Business	2039	0	13	10	6	4	16	19	14
LGV	Business	Total	10	720	575	327	220	919	1100	803
LGV	Commuting	2024	0	12	8	5	4	16	20	15
LGV	Commuting	2039	0	19	12	6	5	21	31	24
LGV	Commuting	Total	16	1062	703	357	299	1247	1765	1382
LGV	Other	2024	0	25	24	14	10	38	37	26
LGV	Other	2039	0	34	27	15	10	41	49	37
LGV	Other	Total	27	1980	1592	901	592	2444	2841	2119
OGV1	Business	2024	0	9	12	1	0	-0	56	106
OGV1	Business	2039	0	12	16	2	-0	-0	75	124
OGV1	Business	Total	0	701	907	130	-0	-0	4336	7299
OGV1	Commuting	2024	0	0	0	0	0	0	0	0
OGV1	Commuting	2039	0	0	0	0	0	0	0	0
OGV1	Commuting	Total	0	0	0	0	0	0	0	0
OGV1	Other	2024	0	0	0	0	0	0	0	0
OGV1	Other	2039	0	0	0	0	0	0	0	0
OGV1	Other	Total	0	0	0	0	0	0	0	0
OGV2	Business	2024	0	0	0	0	0	-0	4	4
OGV2	Business	2039	0	0	0	0	-0	0	7	5
OGV2	Business	Total	0	0	0	0	-0	0	372	289
OGV2	Commuting	2024	0	0	0	0	0	0	0	0
OGV2	Commuting	2039	0	0	0	0	0	0	0	0
OGV2	Commuting	Total	0	0	0	0	0	0	0	0
OGV2	Other	2024	0	0	0	0	0	0	0	0
OGV2	Other	2039	0	0	0	0	0	0	0	0
OGV2	Other	Total	0	0	0	0	0	0	0	0
Bus	Business	2024	0	0	0	0	-0	0	1	1
Bus	Business	2039	0	0	1	0	-0	0	1	2
Bus	Business	Total	0	24	37	8	-0	19	40	118
Bus	Commuting	2024	0	1	2	1	-0	4	0	1
Bus	Commuting	2039	0	3	7	2	-0	8	2	3
Bus	Commuting	Total	0	150	378	91	-4	433	112	188
Bus	Other	2024	0	4	9	-1	-2	8	0	4
Bus	Other	2039	0	7	14	-0	-1	15	6	10
Bus	Other	Total	1	408	812	-12	-80	860	312	536

MONETISED TIME BENEFITS BY DISTANCE

Time benefits (£000s) by distance

Vehicle type	Purpose	Year	< 1 kms	1 to 5 kms	5 to 10 kms	10 to 15 kms	15 to 20 kms	20 to 50 kms	50 to 100 kms	>100 kms
Car	Business	2024	10	833	1448	1105	706	1912	683	369
Car	Business	2039	9	680	917	603	299	506	219	267
Car	Business	Total	401	29686	42318	28919	15476	31291	12517	11940
Car	Commuting	2024	11	1052	1909	1857	1132	3538	2196	1578
Car	Commuting	2039	8	844	1493	1471	848	2877	1774	1053
Car	Commuting	Total	372	36962	65717	64577	37670	125632	77569	47985
Car	Other	2024	71	3257	3726	2211	1425	2642	1529	2552
Car	Other	2039	48	2307	2471	1426	865	1683	1187	1949
Car	Other	Total	2169	103749	112797	65525	40354	77587	52325	86226
LGV	Business	2024	4	234	214	131	93	361	370	253
LGV	Business	2039	3	231	182	102	68	288	351	258
LGV	Business	Total	131	9729	7866	4499	3042	12634	14910	10823
LGV	Commuting	2024	2	129	91	52	45	182	226	164
LGV	Commuting	2039	2	140	92	46	39	162	232	183
LGV	Commuting	Total	89	5821	3874	1988	1670	6945	9719	7564
LGV	Other	2024	4	253	240	146	101	385	372	258
LGV	Other	2039	3	234	185	103	67	282	335	252
LGV	Other	Total	136	9986	8154	4650	3075	12579	14361	10644
OGV1	Business	2024	0	249	328	34	0	-0	1515	2900
OGV1	Business	2039	0	223	287	43	-0	-0	1380	2286
OGV1	Business	Total	5	9544	12368	1735	-0	-0	58962	100466
OGV1	Commuting	2024	0	0	0	0	0	0	0	0
OGV1	Commuting	2039	0	0	0	0	0	0	0	0
OGV1	Commuting	Total	0	0	0	0	0	0	0	0
OGV1	Other	2024	0	0	0	0	0	0	0	0
OGV1	Other	2039	0	0	0	0	0	0	0	0
OGV1	Other	Total	0	0	0	0	0	0	0	0
OGV2	Business	2024	0	0	0	0	0	-0	115	97

OGV2	Business	2039	0	0	0	0	-0	0	120	93
OGV2	Business	Total	0	0	0	0	-0	0	5008	3919
OGV2	Commuting	2024	0	0	0	0	0	0	0	0
OGV2	Commuting	2039	0	0	0	0	0	0	0	0
OGV2	Commuting	Total	0	0	0	0	0	0	0	0
OGV2	Other	2024	0	0	0	0	0	0	0	0
OGV2	Other	2039	0	0	0	0	0	0	0	0
OGV2	Other	Total	0	0	0	0	0	0	0	0
Bus	Business	2024	0	8	10	2	-1	1	15	20
Bus	Business	2039	0	8	12	3	-0	7	13	40
Bus	Business	Total	3	331	486	103	-8	237	550	1535
Bus	Commuting	2024	0	11	26	6	-4	40	4	12
Bus	Commuting	2039	0	21	52	13	-0	59	16	26
Bus	Commuting	Total	3	798	2007	481	-34	2329	578	995
Bus	Other	2024	0	45	89	-11	-21	77	4	37
Bus	Other	2039	0	49	98	-0	-8	105	41	67
Bus	Other	Total	6	2032	4045	-92	-441	4225	1449	2594

TOTAL BENEFITS BY DISTANCE

Total benefits (£000s) by distance

Vehicle type	Purpose	Year	< 1 kms	1 to 5 kms	5 to 10 kms	10 to 15 kms	15 to 20 kms	20 to 50 kms	50 to 100 kms	>100 kms
Car	Business	2024	11	865	1497	1131	727	1961	699	382
Car	Business	2039	10	701	944	618	307	519	225	271
Car	Business	Total	411	30478	43393	29499	15835	31965	12772	12149
Car	Commuting	2024	12	1083	1917	1766	1051	2924	1666	1515
Car	Commuting	2039	9	863	1506	1428	806	2523	1461	1016
Car	Commuting	Total	385	37695	66133	62783	35973	111820	65426	46548
Car	Other	2024	77	3400	3612	1943	1129	1519	1250	2518
Car	Other	2039	51	2389	2416	1299	719	1096	963	1906
Car	Other	Total	2301	106954	110542	60256	34365	53940	44270	84804
LGV	Business	2024	4	236	214	131	93	362	370	253
LGV	Business	2039	3	232	182	102	68	289	351	258
LGV	Business	Total	132	9766	7882	4503	3047	12651	14900	10804
LGV	Commuting	2024	2	130	91	52	45	182	224	162
LGV	Commuting	2039	2	141	93	46	39	162	231	181
LGV	Commuting	Total	90	5859	3891	1988	1673	6945	9680	7496
LGV	Other	2024	4	256	240	145	101	385	369	255
LGV	Other	2039	3	236	185	103	67	282	333	249
LGV	Other	Total	137	10053	8168	4641	3074	12573	14270	10549
OGV1	Business	2024	0	274	361	38	0	-0	1640	3127
OGV1	Business	2039	0	239	309	46	-0	-0	1459	2411
OGV1	Business	Total	5	10178	13188	1850	-0	-0	61977	105424
OGV1	Commuting	2024	0	0	0	0	0	0	0	0
OGV1	Commuting	2039	0	0	0	0	0	0	0	0
OGV1	Commuting	Total	0	0	0	0	0	0	0	0
OGV1	Other	2024	0	0	0	0	0	0	0	0
OGV1	Other	2039	0	0	0	0	0	0	0	0
OGV1	Other	Total	0	0	0	0	0	0	0	0
OGV2	Business	2024	0	0	0	0	0	-0	136	114
OGV2	Business	2039	0	0	0	0	-0	0	135	103
OGV2	Business	Total	0	0	0	0	-0	0	5562	4328
OGV2	Commuting	2024	0	0	0	0	0	0	0	0
OGV2	Commuting	2039	0	0	0	0	0	0	0	0
OGV2	Commuting	Total	0	0	0	0	0	0	0	0
OGV2	Other	2024	0	0	0	0	0	0	0	0
OGV2	Other	2039	0	0	0	0	0	0	0	0
OGV2	Other	Total	0	0	0	0	0	0	0	0
Bus	Business	2024	0	8	10	2	-1	1	16	4
Bus	Business	2039	0	8	12	3	-0	7	14	42
Bus	Business	Total	3	328	488	109	-8	238	597	1476
Bus	Commuting	2024	0	10	26	6	-4	40	6	5
Bus	Commuting	2039	0	21	52	13	0	59	17	25
Bus	Commuting	Total	2	794	2006	493	-29	2346	617	935
Bus	Other	2024	0	44	90	-10	-22	76	10	36
Bus	Other	2039	0	49	97	-0	-8	105	44	65
Bus	Other	Total	5	2029	4019	-76	-445	4210	1591	2527

SENSITIVITY

Total user benefits as a percentage of total DM user costs

	Modelled Years	
Mode	2024	2039
Highway	1.74%	1.74%
Public	0.05%	0.12%

Economy:Economic Efficiency of the Transport System(TEE)

Consumer - Commuting user benefits	All Modes	Highway	Public
Travel Time	501310	494153	7157
Vehicle operating costs	-29403	-29403	0
User charges	-358	-364	6
During Construction & Maintenance	0	0	0
NET CONSUMER - COMMUTING BENEFITS	471549	464386	7163

Consumer - Other user benefits	All Modes	Highway	Public
Travel Time	618132	604316	13817
Vehicle operating costs	-43034	-43034	0
User charges	-341	-385	43
During Construction & Maintenance	0	0	0
NET CONSUMER - OTHER BENEFITS	574758	560897	13860

Business	All Modes	Road Personal	Road Freight	Bus Personal	Bus Freight
Travel Time	431428	236182	192008	3237	0
Vehicle operating costs	15280	4077	11203	0	0
User charges	-779	-73	-699	-7	0
During Construction & Maintenance	0	0	0	0	0
Subtotal	445929	240187	202512	3230	0

Private Sector Provider Impacts			
Revenue	-16963	0	-16963
Operating costs	0	0	0
Investment costs	0	0	0
Grant/subsidy	0	0	0
Subtotal	-16963	0	-16963

Other business Impacts			
Developer contributions	0	0	0
NET BUSINESS IMPACT	428966		

TOTAL
Present Value of Transport Economic
Efficiency Benefits (TEE) 1475273

Note: Benefits appear as positive numbers, while costs appear as negative numbers.
Note: All entries are present values discounted to 2011, in 2011 prices

Public Accounts Local Government Funding	ALL MODES	Highway	Public
Revenue	0	0	0
Operating Costs	0	0	0
Investment Costs	0	0	0
Developer Contributions	0	0	0
Grant/Subsidy Payments	0	0	0
NET IMPACT	0	0	0

Central Government Funding: Transport	ALL MODES	Highway	Public
Revenue	-3245	-3245	0
Operating costs	30466	30466	0
Investment costs	424732	424732	0
Developer Contributions	0	0	0
Grant/Subsidy Payments	0	0	0
NET IMPACT	451954	451954	0

Central Government Funding: Non-Transport

Indirect Tax Revenues	-3443	-881	-2562

TOTALS

Broad Transport Budget	451954	451954	0
Wider Public Finances	-3443	-881	-2562

Note: Costs appear as positive numbers, while revenues and developer contributions appear as negative numbers.
Note: All entries are present values discounted to 2011, in 2011 prices

Analysis of Monetised Costs and Benefits

Greenhouse Gases	9
Economic Efficiency: Consumer Users (Commuting)	471549
Economic Efficiency: Consumer Users (Other)	574758
Economic Efficiency: Business Users and Providers	428966
Wider Public Finances (Indirect Taxation Revenues)	3443
Present Value of Benefits (PVB)	1478725
Broad Transport Budget	451954
Present Value of Costs (PVC)	451954
OVERALL IMPACTS	
Net Present Value (NPV)	1026771
Benefit to Cost Ratio (BCR)	3.272

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.

TUBA Run Information
- calculations completed

File Summary
- Scheme File :
Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\1_Parameters\GTP_TUBA_Scheme_Input_Low_Growth_TSB_60y.txt
- Economic File : Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\1_Parameters\GTP_NTA_Economics_Input.txt
- Output File : Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\4_Runs\1_Low_Growth\TotalBudget\Low_v1_TSB_60y.OUT

Elapsed time :

Central Growth – Total Scheme Budget – 60 years

Transport User Benefit Appraisal TUBA (64-BIT) 1.9.5(1xB)
Program run on Tue Feb 21, 2017 at 10:55:59

ERRORS AND WARNINGS

809887 Warnings found

Warning (none serious): Ratio of DM to DS travel time lower than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	DM_time	DS_time	Ratio	DM_trips	DS_trips
147	96	4	Car	Business	Passenger	2054	0.027	0.079	0.340	0.010	0.007
147	96	4	Car	Commuting	Passenger	2054	0.027	0.079	0.340	0.010	0.007
147	96	4	Car	Other	All	2054	0.027	0.079	0.340	0.188	0.121
147	96	4	Car	Other	All	2054	0.027	0.079	0.340	0.002	0.002

147	96	4	Car	Business	All	2054	0.027	0.079	0.340	0.011	0.007
147	96	4	Car	Other	Passenger	2054	0.027	0.079	0.340	0.010	0.007
147	96	4	Car	Commuting	All	2054	0.027	0.079	0.340	0.046	0.026
52	53	1	LGV	Other	All	2024	0.036	0.102	0.359	0.005	0.005
52	53	1	LGV	Business	All	2024	0.036	0.102	0.359	0.005	0.005
52	53	1	Car	Business	All	2024	0.036	0.102	0.359	0.397	0.283
52	53	1	Car	Business	Passenger	2024	0.036	0.102	0.359	0.450	0.311
52	53	1	LGV	Commuting	All	2024	0.036	0.102	0.359	0.005	0.005
52	53	1	Car	Other	All	2024	0.036	0.102	0.359	0.002	0.002
52	53	1	Car	Other	Passenger	2024	0.036	0.102	0.359	0.450	0.311
52	53	1	Car	Commuting	Passenger	2024	0.036	0.102	0.359	0.450	0.311
52	53	1	Car	Commuting	All	2024	0.036	0.102	0.359	0.656	0.513
52	53	1	Car	Other	All	2024	0.036	0.102	0.359	3.968	2.711
147	96	4	Car	Other	Passenger	2039	0.027	0.070	0.383	0.009	0.006
147	96	4	Car	Commuting	All	2039	0.027	0.070	0.383	0.037	0.021
147	96	4	Car	Business	Passenger	2039	0.027	0.070	0.383	0.009	0.006
147	96	4	Car	Commuting	Passenger	2039	0.027	0.070	0.383	0.009	0.006
147	96	4	Car	Other	All	2039	0.027	0.070	0.383	0.157	0.102
147	96	4	Car	Business	All	2039	0.027	0.070	0.383	0.011	0.008
147	96	4	Car	Other	All	2039	0.027	0.070	0.383	0.002	0.002
79	8	3	Car	Business	Passenger	2054	0.053	0.129	0.413	0.047	0.035
79	8	3	Car	Other	Passenger	2054	0.053	0.129	0.413	0.047	0.035
79	8	3	Car	Commuting	All	2054	0.053	0.129	0.413	0.189	0.171
79	8	3	Car	Commuting	Passenger	2054	0.053	0.129	0.413	0.047	0.035
79	8	3	Car	Business	All	2054	0.053	0.129	0.413	0.078	0.067
79	8	3	Car	Other	All	2054	0.053	0.129	0.413	0.680	0.519
79	8	3	Car	Other	Passenger	2039	0.052	0.124	0.418	0.047	0.035
79	8	3	Car	Other	All	2039	0.052	0.124	0.418	0.680	0.517
79	8	3	Car	Business	All	2039	0.052	0.124	0.418	0.106	0.086
79	8	3	Car	Commuting	All	2039	0.052	0.124	0.418	0.198	0.175
79	8	3	Car	Business	Passenger	2039	0.052	0.124	0.418	0.047	0.035
79	8	3	Car	Commuting	Passenger	2039	0.052	0.124	0.418	0.047	0.035
79	8	3	Car	Commuting	All	2024	0.052	0.114	0.455	0.215	0.189
79	8	3	Car	Commuting	Passenger	2024	0.052	0.114	0.455	0.049	0.037
79	8	3	Car	Other	All	2024	0.052	0.114	0.455	0.706	0.542
79	8	3	Car	Other	Passenger	2024	0.052	0.114	0.455	0.049	0.037
79	8	3	Car	Business	All	2024	0.052	0.114	0.455	0.084	0.069
79	8	3	Car	Business	Passenger	2024	0.052	0.114	0.455	0.049	0.037
147	93	4	Car	Other	All	2054	0.045	0.097	0.461	0.210	0.130
147	93	4	Car	Commuting	Passenger	2054	0.045	0.097	0.461	0.018	0.011
147	93	4	Car	Business	All	2054	0.045	0.097	0.461	0.012	0.009
147	93	4	Car	Other	Passenger	2054	0.045	0.097	0.461	0.018	0.011
147	93	4	Car	Commuting	All	2054	0.045	0.097	0.461	0.048	0.027
147	93	4	Car	Business	Passenger	2054	0.045	0.097	0.461	0.018	0.011
147	93	4	Car	Other	All	2054	0.045	0.097	0.461	0.004	0.004
1	53	1	Car	Other	All	2024	0.057	0.122	0.469	0.009	0.007

Displayed 50 warnings of a total of 1375 of this type.

Warning (828 serious): Ratio of DM to DS travel time higher than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	DM_time	DS_time	Ratio	DM_trips	DS_trips
100	158	4	Car	Business	All	2054	0.877	0.236	3.720	0.000	0.001
100	158	4	Car	Commuting	All	2054	0.867	0.236	3.677	0.000	0.002
100	158	4	Car	Other	All	2054	0.867	0.236	3.677	0.000	0.002
126	100	1	Car	Business	Passenger	2054	0.632	0.175	3.613	0.003	0.008
126	100	1	Car	Other	Passenger	2054	0.632	0.175	3.613	0.003	0.008
126	100	1	Car	Commuting	Passenger	2054	0.632	0.175	3.613	0.003	0.008
126	100	1	Car	Business	All	2054	0.632	0.175	3.613	0.009	0.017
126	105	1	Car	Commuting	All	2054	0.524	0.145	3.609	0.028	0.046
126	105	1	Car	Other	All	2054	0.524	0.145	3.609	0.112	0.334
126	105	1	Car	Other	All	2054	0.524	0.145	3.609	0.000	0.001
126	105	1	Car	Other	Passenger	2054	0.524	0.145	3.608	0.013	0.036
126	105	1	Car	Commuting	Passenger	2054	0.524	0.145	3.608	0.013	0.036
126	105	1	Car	Business	All	2054	0.524	0.145	3.608	0.037	0.056
126	105	1	Car	Business	Passenger	2054	0.524	0.145	3.608	0.013	0.036
126	100	1	Car	Other	All	2054	0.629	0.175	3.596	0.029	0.118
126	100	1	Car	Commuting	All	2054	0.629	0.175	3.596	0.010	0.020
100	158	4	Car	Other	All	2039	0.838	0.235	3.560	0.000	0.002
100	158	4	Car	Commuting	All	2039	0.838	0.235	3.560	0.001	0.002
126	100	1	Car	Business	All	2039	0.615	0.174	3.543	0.009	0.017

126	100	1	Car	Other	Passenger	2039	0.615	0.174	3.543	0.002	0.008
126	100	1	Car	Commuting	Passenger	2039	0.615	0.174	3.543	0.002	0.008
126	100	1	Car	Business	Passenger	2039	0.615	0.174	3.543	0.002	0.008
126	100	1	Car	Commuting	All	2039	0.613	0.174	3.535	0.010	0.020
126	100	1	Car	Other	All	2039	0.613	0.174	3.535	0.029	0.113
100	126	4	Car	Commuting	Passenger	2054	0.628	0.178	3.529	0.001	0.004
100	126	4	Car	Other	Passenger	2054	0.628	0.178	3.529	0.001	0.004
100	126	4	Car	Business	All	2054	0.628	0.178	3.529	0.007	0.026
100	126	4	Car	Business	Passenger	2054	0.628	0.178	3.529	0.001	0.004
100	126	4	Car	Commuting	All	2054	0.627	0.178	3.524	0.013	0.033
100	126	4	Car	Other	All	2054	0.627	0.178	3.524	0.008	0.074
126	105	1	Car	Business	All	2039	0.507	0.144	3.524	0.036	0.055
126	105	1	Car	Other	Passenger	2039	0.507	0.144	3.524	0.013	0.034
126	105	1	Car	Business	Passenger	2039	0.507	0.144	3.524	0.013	0.034
126	105	1	Car	Commuting	Passenger	2039	0.507	0.144	3.524	0.013	0.034
126	105	1	Car	Other	All	2039	0.507	0.144	3.523	0.113	0.322
126	105	1	Car	Commuting	All	2039	0.507	0.144	3.523	0.028	0.046
126	105	1	Car	Other	All	2039	0.507	0.144	3.522	0.000	0.001
152	23	1	Car	Other	All	2054	0.060	0.017	3.512	0.189	0.209
152	23	1	Car	Commuting	All	2054	0.060	0.017	3.512	0.074	0.071
152	23	1	Car	Other	All	2054	0.060	0.017	3.512	0.004	0.004
92	100	1	Car	Other	Passenger	2054	0.674	0.192	3.510	0.000	0.001
92	100	1	Car	Business	All	2054	0.674	0.192	3.510	0.002	0.005
92	100	1	Car	Commuting	Passenger	2054	0.674	0.192	3.510	0.000	0.001
92	100	1	Car	Business	Passenger	2054	0.674	0.192	3.510	0.000	0.001
152	23	1	Car	Business	All	2024	0.052	0.015	3.500	0.013	0.013
152	23	1	Car	Other	All	2024	0.052	0.015	3.500	0.003	0.004
152	23	1	Car	Other	All	2024	0.052	0.015	3.500	0.220	0.231
152	23	1	Car	Commuting	All	2024	0.052	0.015	3.500	0.068	0.065
152	23	1	Car	Business	Passenger	2024	0.052	0.015	3.500	0.025	0.028
152	23	1	Car	Other	Passenger	2024	0.052	0.015	3.500	0.025	0.028

Displayed 50 warnings of a total of 521368 of this type.

Warning (none serious): Ratio of DM to DS travel distance lower than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	DM_dist	DS_dist	Ratio	DM_trips	DS_trips
59	86	1	Car	Other	All	2039	3.673	8.913	0.412	0.001	0.001
9	79	3	Car	Business	Passenger	2039	1.769	4.057	0.436	0.159	0.131
9	79	2	Car	Business	Passenger	2039	1.769	4.057	0.436	0.234	0.205
9	79	2	Car	Business	Passenger	2024	1.769	4.057	0.436	0.236	0.209
9	79	3	Car	Other	Passenger	2024	1.769	4.057	0.436	0.161	0.133
9	79	4	Car	Commuting	All	2024	1.769	4.057	0.436	5.175	5.102
9	79	4	Car	Other	All	2054	1.769	4.057	0.436	2.101	1.946
9	79	3	Car	Business	All	2054	1.769	4.057	0.436	0.747	0.658
9	79	4	Car	Commuting	All	2054	1.769	4.057	0.436	4.959	4.906
9	79	3	Car	Business	All	2024	1.769	4.057	0.436	0.664	0.599
9	79	4	Car	Business	All	2024	1.769	4.057	0.436	0.751	0.700
9	79	3	Car	Other	Passenger	2039	1.769	4.057	0.436	0.159	0.131
9	79	3	Car	Other	All	2054	1.769	4.057	0.436	2.389	1.987
9	79	3	Car	Other	Passenger	2054	1.769	4.057	0.436	0.161	0.132
9	79	2	Car	Commuting	Passenger	2054	1.769	4.057	0.436	0.237	0.207
9	79	2	Car	Other	All	2024	1.769	4.057	0.436	2.749	2.442
9	79	2	Car	Commuting	All	2054	1.769	4.057	0.436	0.144	0.141
9	79	4	Car	Business	Passenger	2024	1.769	4.057	0.436	0.135	0.120
9	79	4	Car	Other	All	2024	1.769	4.057	0.436	2.199	1.973
9	79	3	Car	Commuting	Passenger	2054	1.769	4.057	0.436	0.161	0.132
9	79	4	Car	Commuting	Passenger	2024	1.769	4.057	0.436	0.135	0.120
9	79	3	Car	Commuting	Passenger	2039	1.769	4.057	0.436	0.159	0.131
9	79	4	Car	Other	Passenger	2024	1.769	4.057	0.436	0.135	0.120
9	79	2	Car	Other	All	2039	1.769	4.057	0.436	2.721	2.408
9	79	2	Car	Business	Passenger	2054	1.769	4.057	0.436	0.237	0.207
9	79	2	Car	Other	All	2054	1.769	4.057	0.436	2.757	2.425
9	79	3	Car	Other	All	2024	1.769	4.057	0.436	2.391	2.007
9	79	2	Car	Commuting	All	2039	1.769	4.057	0.436	0.145	0.142
9	79	3	Car	Business	All	2039	1.769	4.057	0.436	0.757	0.664
9	79	2	Car	Other	All	2054	1.769	4.057	0.436	0.000	0.001
9	79	2	Car	Business	All	2039	1.769	4.057	0.436	0.484	0.422
9	79	3	Car	Other	All	2039	1.769	4.057	0.436	2.369	1.979
9	79	2	Car	Other	Passenger	2024	1.769	4.057	0.436	0.236	0.209
9	79	3	Car	Commuting	All	2024	1.769	4.057	0.436	2.073	1.966

9	79	2	Car	Commuting	Passenger	2039	1.769	4.057	0.436	0.234	0.205
9	79	3	Car	Business	Passenger	2054	1.769	4.057	0.436	0.161	0.132
9	79	3	Car	Commuting	Passenger	2024	1.769	4.057	0.436	0.161	0.133
9	79	2	Car	Other	Passenger	2054	1.769	4.057	0.436	0.237	0.207
9	79	2	Car	Commuting	All	2024	1.769	4.057	0.436	0.145	0.144
9	79	2	Car	Other	Passenger	2039	1.769	4.057	0.436	0.234	0.205
9	79	2	Car	Business	All	2024	1.769	4.057	0.436	0.386	0.350
9	79	2	Car	Other	All	2039	1.769	4.057	0.436	0.001	0.001
9	79	3	Car	Commuting	All	2039	1.769	4.057	0.436	2.034	1.915
9	79	2	Car	Business	All	2054	1.769	4.057	0.436	0.486	0.421
9	79	3	Car	Business	Passenger	2024	1.769	4.057	0.436	0.161	0.133
9	79	2	Car	Other	All	2024	1.769	4.057	0.436	0.000	0.001
9	79	3	Car	Commuting	All	2054	1.769	4.057	0.436	2.011	1.908
9	79	2	Car	Commuting	Passenger	2024	1.769	4.057	0.436	0.236	0.209
59	154	1	Car	Other	All	2039	3.810	8.683	0.439	0.002	0.001
9	79	4	Car	Other	All	2039	1.811	4.057	0.446	2.114	1.941

Displayed 50 warnings of a total of 35682 of this type.

Warning (8349 serious): Ratio of DM to DS travel distance higher than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	DM_dist	DS_dist	Ratio	DM_trips	DS_trips
52	3	1	Car	Other	All	2039	3.995	0.925	4.319	1.620	1.462
52	3	1	Car	Commuting	All	2039	3.995	0.926	4.314	0.693	0.745
52	3	1	Car	Other	All	2039	4.032	0.959	4.204	0.001	0.000
52	3	1	LGV	Commuting	All	2039	4.032	0.959	4.204	0.111	0.111
52	3	1	LGV	Other	All	2039	4.032	0.959	4.204	0.111	0.111
52	3	1	LGV	Business	All	2039	4.032	0.959	4.204	0.111	0.111
52	3	1	Car	Commuting	All	2054	3.976	0.977	4.070	0.663	0.661
52	3	1	Car	Other	All	2054	3.976	0.977	4.070	1.666	1.425
52	3	1	LGV	Other	All	2054	3.976	0.978	4.065	0.111	0.111
52	3	1	LGV	Business	All	2054	3.976	0.978	4.065	0.111	0.111
52	3	1	LGV	Commuting	All	2054	3.976	0.978	4.065	0.111	0.111
9	7	2	Car	Other	All	2054	5.436	1.508	3.605	0.566	0.619
9	7	2	Car	Other	All	2039	5.436	1.508	3.605	0.551	0.605
9	7	2	Car	Other	All	2024	5.434	1.508	3.603	0.557	0.622
9	7	2	Car	Other	Passenger	2024	5.430	1.508	3.601	0.050	0.057
9	7	2	Car	Business	All	2024	5.430	1.508	3.601	0.749	0.767
9	7	2	Car	Business	Passenger	2024	5.430	1.508	3.601	0.050	0.057
9	7	2	Car	Commuting	Passenger	2024	5.430	1.508	3.601	0.050	0.057
95	94	4	Car	Business	Passenger	2024	4.419	1.277	3.460	0.018	0.028
95	94	4	Car	Other	Passenger	2024	4.419	1.277	3.460	0.018	0.028
95	94	4	Car	Commuting	Passenger	2024	4.419	1.277	3.460	0.018	0.028
95	94	4	Car	Business	All	2024	4.419	1.277	3.460	0.007	0.010
9	7	1	Car	Other	Passenger	2024	5.183	1.508	3.437	0.030	0.052
9	7	1	Car	Business	Passenger	2024	5.183	1.508	3.437	0.030	0.052
9	7	1	Car	Other	All	2039	5.183	1.508	3.437	0.345	0.490
9	7	1	Car	Business	Passenger	2039	5.183	1.508	3.437	0.032	0.045
9	7	1	Car	Business	All	2039	5.183	1.508	3.437	0.208	0.343
9	7	1	Car	Business	All	2024	5.183	1.508	3.437	0.147	0.155
9	7	1	Car	Other	Passenger	2039	5.183	1.508	3.437	0.032	0.045
9	7	1	Car	Other	All	2024	5.183	1.508	3.437	0.323	0.551
9	7	1	Car	Commuting	Passenger	2024	5.183	1.508	3.437	0.030	0.052
9	7	1	Car	Commuting	Passenger	2039	5.183	1.508	3.437	0.032	0.045
9	7	1	Car	Other	Passenger	2054	5.181	1.508	3.436	0.036	0.050
9	7	1	Car	Business	Passenger	2054	5.181	1.508	3.436	0.036	0.050
9	7	1	Car	Commuting	Passenger	2054	5.181	1.508	3.436	0.036	0.050
9	7	1	Car	Other	All	2054	5.181	1.508	3.436	0.382	0.540
9	7	1	Car	Business	All	2054	5.181	1.508	3.436	0.222	0.362
95	94	4	Car	Commuting	All	2039	4.366	1.277	3.419	0.074	0.095
95	94	4	Car	Other	All	2039	4.366	1.277	3.419	0.217	0.324
95	94	4	Car	Other	All	2054	4.359	1.277	3.413	0.225	0.343
95	94	4	Car	Commuting	All	2054	4.359	1.277	3.413	0.076	0.100
95	94	4	Car	Commuting	All	2024	4.332	1.277	3.392	0.067	0.090
95	94	4	Car	Other	All	2024	4.332	1.277	3.392	0.202	0.314
52	15	4	Car	Other	All	2039	4.790	1.476	3.245	0.001	0.000
52	15	4	LGV	Other	All	2054	4.876	1.505	3.240	0.684	0.684
52	15	4	LGV	Business	All	2054	4.876	1.505	3.240	0.684	0.684
52	15	4	LGV	Commuting	All	2054	4.876	1.505	3.240	0.684	0.684
52	15	4	LGV	Business	All	2039	4.782	1.476	3.240	0.684	0.684
52	15	4	LGV	Commuting	All	2039	4.782	1.476	3.240	0.684	0.684

52	15	4	LGV	Other	All	2039	4.782	1.476	3.240	0.684	0.684

Displayed 50 warnings of a total of 8349 of this type.

Warning: DM speeds less than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	DM_dist	DM_time	Speed	DM_trips
6	37	4	Car	Business	All	2054	0.186	0.065	2.853	0.202
6	37	4	Car	Business	All	2039	0.185	0.062	2.970	0.333
6	37	4	Car	Other	All	2024	0.163	0.053	3.081	3.280
6	37	4	Car	Commuting	All	2024	0.165	0.053	3.119	0.548
6	37	4	Car	Other	All	2054	0.231	0.065	3.548	3.473
6	37	4	Car	Commuting	All	2054	0.231	0.065	3.548	0.400
127	61	4	Car	Business	All	2054	0.716	0.193	3.708	0.113
52	53	1	Car	Business	All	2054	0.502	0.135	3.719	0.802
52	53	1	Car	Other	All	2054	0.502	0.135	3.719	0.001
52	53	1	LGV	Other	All	2054	0.502	0.135	3.719	0.002
52	53	1	LGV	Business	All	2054	0.502	0.135	3.719	0.001
52	53	1	LGV	Commuting	All	2054	0.502	0.135	3.719	0.002
52	53	1	Car	Other	All	2054	0.502	0.135	3.719	3.626
52	53	1	Car	Commuting	All	2054	0.502	0.135	3.719	0.404
6	37	4	Car	Commuting	All	2039	0.231	0.062	3.720	0.465
6	37	4	Car	Other	All	2039	0.231	0.062	3.720	3.386
6	37	4	Car	Other	All	2054	0.245	0.065	3.763	0.000
6	37	4	LGV	Other	All	2054	0.245	0.065	3.763	1.242
6	37	4	LGV	Business	All	2054	0.245	0.065	3.763	0.386
6	37	4	LGV	Commuting	All	2054	0.245	0.065	3.763	1.058
6	37	4	Car	Other	All	2039	0.234	0.062	3.768	0.001
6	37	4	LGV	Business	All	2039	0.234	0.062	3.768	0.386
6	37	4	LGV	Other	All	2039	0.234	0.062	3.768	1.242
6	37	4	LGV	Commuting	All	2039	0.234	0.062	3.768	1.058
6	37	3	LGV	Business	All	2054	0.161	0.042	3.824	0.055
6	37	3	Car	Other	All	2054	0.161	0.042	3.824	0.001
6	37	3	LGV	Other	All	2054	0.161	0.042	3.824	0.180
6	37	3	Car	Commuting	All	2054	0.161	0.042	3.824	0.119
6	37	3	Car	Other	All	2054	0.161	0.042	3.824	3.425
6	37	3	LGV	Commuting	All	2054	0.161	0.042	3.824	0.038
6	37	3	Car	Business	All	2054	0.161	0.042	3.824	0.212
127	61	4	Car	Commuting	All	2039	0.716	0.182	3.943	0.644
127	61	4	Car	Other	All	2039	0.716	0.182	3.943	0.346
127	61	4	Car	Business	All	2039	0.716	0.182	3.943	0.141
127	61	4	Car	Other	All	2039	0.716	0.182	3.943	0.000
6	37	4	Car	Business	All	2024	0.209	0.053	3.943	0.230
6	37	4	LGV	Commuting	All	2024	0.209	0.053	3.943	0.785
6	37	4	LGV	Business	All	2024	0.209	0.053	3.943	0.287
6	37	4	LGV	Other	All	2024	0.209	0.053	3.943	0.922
6	37	3	LGV	Other	All	2024	0.161	0.040	4.025	0.133
6	37	3	Car	Business	All	2039	0.161	0.040	4.025	0.246
6	37	3	LGV	Commuting	All	2039	0.161	0.040	4.025	0.038
6	37	3	Car	Other	All	2039	0.161	0.040	4.025	3.354
6	37	3	LGV	Commuting	All	2024	0.161	0.040	4.025	0.028
6	37	3	LGV	Business	All	2039	0.161	0.040	4.025	0.055
6	37	3	Car	Other	All	2039	0.161	0.040	4.025	0.001
6	37	3	Car	Commuting	All	2039	0.161	0.040	4.025	0.134
6	37	3	Car	Other	All	2024	0.161	0.040	4.025	0.001
6	37	3	Car	Commuting	All	2024	0.161	0.040	4.025	0.155
6	37	3	Car	Other	All	2024	0.161	0.040	4.025	3.325

Displayed 50 warnings of a total of 233 of this type.

Warning: DM speeds greater than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	DM_dist	DM_time	Speed	DM_trips
213	661	3	Car	Other	All	2039	88.602	0.751	118.057	0.004
213	661	2	Car	Commuting	All	2054	88.602	0.751	118.057	0.002
213	661	1	Car	Business	All	2024	88.602	0.751	118.057	0.003
213	661	3	LGV	Commuting	All	2024	88.602	0.751	118.057	0.000
213	661	3	Car	Commuting	All	2054	88.602	0.751	118.057	0.009
213	661	4	Car	Other	All	2039	88.602	0.751	118.057	0.003
213	661	1	Car	Other	All	2054	88.602	0.751	118.057	0.002
213	661	2	Car	Other	All	2054	88.602	0.751	118.057	0.005
213	661	3	Car	Commuting	All	2039	88.602	0.751	118.057	0.008
213	661	4	Car	Commuting	All	2054	88.602	0.751	118.057	0.012

213	661	4	LGV	Commuting	All	2024	88.602	0.751	118.057	0.004
213	661	1	LGV	Other	All	2024	88.602	0.751	118.057	0.006
213	661	4	Car	Business	All	2024	88.602	0.751	118.057	0.002
213	661	2	LGV	Other	All	2024	88.602	0.751	118.057	0.002
213	661	3	LGV	Other	All	2024	88.602	0.751	118.057	0.001
213	661	2	Car	Business	All	2024	88.602	0.751	118.057	0.004
213	661	3	Car	Other	All	2054	88.602	0.751	118.057	0.005
213	661	3	Car	Commuting	All	2024	88.602	0.751	118.057	0.004
213	661	4	Car	Commuting	All	2039	88.602	0.751	118.057	0.014
213	661	4	LGV	Other	All	2024	88.602	0.751	118.057	0.005
213	661	1	LGV	Business	All	2039	88.602	0.751	118.057	0.004
213	661	2	LGV	Business	All	2039	88.602	0.751	118.057	0.001
213	661	3	LGV	Business	All	2039	88.602	0.751	118.057	0.000
213	661	4	LGV	Business	All	2039	88.602	0.751	118.057	0.002
213	661	1	LGV	Commuting	All	2039	88.602	0.751	118.057	0.008
213	661	2	LGV	Commuting	All	2039	88.602	0.751	118.057	0.000
213	661	3	LGV	Commuting	All	2039	88.602	0.751	118.057	0.000
213	661	4	LGV	Commuting	All	2039	88.602	0.751	118.057	0.006
213	661	1	LGV	Other	All	2039	88.602	0.751	118.057	0.008
213	661	2	LGV	Other	All	2039	88.602	0.751	118.057	0.003
213	661	1	Car	Commuting	All	2054	88.602	0.751	118.057	0.042
213	661	4	Car	Other	All	2054	88.602	0.751	118.057	0.004
213	661	3	LGV	Other	All	2039	88.602	0.751	118.057	0.001
213	661	4	LGV	Other	All	2039	88.602	0.751	118.057	0.007
213	661	2	Car	Other	All	2024	88.602	0.751	118.057	0.002
213	661	1	LGV	Business	All	2024	88.602	0.751	118.057	0.003
213	661	1	Car	Commuting	All	2039	88.602	0.751	118.057	0.035
213	661	2	Car	Commuting	All	2039	88.602	0.751	118.057	0.002
213	661	1	LGV	Business	All	2054	88.602	0.751	118.057	0.004
213	661	3	Car	Other	All	2024	88.602	0.751	118.057	0.002
213	661	2	LGV	Business	All	2024	88.602	0.751	118.057	0.001
213	661	2	LGV	Business	All	2054	88.602	0.751	118.057	0.001
213	661	1	Car	Other	All	2039	88.602	0.751	118.057	0.001
213	661	3	LGV	Business	All	2024	88.602	0.751	118.057	0.000
213	661	3	LGV	Business	All	2054	88.602	0.751	118.057	0.000
213	661	2	Car	Other	All	2039	88.602	0.751	118.057	0.005
213	661	4	LGV	Business	All	2024	88.602	0.751	118.057	0.002
213	661	1	LGV	Commuting	All	2024	88.602	0.751	118.057	0.006
213	661	2	LGV	Commuting	All	2024	88.602	0.751	118.057	0.000
213	661	4	LGV	Business	All	2054	88.602	0.751	118.057	0.002

Displayed 50 warnings of a total of 28073 of this type.

Warning: DS speeds less than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	DS_dist	DS_time	Speed	DS_trips
6	37	4	Car	Other	All	2054	0.162	0.051	3.195	3.299
6	37	4	Car	Commuting	All	2054	0.162	0.051	3.195	0.377
6	37	4	Car	Business	All	2054	0.162	0.051	3.195	0.191
6	37	4	LGV	Business	All	2054	0.163	0.051	3.209	0.386
6	37	4	LGV	Other	All	2054	0.163	0.051	3.209	1.242
6	37	4	Car	Other	All	2054	0.163	0.051	3.209	0.001
6	37	4	LGV	Commuting	All	2054	0.163	0.051	3.209	1.058
6	37	4	Car	Business	All	2039	0.162	0.050	3.227	0.318
6	37	4	LGV	Commuting	All	2039	0.163	0.050	3.247	1.058
6	37	4	Car	Other	All	2039	0.163	0.050	3.247	0.001
6	37	4	LGV	Other	All	2039	0.163	0.050	3.247	1.242
6	37	4	LGV	Business	All	2039	0.163	0.050	3.247	0.386
6	37	4	Car	Other	All	2039	0.163	0.050	3.247	3.215
6	37	4	Car	Commuting	All	2039	0.163	0.050	3.247	0.445
6	37	4	Car	Commuting	All	2024	0.161	0.049	3.320	0.520
6	37	4	LGV	Other	All	2024	0.161	0.049	3.320	0.921
6	37	4	Car	Business	All	2024	0.161	0.049	3.320	0.216
6	37	4	LGV	Business	All	2024	0.161	0.049	3.320	0.286
6	37	4	Car	Other	All	2024	0.161	0.049	3.320	3.077
6	37	4	Car	Other	All	2024	0.161	0.049	3.320	0.001
6	37	4	LGV	Commuting	All	2024	0.161	0.049	3.320	0.784
52	53	1	LGV	Other	All	2054	0.496	0.116	4.280	0.002
52	53	1	Car	Other	All	2054	0.496	0.116	4.280	2.945
52	53	1	LGV	Business	All	2054	0.496	0.116	4.280	0.001
52	53	1	Car	Business	All	2054	0.496	0.116	4.280	0.629

52	53	1	LGV	Commuting	All	2054	0.496	0.116	4.280	0.002
52	53	1	Car	Other	All	2054	0.496	0.116	4.280	0.001
52	53	1	Car	Commuting	All	2054	0.496	0.116	4.280	0.336
6	37	3	Car	Business	All	2054	0.161	0.037	4.316	0.205
6	37	3	Car	Other	All	2054	0.161	0.037	4.316	3.308
6	37	3	Car	Commuting	All	2054	0.161	0.037	4.316	0.114
6	37	3	LGV	Business	All	2054	0.161	0.037	4.316	0.054
6	37	3	LGV	Commuting	All	2054	0.161	0.037	4.316	0.038
6	37	3	LGV	Other	All	2054	0.161	0.037	4.316	0.180
6	37	3	Car	Other	All	2054	0.161	0.037	4.316	0.001
6	37	3	Car	Commuting	All	2039	0.161	0.037	4.340	0.130
6	37	3	LGV	Other	All	2039	0.161	0.037	4.340	0.180
6	37	3	Car	Other	All	2039	0.161	0.037	4.340	0.001
6	37	3	LGV	Commuting	All	2039	0.161	0.037	4.340	0.038
6	37	3	Car	Other	All	2039	0.161	0.037	4.340	3.219
6	37	3	LGV	Business	All	2039	0.161	0.037	4.340	0.054
6	37	3	Car	Business	All	2039	0.161	0.037	4.340	0.239
6	37	3	Car	Other	All	2024	0.161	0.037	4.375	0.001
6	37	3	LGV	Other	All	2024	0.161	0.037	4.375	0.133
6	37	3	LGV	Business	All	2024	0.161	0.037	4.375	0.040
6	37	3	Car	Commuting	All	2024	0.161	0.037	4.375	0.153
6	37	3	LGV	Commuting	All	2024	0.161	0.037	4.375	0.028
6	37	3	Car	Business	All	2024	0.161	0.037	4.375	0.188
6	37	3	Car	Other	All	2024	0.161	0.037	4.375	3.239
10	6	4	Car	Business	All	2039	0.289	0.065	4.433	0.153

Displayed 50 warnings of a total of 133 of this type.

Warning: DS speeds greater than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	DS_dist	DS_time	Speed	DS_trips
213	661	3	LGV	Commuting	All	2024	88.602	0.751	118.057	0.000
213	661	2	Car	Commuting	All	2054	88.602	0.751	118.057	0.002
213	661	3	Car	Other	All	2039	88.602	0.751	118.057	0.005
213	661	3	Car	Business	All	2024	88.602	0.751	118.057	0.004
213	661	3	Car	Commuting	All	2054	88.602	0.751	118.057	0.008
213	661	4	LGV	Commuting	All	2024	88.602	0.751	118.057	0.004
213	661	2	Car	Business	All	2024	88.602	0.751	118.057	0.003
213	661	4	Car	Other	All	2039	88.602	0.751	118.057	0.003
213	661	3	Car	Commuting	All	2039	88.602	0.751	118.057	0.008
213	661	4	Car	Commuting	All	2054	88.602	0.751	118.057	0.012
213	661	1	Car	Other	All	2054	88.602	0.751	118.057	0.001
213	661	1	LGV	Other	All	2024	88.602	0.751	118.057	0.006
213	661	2	Car	Other	All	2054	88.602	0.751	118.057	0.005
213	661	2	LGV	Other	All	2024	88.602	0.751	118.057	0.002
213	661	3	LGV	Other	All	2024	88.602	0.751	118.057	0.001
213	661	4	LGV	Other	All	2024	88.602	0.751	118.057	0.005
213	661	1	LGV	Business	All	2039	88.602	0.751	118.057	0.004
213	661	2	LGV	Business	All	2039	88.602	0.751	118.057	0.001
213	661	1	Car	Commuting	All	2039	88.602	0.751	118.057	0.032
213	661	3	LGV	Business	All	2039	88.602	0.751	118.057	0.000
213	661	4	LGV	Business	All	2039	88.602	0.751	118.057	0.002
213	661	3	Car	Other	All	2054	88.602	0.751	118.057	0.005
213	661	1	LGV	Commuting	All	2039	88.602	0.751	118.057	0.008
213	661	4	Car	Business	All	2024	88.602	0.751	118.057	0.002
213	661	4	Car	Commuting	All	2039	88.602	0.751	118.057	0.014
213	661	2	LGV	Commuting	All	2039	88.602	0.751	118.057	0.000
213	661	3	LGV	Commuting	All	2039	88.602	0.751	118.057	0.000
213	661	4	LGV	Commuting	All	2039	88.602	0.751	118.057	0.006
213	661	1	Car	Business	All	2024	88.602	0.751	118.057	0.002
213	661	1	LGV	Other	All	2039	88.602	0.751	118.057	0.008
213	661	2	LGV	Other	All	2039	88.602	0.751	118.057	0.003
213	661	3	LGV	Other	All	2039	88.602	0.751	118.057	0.001
213	661	4	LGV	Other	All	2039	88.602	0.751	118.057	0.007
213	661	2	Car	Other	All	2024	88.602	0.751	118.057	0.003
213	661	4	Car	Other	All	2054	88.602	0.751	118.057	0.004
213	661	1	LGV	Business	All	2054	88.602	0.751	118.057	0.004
213	661	1	LGV	Business	All	2024	88.602	0.751	118.057	0.003
213	661	2	LGV	Business	All	2054	88.602	0.751	118.057	0.001
213	661	3	Car	Other	All	2024	88.602	0.751	118.057	0.002
213	661	2	Car	Commuting	All	2039	88.602	0.751	118.057	0.002

213 661 2 LGV Business All 2024 88.602 0.751 118.057 0.001
213 661 1 Car Commuting All 2054 88.602 0.751 118.057 0.038
213 661 3 LGV Business All 2054 88.602 0.751 118.057 0.000
213 661 3 LGV Business All 2024 88.602 0.751 118.057 0.000
213 661 4 LGV Business All 2054 88.602 0.751 118.057 0.002
213 661 1 Car Other All 2039 88.602 0.751 118.057 0.002
213 661 4 LGV Business All 2024 88.602 0.751 118.057 0.002
213 661 2 Car Other All 2039 88.602 0.751 118.057 0.005
213 661 1 LGV Commuting All 2024 88.602 0.751 118.057 0.006
213 661 2 LGV Commuting All 2024 88.602 0.751 118.057 0.000
Displayed 50 warnings of a total of 28922 of this type.

Warning: DM time greater than limit for the following:
Origin Destination Time_slice Veh_type Purpose Person_type Year Time File name
740 742 1 Bus Commuting Passenger 2054 15.639
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 606 1 Bus Commuting Passenger 2054 15.610
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 606 1 Bus Other Passenger 2054 15.610
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 606 1 Bus Other Passenger 2039 15.605
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
740 606 1 Bus Commuting Passenger 2039 15.605
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
740 606 1 Bus Commuting Passenger 2024 15.587
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
740 606 1 Bus Other Passenger 2024 15.587
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
740 706 1 Bus Commuting Passenger 2024 15.566
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
740 706 1 Bus Commuting Passenger 2039 15.559
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
740 706 1 Bus Commuting Passenger 2054 15.538
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 742 1 Bus Commuting Passenger 2024 15.528
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
740 742 1 Bus Commuting Passenger 2039 15.521
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
689 322 2 Bus Other Passenger 2054 15.507
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
689 322 2 Bus Other Passenger 2024 15.507
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
689 322 2 Bus Other Passenger 2039 15.507
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
740 705 1 Bus Commuting Passenger 2054 15.471
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
688 322 2 Bus Other Passenger 2054 15.461
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
688 322 2 Bus Other Passenger 2024 15.461
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
688 322 2 Bus Other Passenger 2039 15.461
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
744 605 1 Bus Other Passenger 2054 15.413
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
744 605 1 Bus Other Passenger 2039 15.409
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
744 706 1 Bus Commuting Passenger 2054 15.376
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 705 1 Bus Commuting Passenger 2024 15.360
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
740 705 1 Bus Commuting Passenger 2039 15.353
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
744 742 1 Bus Commuting Passenger 2054 15.338
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
744 606 1 Bus Commuting Passenger 2054 15.309
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
744 606 1 Bus Other Passenger 2054 15.309
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T

744 606 1 Bus Other Passenger 2039 15.304
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
744 606 1 Bus Commuting Passenger 2039 15.304
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
744 605 1 Bus Other Passenger 2024 15.301
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 606 1 Bus Other Passenger 2024 15.285
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 606 1 Bus Commuting Passenger 2024 15.285
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 706 1 Bus Commuting Passenger 2024 15.265
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 706 1 Bus Commuting Passenger 2039 15.258
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
706 322 1 Bus Commuting Passenger 2054 15.227
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
744 742 1 Bus Commuting Passenger 2024 15.227
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
706 322 1 Bus Commuting Passenger 2039 15.227
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
706 322 1 Bus Commuting Passenger 2024 15.224
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 742 1 Bus Commuting Passenger 2039 15.220
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
744 705 1 Bus Commuting Passenger 2024 15.059
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
689 324 2 Bus Other Passenger 2054 15.056
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
689 324 2 Bus Other Passenger 2039 15.056
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
689 324 2 Bus Other Passenger 2024 15.056
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 705 1 Bus Commuting Passenger 2039 15.052
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
361 706 3 Bus Commuting Passenger 2039 15.046
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
361 706 3 Bus Commuting Passenger 2054 15.041
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
361 706 3 Bus Commuting Passenger 2024 15.036
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 705 1 Bus Commuting Passenger 2054 15.031
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 583 1 Bus Commuting Passenger 2054 15.024
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
688 324 2 Bus Other Passenger 2054 15.010
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
Displayed 50 warnings of a total of 92875 of this type.

Warning: DS time greater than limit for the following:
Origin Destination Time_slice Veh_type Purpose Person_type Year Time File name
740 606 1 Bus Other Passenger 2054 15.642
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 606 1 Bus Commuting Passenger 2054 15.639
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 742 1 Bus Commuting Passenger 2054 15.639
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 606 1 Bus Other Passenger 2039 15.637
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
740 606 1 Bus Commuting Passenger 2039 15.637
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
740 606 1 Bus Other Passenger 2024 15.617
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
740 606 1 Bus Commuting Passenger 2024 15.617
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
740 706 1 Bus Commuting Passenger 2024 15.566
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
740 706 1 Bus Commuting Passenger 2054 15.552
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T

740 706 1 Bus Commuting Passenger 2039 15.548
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
740 742 1 Bus Commuting Passenger 2024 15.528
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
740 742 1 Bus Commuting Passenger 2039 15.510
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
689 322 2 Bus Other Passenger 2024 15.507
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
689 322 2 Bus Other Passenger 2039 15.507
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
689 322 2 Bus Other Passenger 2054 15.507
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 705 1 Bus Commuting Passenger 2054 15.471
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
688 322 2 Bus Other Passenger 2039 15.461
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
688 322 2 Bus Other Passenger 2024 15.461
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
688 322 2 Bus Other Passenger 2054 15.461
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
744 605 1 Bus Other Passenger 2054 15.441
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
744 706 1 Bus Commuting Passenger 2054 15.376
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 705 1 Bus Commuting Passenger 2024 15.360
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
740 705 1 Bus Commuting Passenger 2039 15.342
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
744 606 1 Bus Other Passenger 2054 15.341
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
744 606 1 Bus Commuting Passenger 2054 15.338
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
744 742 1 Bus Commuting Passenger 2054 15.338
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
744 605 1 Bus Other Passenger 2039 15.336
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
744 606 1 Bus Other Passenger 2039 15.336
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
744 606 1 Bus Commuting Passenger 2039 15.336
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
744 605 1 Bus Other Passenger 2024 15.327
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 606 1 Bus Commuting Passenger 2024 15.316
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 606 1 Bus Other Passenger 2024 15.316
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 706 1 Bus Commuting Passenger 2024 15.265
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 706 1 Bus Commuting Passenger 2039 15.247
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
706 322 1 Bus Commuting Passenger 2039 15.233
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
706 322 1 Bus Commuting Passenger 2054 15.233
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
706 322 1 Bus Commuting Passenger 2024 15.233
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 742 1 Bus Commuting Passenger 2024 15.227
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 742 1 Bus Commuting Passenger 2039 15.209
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
744 705 1 Bus Commuting Passenger 2054 15.170
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
744 705 1 Bus Commuting Passenger 2024 15.059
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
689 324 2 Bus Other Passenger 2024 15.056
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
689 324 2 Bus Other Passenger 2039 15.056
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T

689 324 2 Bus Other Passenger 2054 15.056
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 583 1 Bus Commuting Passenger 2054 15.052
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 583 1 Bus Commuting Passenger 2039 15.048
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
744 705 1 Bus Commuting Passenger 2039 15.041
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
361 706 3 Bus Commuting Passenger 2054 15.040
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
361 706 3 Bus Commuting Passenger 2039 15.039
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
361 706 3 Bus Commuting Passenger 2024 15.037
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
Displayed 50 warnings of a total of 92872 of this type.

TUBA ECONOMICS FILE DIFFERENCES

PARAMETERS - (used)
TUBA_version 1.9.5
base_year 2011
pres_val_year 2011
GDP_base 100.00 0.00 0.00
av_ind_tax 18.30 0.00 0.00
nt_carbdxvalues 5.66 5.66 5.66
t_carbdxvalues 5.66 5.66 5.66

PARAMETERS - (std)
TUBA_version 1.9.5
base_year 2010
pres_val_year 2010
GDP_base 100.00 0.00 0.00
av_ind_tax 19.00 0.00 0.00
nt_carbdxvalues 26.64 79.92 53.28
t_carbdxvalues 11.81 11.81 11.81

MODES - (used)
*no. description
1 Highway
2 Public

MODES - (std)
*no. description
1 Road
2 Bus
3 Rail

VEHICLE_TYPE/SUBMODE - (used)
*no. mode new_mode P&R type description
1 1 N N per Car
2 1 N N per LGV
3 1 N N fre OGV1
4 1 N N fre OGV2
5 2 N N per Bus
6 2 N N per Light Rail
7 2 N N per Heavy Rail

VEHICLE_TYPE/SUBMODE - (std)
*no. mode new_mode P&R type description
1 1 N N per Car
2 1 N N per LGV Personal
3 1 N N fre LGV Freight
4 1 N N fre OGV1
5 1 N N fre OGV2
6 2 N N per Bus
7 3 N N per Light Rail
8 3 N N per Heavy rail

FUEL_TYPE - (used)

*no. name
1 petrol
2 diesel

FUEL_TYPE - (std)
*no. name
1 Petrol
2 Diesel
3 Electric

TIME_PERIODS - (used)
*no. description comments
1 AM 0800-0900
2 LT 1000-1300
3 SR 1300-1600
4 PM 1700-1800

TIME_PERIODS - (std)
*no. description comments
1 AM peak (7-10 weekdays)
2 PM peak (4-7 weekdays)
3 Inter-peak (10-4 weekdays)
4 Off-peak (7-7 weekdays)
5 Weekend (weekend)

DISCOUNT_RATE - (used)
*% change p.a.
*Start_yr End_yr Rate
1 100 5.00

DISCOUNT_RATE - (std)
*% change p.a.
*Start_yr End_yr Rate
1 30 3.50
31 75 3.00
76 80 2.50

VALUE_OF_TIME - (used)
*pence per hour
*Vtype/submode Person_type VOT_purpose1 VOT_purpose2 VOT_purpose3 ..
1 1 2902.0 1403.0 1275.0
1 2 2902.0 1403.0 1275.0
2 1 2902.0 1403.0 1275.0
2 2 2902.0 1403.0 1275.0
3 1 2902.0 0.0 0.0
3 2 2902.0 0.0 0.0
4 1 2902.0 0.0 0.0
4 2 2902.0 0.0 0.0
5 1 2902.0 0.0 0.0
5 2 2902.0 1403.0 1275.0
6 1 2902.0 0.0 0.0
6 2 2902.0 1403.0 1275.0
7 1 2902.0 0.0 0.0
7 2 2902.0 1403.0 1275.0

VALUE_OF_TIME - (std)
*pence per hour
*Vtype/submode Person_type VOT_purpose1 VOT_purpose2 VOT_purpose3 ..
1 1 2274.0 681.0 604.0
1 2 1725.0 681.0 604.0
2 1 1024.0 681.0 604.0
2 2 1024.0 681.0 604.0
3 1 1024.0 0.0 0.0
3 2 1024.0 0.0 0.0
4 1 1206.0 0.0 0.0
4 2 1206.0 0.0 0.0
5 1 1206.0 0.0 0.0
5 2 1206.0 0.0 0.0
6 1 1232.0 0.0 0.0

6	2	1397.0	681.0	604.0
7	1	0.0	0.0	0.0
7	2	2208.0	681.0	604.0
8	1	0.0	0.0	0.0
8	2	2686.0	681.0	604.0

VALUE_OF_TIME_GROWTH - (used)
*% change p.a.

*Start_yr	End_yr	VOT_Gr_purpose1	VOT_Gr_purpose2	VOT_Gr_purpose3 ..
2012	2014	4.00	4.00	4.00
2015	2019	3.60	3.60	3.60
2020	2024	2.20	2.20	2.20
2025	2100	2.30	2.30	2.30

VALUE_OF_TIME_GROWTH - (std)
*% change p.a.

*Start_yr	End_yr	VOT_Gr_purpose1	VOT_Gr_purpose2	VOT_Gr_purpose3 ..
2011	2011	0.80	0.80	0.80
2012	2012	-0.00	-0.00	-0.00
2013	2013	1.09	1.09	1.09
2014	2014	2.05	2.05	2.05
2015	2015	1.67	1.67	1.67
2016	2016	1.95	1.95	1.95
2017	2017	1.99	1.99	1.99
2018	2018	1.90	1.90	1.90
2019	2019	1.91	1.91	1.91
2020	2020	1.90	1.90	1.90
2021	2021	1.88	1.88	1.88
2022	2022	1.87	1.87	1.87
2023	2023	1.89	1.89	1.89
2024	2024	1.90	1.90	1.90
2025	2025	1.92	1.92	1.92
2026	2026	1.94	1.94	1.94
2027	2027	1.95	1.95	1.95
2028	2028	1.97	1.97	1.97
2029	2029	1.99	1.99	1.99
2030	2030	2.01	2.01	2.01
2031	2031	2.02	2.02	2.02
2032	2032	2.04	2.04	2.04
2033	2033	2.05	2.05	2.05
2034	2034	2.06	2.06	2.06
2035	2035	2.07	2.07	2.07
2036	2036	2.08	2.08	2.08
2037	2037	2.09	2.09	2.09
2038	2038	2.10	2.10	2.10
2039	2039	2.10	2.10	2.10
2040	2040	2.10	2.10	2.10
2041	2041	2.10	2.10	2.10
2042	2042	2.12	2.12	2.12
2043	2043	2.12	2.12	2.12
2044	2044	2.12	2.12	2.12
2045	2045	2.12	2.12	2.12
2046	2046	2.12	2.12	2.12
2047	2047	2.15	2.15	2.15
2048	2048	2.15	2.15	2.15
2049	2049	2.15	2.15	2.15
2050	2050	2.15	2.15	2.15
2051	2051	2.15	2.15	2.15
2052	2052	2.19	2.19	2.19
2053	2053	2.19	2.19	2.19
2054	2054	2.19	2.19	2.19
2055	2055	2.19	2.19	2.19
2056	2056	2.19	2.19	2.19
2057	2057	2.21	2.21	2.21
2058	2058	2.21	2.21	2.21
2059	2059	2.21	2.21	2.21
2060	2060	2.21	2.21	2.21
2061	2061	2.21	2.21	2.21
2062	2062	2.22	2.22	2.22

2063	2063	2.21	2.21	2.21
2064	2064	2.21	2.21	2.21
2065	2065	2.21	2.21	2.21
2066	2066	2.21	2.21	2.21
2067	2067	2.20	2.20	2.20
2068	2068	2.20	2.20	2.20
2069	2069	2.20	2.20	2.20
2070	2070	2.20	2.20	2.20
2071	2071	2.20	2.20	2.20
2072	2072	2.17	2.17	2.17
2073	2073	2.17	2.17	2.17
2074	2074	2.17	2.17	2.17
2075	2075	2.17	2.17	2.17
2076	2076	2.17	2.17	2.17
2077	2077	2.17	2.17	2.17
2078	2078	2.17	2.17	2.17
2079	2079	2.17	2.17	2.17
2080	2080	2.17	2.17	2.17
2081	2081	2.17	2.17	2.17
2082	2082	2.17	2.17	2.17
2083	2083	2.17	2.17	2.17
2084	2084	2.17	2.17	2.17
2085	2085	2.17	2.17	2.17
2086	2086	2.17	2.17	2.17
2087	2087	2.17	2.17	2.17
2088	2088	2.18	2.18	2.18
2089	2089	2.18	2.18	2.18
2090	2090	2.18	2.18	2.18
2091	2091	2.18	2.18	2.18
2092	2092	2.18	2.18	2.18
2093	2093	2.18	2.18	2.18
2094	2094	2.18	2.18	2.18
2095	2095	2.18	2.18	2.18
2096	2096	2.18	2.18	2.18
2097	2097	2.18	2.18	2.18
2098	2098	2.18	2.18	2.18
2099	2099	2.18	2.18	2.18
2100	2100	2.18	2.18	2.18

AV_IND_TAX_CHANGES - (used)
*% change p.a.

*Start_yr	End_yr	Growth
2012	2080	0.00

AV_IND_TAX_CHANGES - (std)
*% change p.a.

*Start_yr	End_yr	Growth
2011	2050	0.00

CHARGE_TAX_RATES - (used)
*%

*charge	final	intermediate
1	0.0	0.0
2	0.0	0.0
3	0.0	0.0
4	0.0	0.0
5	0.0	0.0
6	0.0	0.0
7	0.0	0.0

CHARGE_TAX_RATES - (std)
*%

*charge	final	intermediate
1	0.0	0.0
2	0.0	0.0
3	0.0	0.0
4	0.0	0.0
5	17.5	0.0
6	0.0	0.0

7	17.5	0.0
8	17.5	0.0

CHARGE_TAX_RATES_CHANGES - (used)
*% change p.a.

*Start_yr	End_yr	charge	final	intermediate
2012	2083	1	0.00	0.00
2012	2083	2	0.00	0.00
2012	2083	3	0.00	0.00
2012	2083	4	0.00	0.00
2012	2083	5	0.00	0.00
2012	2083	6	0.00	0.00
2012	2083	7	0.00	0.00

CHARGE_TAX_RATES_CHANGES - (std)
*% change p.a.

*Start_yr	End_yr	charge	final	intermediate
2011	2011	1	0.00	0.00
2011	2011	2	0.00	0.00
2011	2011	3	0.00	0.00
2011	2011	4	0.00	0.00
2011	2011	5	14.29	0.00
2011	2011	6	0.00	0.00
2011	2011	7	14.29	0.00
2011	2011	8	14.29	0.00
2012	2100	1	0.00	0.00
2012	2100	2	0.00	0.00
2012	2100	3	0.00	0.00
2012	2100	4	0.00	0.00
2012	2100	5	0.00	0.00
2012	2100	6	0.00	0.00
2012	2100	7	0.00	0.00
2012	2100	8	0.00	0.00

FUEL_COST - (used)

*type	resource(p/unit)	duty(p/unit)	VAT(%)	CO2_grammes/unit (unit=litre for fuel types 1 & 2; unit=KWH for electric)
1	63.0	57.6	21.0	627.57
2	70.0	46.6	21.0	717.15

FUEL_COST - (std)

*type	resource(p/unit)	duty(p/unit)	VAT(%)	CO2_grammes/unit (unit=litre for fuel types 1 & 2; unit=KWH for electric)
1	42.8	57.5	17.5	2230.00
2	44.6	57.5	17.5	2562.00
3	11.9	0.0	5.0	381.00

FUEL_COST_CHANGES - (used)
*% change p.a.

*Start_yr	End_yr	fuel_type	resource	duty	VAT	CO2_Den_change
2012	2012	1	10.70	0.00	2.00	0.00
2012	2012	2	3.90	0.00	0.00	0.00
2013	2013	1	-5.70	0.00	0.00	0.00
2013	2013	2	-5.20	0.00	0.00	0.00
2014	2014	1	0.00	0.00	0.00	0.00
2014	2014	2	-3.30	0.00	0.00	0.00
2015	2015	1	-30.60	2.00	0.00	0.00
2015	2015	2	-32.60	2.90	0.00	0.00
2016	2080	1	0.00	0.00	0.00	0.00
2016	2080	2	0.00	0.00	0.00	0.00

FUEL_COST_CHANGES - (std)
*% change p.a.

*Start_yr	End_yr	fuel_type	resource	duty	VAT	CO2_Den_change
2011	2011	1	21.94	-0.53	14.29	-0.84
2012	2012	1	1.98	-2.11	0.00	-0.02
2013	2013	1	-3.27	-1.58	0.00	-0.44
2014	2014	1	-7.05	-2.25	0.00	-0.54
2015	2015	1	-6.73	-0.72	0.00	0.00
2016	2016	1	-3.27	1.38	0.00	0.00
2017	2017	1	-1.04	1.67	0.00	-1.35

2018	2018	1	1.05	1.76	0.00	-1.37
2019	2019	1	0.95	1.86	0.00	-1.39
2020	2020	1	2.23	1.47	0.00	-1.41
2021	2021	1	1.85	1.27	0.00	0.00
2022	2022	1	1.90	1.08	0.00	0.00
2023	2023	1	1.86	1.08	0.00	0.00
2024	2024	1	1.83	1.08	0.00	0.00
2025	2025	1	1.87	1.08	0.00	0.00
2026	2026	1	1.92	1.08	0.00	0.00
2027	2027	1	1.88	1.08	0.00	0.00
2028	2028	1	1.92	1.08	0.00	0.00
2029	2029	1	1.88	1.08	0.00	0.00
2030	2030	1	1.92	1.08	0.00	0.00
2031	2031	1	1.95	1.08	0.00	0.00
2032	2032	1	1.91	1.08	0.00	0.00
2033	2033	1	1.88	1.08	0.00	0.00
2034	2034	1	1.98	1.08	0.00	0.00
2035	2035	1	1.94	1.08	0.00	0.00
2036	2100	1	0.00	1.08	0.00	0.00
2011	2011	2	26.62	-0.53	14.29	0.19
2012	2012	2	3.19	-2.11	0.00	1.64
2013	2013	2	-3.51	-1.58	0.00	-0.44
2014	2014	2	-5.36	-2.25	0.00	0.15
2015	2015	2	-6.94	-0.72	0.00	0.00
2016	2016	2	-3.38	1.38	0.00	0.00
2017	2017	2	-1.08	1.67	0.00	-1.74
2018	2018	2	1.09	1.76	0.00	-1.77
2019	2019	2	0.99	1.86	0.00	-1.81
2020	2020	2	2.31	1.47	0.00	-1.84
2021	2021	2	1.91	1.27	0.00	0.00
2022	2022	2	1.96	1.08	0.00	0.00
2023	2023	2	1.92	1.08	0.00	0.00
2024	2024	2	1.88	1.08	0.00	0.00
2025	2025	2	1.93	1.08	0.00	0.00
2026	2026	2	1.97	1.08	0.00	0.00
2027	2027	2	1.93	1.08	0.00	0.00
2028	2028	2	1.97	1.08	0.00	0.00
2029	2029	2	1.94	1.08	0.00	0.00
2030	2030	2	1.97	1.08	0.00	0.00
2031	2031	2	2.01	1.08	0.00	0.00
2032	2032	2	1.97	1.08	0.00	0.00
2033	2033	2	1.93	1.08	0.00	0.00
2034	2034	2	2.03	1.08	0.00	0.00
2035	2035	2	1.99	1.08	0.00	0.00
2036	2100	2	0.00	1.08	0.00	0.00
2011	2011	3	4.79	0.00	0.00	-1.88
2012	2012	3	4.56	0.00	0.00	-2.03
2013	2013	3	5.59	0.00	0.00	-2.18
2014	2014	3	3.84	0.00	0.00	-2.36
2015	2015	3	-1.71	0.00	0.00	-2.55
2016	2016	3	6.63	0.00	0.00	-2.76
2017	2017	3	6.29	0.00	0.00	-2.99
2018	2018	3	0.79	0.00	0.00	-3.26
2019	2019	3	6.44	0.00	0.00	-3.56
2020	2020	3	-0.05	0.00	0.00	-3.89
2021	2021	3	3.66	0.00	0.00	-4.27
2022	2022	3	1.73	0.00	0.00	-4.71
2023	2023	3	-0.03	0.00	0.00	-5.22
2024	2024	3	2.06	0.00	0.00	-5.81
2025	2025	3	2.63	0.00	0.00	-6.51
2026	2026	3	2.19	0.00	0.00	-7.35
2027	2027	3	-0.76	0.00	0.00	-8.38
2028	2028	3	-0.02	0.00	0.00	-9.65
2029	2029	3	-0.57	0.00	0.00	-11.27
2030	2030	3	1.17	0.00	0.00	-13.41
2031	2031	3	-0.01	0.00	0.00	-8.72
2032	2032	3	-0.05	0.00	0.00	-8.72
2033	2033	3	-0.08	0.00	0.00	-8.72
2034	2034	3	-0.10	0.00	0.00	-8.72

2035	2035	3	-0.12	0.00	0.00	-8.72
2036	2036	3	-0.13	0.00	0.00	-8.72
2037	2037	3	-0.14	0.00	0.00	-8.72
2038	2038	3	-0.15	0.00	0.00	-8.72
2039	2039	3	-0.16	0.00	0.00	-8.72
2040	2040	3	-0.16	0.00	0.00	-8.72
2041	2041	3	-0.25	0.00	0.00	-10.95
2042	2042	3	0.08	0.00	0.00	-2.34
2043	2043	3	-0.27	0.00	0.00	-11.26
2044	2044	3	-0.23	0.00	0.00	-10.72
2045	2045	3	0.22	0.00	0.00	2.70
2046	2046	3	-0.13	0.00	0.00	-7.38
2047	2047	3	-0.17	0.00	0.00	-8.59
2048	2048	3	0.67	0.00	0.00	17.69
2049	2049	3	-0.31	0.00	0.00	-11.32
2050	2050	3	0.12	0.00	0.00	0.00
2051	2051	3	0.12	0.00	0.00	0.00
2052	2052	3	0.12	0.00	0.00	0.00
2053	2053	3	0.12	0.00	0.00	0.00
2054	2054	3	0.12	0.00	0.00	0.00
2055	2055	3	0.12	0.00	0.00	0.00
2056	2056	3	0.12	0.00	0.00	0.00
2057	2057	3	0.11	0.00	0.00	0.00
2058	2058	3	0.11	0.00	0.00	0.00
2059	2059	3	0.11	0.00	0.00	0.00
2060	2060	3	0.11	0.00	0.00	0.00
2061	2061	3	0.08	0.00	0.00	0.00
2062	2062	3	0.08	0.00	0.00	0.00
2063	2063	3	0.08	0.00	0.00	0.00
2064	2064	3	0.07	0.00	0.00	0.00
2065	2065	3	0.06	0.00	0.00	0.00
2066	2066	3	0.06	0.00	0.00	0.00
2067	2067	3	0.05	0.00	0.00	0.00
2068	2068	3	0.05	0.00	0.00	0.00
2069	2069	3	0.04	0.00	0.00	0.00
2070	2070	3	0.03	0.00	0.00	0.00
2071	2071	3	0.03	0.00	0.00	0.00
2072	2072	3	0.03	0.00	0.00	0.00
2073	2073	3	0.02	0.00	0.00	0.00
2074	2074	3	0.01	0.00	0.00	0.00
2075	2075	3	0.01	0.00	0.00	0.00
2076	2076	3	0.00	0.00	0.00	0.00
2077	2077	3	0.00	0.00	0.00	0.00
2078	2078	3	-0.01	0.00	0.00	0.00
2079	2079	3	-0.01	0.00	0.00	0.00
2080	2080	3	-0.02	0.00	0.00	0.00
2081	2081	3	-0.00	0.00	0.00	0.00
2082	2082	3	-0.01	0.00	0.00	0.00
2083	2083	3	-0.02	0.00	0.00	0.00
2084	2084	3	-0.02	0.00	0.00	0.00
2085	2085	3	-0.02	0.00	0.00	0.00
2086	2086	3	-0.03	0.00	0.00	0.00
2087	2087	3	-0.03	0.00	0.00	0.00
2088	2088	3	-0.03	0.00	0.00	0.00
2089	2089	3	-0.04	0.00	0.00	0.00
2090	2090	3	-0.04	0.00	0.00	0.00
2091	2091	3	-0.03	0.00	0.00	0.00
2092	2092	3	-0.03	0.00	0.00	0.00
2093	2093	3	-0.04	0.00	0.00	0.00
2094	2094	3	-0.04	0.00	0.00	0.00
2095	2095	3	-0.04	0.00	0.00	0.00
2096	2096	3	-0.05	0.00	0.00	0.00
2097	2097	3	-0.04	0.00	0.00	0.00
2098	2098	3	-0.05	0.00	0.00	0.00
2099	2099	3	-0.05	0.00	0.00	0.00
2100	2100	3	-0.05	0.00	0.00	0.00

CARBDX_VALUE_CHANGES - (used)
*relative (%p.a.) or absolute (£p.a.) growth; either absolute or relative may be defined, not both

*same growth applies to low, central and high CO2 values

*Start_yr	End_yr	Rel.(%)	Abs.(£/tonne/year)
2012	2012	2.000	0.000
2013	2013	0.000	0.000
2014	2014	0.000	0.000
2015	2015	4.000	0.000
2016	2016	5.000	0.000
2017	2017	5.000	0.000
2018	2019	0.000	0.000
2020	2020	137.000	0.000
2025	2025	140.000	0.000
2030	2030	250.000	0.000
2035	2035	163.000	0.000
2040	2040	137.000	0.000
2045	2045	115.000	0.000
2050	2050	111.000	0.000

CARBDX_VALUE_CHANGES - (std)
*relative (%p.a.) or absolute (£p.a.) growth; either absolute or relative may be defined, not both
*same growth applies to low, central and high CO2 values

*Start_yr	End_yr	Rel.(%)	Abs.(£/tonne/year)
2011	2011	1.506	0.000
2012	2012	1.500	0.000
2013	2013	1.500	0.000
2014	2014	1.500	0.000
2015	2015	1.500	0.000
2016	2016	1.500	0.000
2017	2017	1.500	0.000
2018	2018	1.500	0.000
2019	2019	1.500	0.000
2020	2020	1.500	0.000
2021	2021	1.667	0.000
2022	2022	1.639	0.000
2023	2023	1.613	0.000
2024	2024	1.587	0.000
2025	2025	1.562	0.000
2026	2026	1.538	0.000
2027	2027	1.515	0.000
2028	2028	1.492	0.000
2029	2029	1.471	0.000
2030	2030	1.449	0.000
2031	2031	9.286	0.000
2032	2032	8.497	0.000
2033	2033	7.832	0.000
2034	2034	7.263	0.000
2035	2035	6.771	0.000
2036	2036	6.341	0.000
2037	2037	5.963	0.000
2038	2038	5.628	0.000
2039	2039	5.328	0.000
2040	2040	5.058	0.000
2041	2041	4.815	0.000
2042	2042	4.594	0.000
2043	2043	4.392	0.000
2044	2044	4.207	0.000
2045	2045	4.037	0.000
2046	2046	3.881	0.000
2047	2047	3.736	0.000
2048	2048	3.601	0.000
2049	2049	3.476	0.000
2050	2050	3.359	0.000
2051	2051	2.501	0.000
2052	2052	2.265	0.000
2053	2053	2.165	0.000
2054	2054	2.056	0.000
2055	2055	1.856	0.000
2056	2056	1.779	0.000
2057	2057	1.589	0.000
2058	2058	1.446	0.000

2059	2059	1.330	0.000
2060	2060	1.201	0.000
2061	2061	0.673	0.000
2062	2062	0.618	0.000
2063	2063	0.401	0.000
2064	2064	0.283	0.000
2065	2065	0.079	0.000
2066	2066	0.033	0.000
2067	2067	-0.193	0.000
2068	2068	-0.302	0.000
2069	2069	-0.461	0.000
2070	2070	-0.585	0.000
2071	2071	-0.609	0.000
2072	2072	-0.738	0.000
2073	2073	-0.837	0.000
2074	2074	-1.033	0.000
2075	2075	-1.037	0.000
2076	2076	-1.310	0.000
2077	2077	-1.316	0.000
2078	2078	-1.493	0.000
2079	2079	-1.571	0.000
2080	2080	-1.769	0.000
2081	2081	-1.478	0.000
2082	2082	-1.672	0.000
2083	2083	-1.769	0.000
2084	2084	-1.854	0.000
2085	2085	-1.834	0.000
2086	2086	-2.050	0.000
2087	2087	-2.154	0.000
2088	2088	-2.198	0.000
2089	2089	-2.321	0.000
2090	2100	0.000	0.000

FLEET - (used)

*veh_type	%petrol	%diesel
1	70.20	29.80
2	15.00	85.00
3	15.00	85.00
4	0.00	100.00
5	0.00	100.00
6	0.00	100.00
7	0.00	100.00

FLEET - (std)

*veh_type	%Petrol	%Diesel	%Electric
1	59.27	40.73	0.00
2	5.86	94.14	0.00
3	5.86	94.14	0.00
4	0.00	100.00	0.00
5	0.00	100.00	0.00
6	0.00	100.00	0.00
7	0.00	100.00	0.00
8	0.00	100.00	0.00

FLEET_CHANGES - (used)

*% p.a.

*Start_yr	End_yr	Veh_type	%Change_petrol	%Change_diesel
2012	2012	1	-3.430	0.000
2013	2013	1	-3.360	0.000
2014	2014	1	-3.690	0.000
2015	2015	1	-3.700	0.000
2016	2025	1	-1.270	0.000
2026	2040	1	0.000	0.000

FLEET_CHANGES - (std)

*% p.a.

*Start_yr	End_yr	Veh_type	%Change_Petrol	%Change_Diesel	%Change_Electric
2011	2011	1	-3.814	5.472	5352.089
2012	2012	1	-3.966	5.188	100.000

2013	2013	1	-4.130	4.932	50.000
2014	2014	1	-4.308	4.700	33.333
2015	2015	1	-4.502	4.489	25.000
2016	2016	1	-1.777	1.335	97.788
2017	2017	1	-1.809	1.317	49.441
2018	2018	1	-1.842	1.300	33.084
2019	2019	1	-1.877	1.283	24.859
2020	2020	1	-1.913	1.267	19.910
2021	2021	1	0.323	-0.826	32.794
2022	2022	1	0.322	-0.833	24.695
2023	2023	1	0.321	-0.840	19.804
2024	2024	1	0.320	-0.847	16.531
2025	2025	1	0.319	-0.854	14.186
2026	2026	1	0.021	-1.060	21.755
2027	2027	1	0.021	-1.071	17.868
2028	2028	1	0.021	-1.083	15.159
2029	2029	1	0.021	-1.095	13.164
2030	2030	1	0.021	-1.107	11.632
2011	2011	2	-7.579	0.472	0.000
2012	2012	2	-8.200	0.470	0.000
2013	2013	2	-8.932	0.468	0.000
2014	2014	2	-9.809	0.465	0.000
2015	2015	2	-10.875	0.463	0.000
2016	2016	2	-9.634	0.364	0.000
2017	2017	2	-10.661	0.363	0.000
2018	2018	2	-11.933	0.361	0.000
2019	2019	2	-13.550	0.360	0.000
2020	2020	2	-15.674	0.359	0.000
2021	2021	2	-8.979	0.173	0.000
2022	2022	2	-9.865	0.172	0.000
2023	2023	2	-10.945	0.172	0.000
2024	2024	2	-12.290	0.172	0.000
2025	2025	2	-14.012	0.171	0.000
2026	2026	2	-4.888	0.051	0.000
2027	2027	2	-5.139	0.051	0.000
2028	2028	2	-5.418	0.051	0.000
2029	2029	2	-5.728	0.051	0.000
2030	2030	2	-6.076	0.051	0.000
2011	2011	3	0.000	0.000	0.000
2012	2012	3	0.000	0.000	0.000
2013	2013	3	0.000	0.000	0.000
2014	2014	3	0.000	0.000	0.000
2015	2015	3	0.000	0.000	0.000
2016	2016	3	0.000	0.000	0.000
2017	2017	3	0.000	0.000	0.000
2018	2018	3	0.000	0.000	0.000
2019	2019	3	0.000	0.000	0.000
2020	2020	3	0.000	0.000	0.000
2021	2021	3	0.000	0.000	0.000
2022	2022	3	0.000	0.000	0.000
2023	2023	3	0.000	0.000	0.000
2024	2024	3	0.000	0.000	0.000
2025	2025	3	0.000	0.000	0.000
2026	2026	3	0.000	0.000	0.000
2027	2027	3	0.000	0.000	0.000
2028	2028	3	0.000	0.000	0.000
2029	2029	3	0.000	0.000	0.000
2030	2030	3	0.000	0.000	0.000

FUEL_CONSUMPTION - (used)

*veh_type	fuel_type	a_fuel	b_fuel	c_fuel	d_fuel	cut-off_speed(km/h)
1	1	0.1605	-0.00269	0.18233E-04	0.00000E+00	140
1	2	0.1605	-0.00269	0.18233E-04	0.00000E+00	140
2	1	0.2177	-0.00352	0.28259E-04	0.00000E+00	140
2	2	0.2177	-0.00352	0.28259E-04	0.00000E+00	140
3	1	0.4448	-0.00718	0.52184E-04	0.00000E+00	96
3	2	0.4448	-0.00718	0.52184E-04	0.00000E+00	96
4	2	0.9029	-0.01401	0.95540E-04	0.00000E+00	96
5	2	0.7247	-0.01136	0.71605E-04	0.00000E+00	96

6	2	0.7247	-0.01136	0.71605E-04	0.00000E+00	96
7	2	0.7247	-0.01136	0.71605E-04	0.00000E+00	96

FUEL_CONSUMPTION - (std)

*veh_type	fuel_type	a_fuel	b_fuel	c_fuel	d_fuel	cut-off_speed(km/h)
1	1	1.1193	0.04400	-0.81383E-04	0.24490E-05	140
1	2	0.4921	0.06218	-0.59098E-03	0.46470E-05	140
1	3	0.0000	0.12564	0.00000E+00	0.00000E+00	140
2	1	1.9508	0.03453	0.67987E-04	0.37149E-05	140
2	2	1.3969	0.03348	-0.22998E-03	0.76732E-05	140
3	1	1.9508	0.03453	0.67987E-04	0.37149E-05	140
3	2	1.3969	0.03348	-0.22998E-03	0.76732E-05	140
4	2	1.4314	0.25802	-0.39066E-02	0.33623E-04	96
5	2	2.6701	0.55716	-0.79761E-02	0.60035E-04	96
6	2	5.9801	0.24528	-0.30650E-02	0.30615E-04	96

FUEL_EFFICIENCY - (used)
*% p.a.

*Start_yr	End_yr	veh_type	fuel_type	change
2012	2024	1	1	-2.00
2012	2024	1	2	-2.00
2025	2080	1	1	0.00
2025	2080	1	2	0.00
2012	2080	2	1	0.00
2012	2080	2	2	0.00
2012	2080	3	1	0.00
2012	2080	3	2	0.00
2012	2080	4	2	0.00
2012	2080	5	2	0.00
2012	2080	6	2	0.00
2012	2080	7	2	0.00

FUEL_EFFICIENCY - (std)
*% p.a.

*Start_yr	End_yr	veh_type	fuel_type	change
2011	2015	1	1	1.81
2011	2015	1	2	2.23
2011	2015	1	3	-0.10
2011	2015	2	1	0.11
2011	2015	2	2	2.71
2011	2015	3	1	0.11
2011	2015	3	2	2.71
2016	2020	1	1	3.32
2016	2020	1	2	2.22
2016	2020	1	3	0.02
2016	2020	2	1	2.35
2016	2020	2	2	2.35
2016	2020	3	1	2.35
2016	2020	3	2	2.35
2021	2025	1	1	3.16
2021	2025	1	2	2.02
2021	2025	1	3	0.12
2021	2025	2	1	2.85
2021	2025	2	2	1.65
2021	2025	3	1	2.85
2021	2025	3	2	1.65
2026	2030	1	1	1.56
2026	2030	1	2	1.19
2026	2030	1	3	0.00
2026	2030	2	1	2.40
2026	2030	2	2	0.74
2026	2030	3	1	2.40
2026	2030	3	2	0.74
2031	2035	1	1	0.57
2031	2035	1	2	0.52
2031	2035	1	3	-0.08
2031	2035	2	1	0.54
2031	2035	2	2	0.22
2031	2035	3	1	0.54

2031	2035	3	2	0.22
2036	2100	1	1	0.00
2036	2100	1	2	0.00
2036	2100	1	3	0.00
2036	2100	2	1	0.00
2036	2100	2	2	0.00
2036	2100	3	1	0.00
2036	2100	3	2	0.00

NON_FUEL_VOC - (used)

*veh_type	a_nonfuel_wrk	b_nonfuel_wrk	a_nonfuel_nw	b_nonfuel_nw
1	7.218	197.577	6.345	0.000
1	7.218	197.577	6.345	0.000
2	10.483	81.002	11.898	0.000
3	11.544	453.584	0.000	0.000
3	11.544	453.584	0.000	0.000
4	22.456	874.315	0.000	0.000
5	52.372	1194.145	0.000	0.000
6	0.000	0.000	0.000	0.000
7	0.000	0.000	0.000	0.000

NON_FUEL_VOC - (std)

*veh_type	a_nonfuel_wrk	b_nonfuel_wrk	a_nonfuel_nw	b_nonfuel_nw
1	4.966	135.946	3.846	0.000
1	4.966	135.946	3.846	0.000
1	1.157	135.946	1.157	0.000
2	7.213	47.113	7.213	0.000
2	7.213	47.113	7.213	0.000
3	7.213	47.113	7.213	0.000
3	7.213	47.113	7.213	0.000
4	6.714	263.817	0.000	0.000
5	13.061	508.525	0.000	0.000
6	30.461	694.547	0.000	0.000

NON_FUEL_VOC_CHANGES - (used)
*% p.a.

*Start_yr	End_yr	veh_type	gnf
2012	2080	1	0.000
2012	2080	2	0.000
2012	2080	3	0.000
2012	2080	4	0.000
2012	2080	5	0.000

NON_FUEL_VOC_CHANGES - (std)
*% p.a.

*Start_yr	End_yr	veh_type	gnf
2011	2100	1	0.000
2011	2100	2	0.000
2011	2100	3	0.000
2011	2100	4	0.000
2011	2100	5	0.000
2011	2100	6	0.000
2011	2100	7	0.000
2011	2100	8	0.000

NON_FUEL_TAX_RATES - (used)
*%

*submode	final	intermediate
1	21.5	0.0
2	21.5	0.0
3	21.5	0.0
4	21.5	0.0
5	21.5	0.0
6	21.5	0.0
7	21.5	0.0

NON_FUEL_TAX_RATES - (std)
*%

*submode	final	intermediate

1	17.5	0.0
2	17.5	0.0
3	17.5	0.0
4	17.5	0.0
5	17.5	0.0
6	17.5	0.0
7	0.0	0.0
8	0.0	0.0

NON_FUEL_TAX_RATES_CHANGES - (used)
*% change p.a.

*Start_yr	End_yr	Submode	final	intermediate
2012	2012	1	5.7	7.9
2013	2080	1	0.0	0.0
2012	2012	2	7.9	10.3
2013	2080	2	0.0	0.0
2012	2012	3	7.9	10.3
2013	2080	3	0.0	0.0
2012	2012	4	7.9	10.3
2013	2080	4	0.0	0.0
2012	2012	5	7.9	10.3
2013	2080	5	0.0	0.0
2012	2012	6	7.9	10.3
2013	2080	6	0.0	0.0
2012	2012	7	0.0	0.0
2013	2080	7	0.0	0.0

NON_FUEL_TAX_RATES_CHANGES - (std)
*% change p.a.

*Start_yr	End_yr	Submode	final	intermediate
2011	2011	1	14.3	0.0
2011	2011	2	14.3	0.0
2011	2011	3	14.3	0.0
2011	2011	4	14.3	0.0
2011	2011	5	14.3	0.0
2011	2011	6	14.3	0.0
2011	2011	7	0.0	0.0
2011	2011	8	0.0	0.0
2012	2100	1	0.0	0.0
2012	2100	2	0.0	0.0
2012	2100	3	0.0	0.0
2012	2100	4	0.0	0.0
2012	2100	5	0.0	0.0
2012	2100	6	0.0	0.0
2012	2100	7	0.0	0.0
2012	2100	8	0.0	0.0

DEFAULT_PURPOSE_SPLIT - (used)

*Vtype/submode	purpose	Period1	Period2	Period3	Period4	Period5
1	1	1.5	5.9	2.5	3.5	
1	2	37.9	7.1	11.3	37.5	
1	3	60.6	87.0	86.2	59.0	
2	1	18.9	27.9	20.0	14.4	
2	2	39.8	7.0	14.0	39.4	
2	3	41.3	65.1	66.0	46.2	
3	1	100.0	100.0	100.0	100.0	
3	2	0.0	0.0	0.0	0.0	
3	3	0.0	0.0	0.0	0.0	
4	1	100.0	100.0	100.0	100.0	
4	2	0.0	0.0	0.0	0.0	
4	3	0.0	0.0	0.0	0.0	
5	1	1.5	1.7	0.5	3.8	
5	2	7.8	8.7	3.1	7.1	
5	3	90.7	89.6	96.4	89.1	
6	1	1.5	1.7	0.5	3.8	
6	2	7.8	8.7	3.1	7.1	
6	3	90.7	89.6	96.4	89.1	
7	1	1.5	1.7	0.5	3.8	
7	2	7.8	8.7	3.1	7.1	

7	3	90.7	89.6	96.4	89.1	

DEFAULT_PURPOSE_SPLIT - (std)

*Vtype/submode	purpose	Period1	Period2	Period3	Period4	Period5
1	1	18.1	13.0	19.9	12.3	3.2
1	2	46.0	40.8	11.4	36.2	8.5
1	3	35.9	46.2	68.7	51.5	88.3
2	1	0.0	0.0	0.0	0.0	0.0
2	2	0.0	0.0	0.0	0.0	0.0
2	3	100.0	100.0	100.0	100.0	100.0
3	1	100.0	100.0	100.0	100.0	100.0
3	2	0.0	0.0	0.0	0.0	0.0
3	3	0.0	0.0	0.0	0.0	0.0
4	1	100.0	100.0	100.0	100.0	100.0
4	2	0.0	0.0	0.0	0.0	0.0
4	3	0.0	0.0	0.0	0.0	0.0
5	1	100.0	100.0	100.0	100.0	100.0
5	2	0.0	0.0	0.0	0.0	0.0
5	3	0.0	0.0	0.0	0.0	0.0
6	1	3.9	3.9	2.0	5.7	1.5
6	2	30.0	36.6	11.1	38.1	6.4
6	3	66.1	59.5	86.9	56.2	92.1
7	1	1.9	1.8	0.2	2.3	0.4
7	2	82.4	75.7	8.5	28.9	23.3
7	3	15.7	22.5	91.3	68.8	76.3
8	1	14.1	16.4	22.4	23.2	6.3
8	2	51.9	55.9	10.2	53.1	4.3
8	3	34.0	27.7	67.4	23.7	89.4

DEFAULT_PERSON_FACTORS - (used)

*Vtype/submode	purpose	person_type	FactorPer1	FactorPer2..	
1	1	1	1.00	1.00	1.00
1	1	2	0.14	0.14	0.18	0.27
1	2	1	1.00	1.00	1.00	1.00
1	2	2	0.08	0.09	0.10	0.11
1	3	1	1.00	1.00	1.00	1.00
1	3	2	0.91	0.23	0.54	0.49
2	1	1	1.00	1.00	1.00	1.00
2	1	2	0.37	0.32	0.32	0.38
2	2	1	1.00	1.00	1.00	1.00
2	2	2	0.40	0.41	0.41	0.40
2	3	1	1.00	1.00	1.00	1.00
2	3	2	0.49	0.45	0.45	0.48
3	1	1	1.00	1.00	1.00	1.00
3	1	2	0.09	0.09	0.09	0.09
3	2	1	1.00	1.00	1.00	1.00
3	2	2	0.24	0.28	0.28	0.24
3	3	1	1.00	1.00	1.00	1.00
3	3	2	0.26	0.33	0.33	0.27
4	1	1	1.00	1.00	1.00	1.00
4	1	2	0.03	0.03	0.03	0.03
4	2	1	1.00	1.00	1.00	1.00
4	2	2	0.11	0.14	0.14	0.08
4	3	1	1.00	1.00	1.00	1.00
4	3	2	0.11	0.12	0.12	0.16
5	1	1	1.00	1.00	1.00	1.00
5	1	2	0.35	0.35	0.35	0.35
5	2	1	1.00	1.00	1.00	1.00
5	2	2	1.50	1.50	1.50	1.50
5	3	1	1.00	1.00	1.00	1.00
5	3	2	8.35	8.35	8.35	8.35

DEFAULT_PERSON_FACTORS - (std)

*Vtype/submode	purpose	person_type	FactorPer1	FactorPer2..		
1	1	1	1.00	1.00	1.00	1.00	1.00
1	1	2	0.22	0.16	0.18	0.17	0.27
1	2	1	1.00	1.00	1.00	1.00	1.00
1	2	2	0.15	0.12	0.14	0.12	0.13
1	3	1	1.00	1.00	1.00	1.00	1.00

1	3	2	0.66	0.78	0.73	0.73	0.92
2	2	1	1.00	1.00	1.00	1.00	1.00
2	2	2	0.46	0.46	0.46	0.46	1.03
2	3	1	1.00	1.00	1.00	1.00	1.00
2	3	2	0.46	0.46	0.46	0.46	1.03
3	1	1	1.00	1.00	1.00	1.00	1.00
3	1	2	0.20	0.20	0.20	0.20	0.26
4	1	1	1.00	1.00	1.00	1.00	1.00
5	1	1	1.00	1.00	1.00	1.00	1.00

DEFAULT_PERSON_FACTORS_CHANGE - (used)
*% change p.a.

*Start_yr	End_yr	Submode	Purpose	Person_type	ChangePer1	ChangePer2	ChangePer3	ChangePer4	ChangePer5
2011	2080	1	1	2	0.00	0.00	0.00	0.00	
2011	2080	1	2	2	0.00	0.00	0.00	0.00	

DEFAULT_PERSON_FACTORS_CHANGE - (std)
*% change p.a.

*Start_yr	End_yr	Submode	Purpose	Person_type	ChangePer1	ChangePer2	ChangePer3	ChangePer4	ChangePer5
2011	2036	1	1	2	-0.48	-0.62	-0.40	-0.50	-0.48
2011	2036	1	2	2	-0.67	-0.53	-0.65	-0.47	-0.52
2011	2036	1	3	2	-0.67	-0.53	-0.65	-0.47	-0.52

PREPARATION&SUPERVISION - (used)
* total preparation (by stage) and supervision costs as % of land and construction costs

*Mode	*Prep:SI	Prep:PC	Prep:PR	Prep:OP	Prep: WC	Super
1	12.0	9.0	9.0	6.0	2.0	5.0
2	12.0	9.0	9.0	6.0	2.0	5.0

PREPARATION&SUPERVISION - (std)
* total preparation (by stage) and supervision costs as % of land and construction costs

*Mode	*Prep:SI	Prep:PC	Prep:PR	Prep:OP	Prep: WC	Super
1	12.0	9.0	9.0	6.0	2.0	5.0
2	12.0	9.0	9.0	6.0	2.0	5.0
3	12.0	9.0	9.0	6.0	2.0	5.0

INPUT_SUMMARY

Run name	GCOB_Phase_3_60years
DM scheme	Do_Min
DS scheme	Do_Something

Economic parameter file Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\1_Parameters\GTP_NTA_Economics_Input.txt
Scheme parameter file Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\1_Parameters\GTP_TUBA_Scheme_Input_Central_Growth_TSB_60y_3Run_ExtendedCostsNoInf.txt

First year of scheme costs	2011
First Appraisal Year	2024
Last Appraisal Year	2084
Modelled years	2024 2039 2054

Time period	Total hours
AM	593
LT	1485
SR	1485
PM	691
Total	4254

Note: All monetary values are in 2011 market prices. All monetary values discounted to 2011 unless otherwise stated.

DM_SCHEME_COSTS
Do minimum scheme costs. Undiscounted £000s

Mode	Year	Prep.	Superv.	Constr.	Land	Maint.	Oper.	Grant/Sub.	Dev._Cont
Highway	2011	0	0	0	0	0	0	0	0
Highway	2012	0	0	0	0	0	0	0	0
Highway	2013	0	0	0	0	0	0	0	0
Highway	2014	0	0	0	0	0	0	0	0
Highway	2015	0	0	0	0	0	0	0	0

Highway	2016	0	0	0	0	0	0	0	0
Highway	2017	0	0	0	0	0	0	0	0
Highway	2018	0	0	0	0	0	0	0	0
Highway	2019	0	0	0	0	0	0	0	0
Highway	2020	0	0	0	0	0	0	0	0
Highway	2021	0	0	0	0	0	0	0	0
Highway	2022	0	0	0	0	0	0	0	0
Highway	2023	0	0	0	0	0	0	0	0
Highway	2024	0	0	0	0	0	0	0	0
Highway	2025	0	0	0	0	0	0	0	0
Highway	2026	0	0	0	0	0	0	0	0
Highway	2027	0	0	0	0	0	0	0	0
Highway	2028	0	0	0	0	0	0	0	0
Highway	2029	0	0	0	0	0	0	0	0
Highway	2030	0	0	0	0	0	0	0	0
Highway	2031	0	0	0	0	0	0	0	0
Highway	2032	0	0	0	0	0	0	0	0
Highway	2033	0	0	0	0	0	0	0	0
Highway	2034	0	0	0	0	0	0	0	0
Highway	2035	0	0	0	0	0	0	0	0
Highway	2036	0	0	0	0	0	0	0	0
Highway	2037	0	0	0	0	0	0	0	0
Highway	2038	0	0	0	0	0	0	0	0
Highway	2039	0	0	0	0	0	0	0	0
Highway	2040	0	0	0	0	0	0	0	0
Highway	2041	0	0	0	0	0	0	0	0
Highway	2042	0	0	0	0	0	0	0	0
Highway	2043	0	0	0	0	0	0	0	0
Highway	2044	0	0	0	0	0	0	0	0
Highway	2045	0	0	0	0	0	0	0	0
Highway	2046	0	0	0	0	0	0	0	0
Highway	2047	0	0	0	0	0	0	0	0
Highway	2048	0	0	0	0	0	0	0	0
Highway	2049	0	0	0	0	0	0	0	0
Highway	2050	0	0	0	0	0	0	0	0
Highway	2051	0	0	0	0	0	0	0	0
Highway	2052	0	0	0	0	0	0	0	0
Highway	2053	0	0	0	0	0	0	0	0
Highway	2054	0	0	0	0	0	0	0	0
Highway	2055	0	0	0	0	0	0	0	0
Highway	2056	0	0	0	0	0	0	0	0
Highway	2057	0	0	0	0	0	0	0	0
Highway	2058	0	0	0	0	0	0	0	0
Highway	2059	0	0	0	0	0	0	0	0
Highway	2060	0	0	0	0	0	0	0	0
Highway	2061	0	0	0	0	0	0	0	0
Highway	2062	0	0	0	0	0	0	0	0
Highway	2063	0	0	0	0	0	0	0	0
Highway	2064	0	0	0	0	0	0	0	0
Highway	2065	0	0	0	0	0	0	0	0
Highway	2066	0	0	0	0	0	0	0	0
Highway	2067	0	0	0	0	0	0	0	0
Highway	2068	0	0	0	0	0	0	0	0
Highway	2069	0	0	0	0	0	0	0	0
Highway	2070	0	0	0	0	0	0	0	0
Highway	2071	0	0	0	0	0	0	0	0
Highway	2072	0	0	0	0	0	0	0	0
Highway	2073	0	0	0	0	0	0	0	0
Highway	2074	0	0	0	0	0	0	0	0
Highway	2075	0	0	0	0	0	0	0	0
Highway	2076	0	0	0	0	0	0	0	0
Highway	2077	0	0	0	0	0	0	0	0
Highway	2078	0	0	0	0	0	0	0	0
Highway	2079	0	0	0	0	0	0	0	0
Highway	2080	0	0	0	0	0	0	0	0
Highway	2081	0	0	0	0	0	0	0	0
Highway	2082	0	0	0	0	0	0	0	0
Highway	2083	0	0	0	0	0	0	0	0
Public	2011	0	0	0	0	0	0	0	0

Public	2012	0	0	0	0	0	0	0	0
Public	2013	0	0	0	0	0	0	0	0
Public	2014	0	0	0	0	0	0	0	0
Public	2015	0	0	0	0	0	0	0	0
Public	2016	0	0	0	0	0	0	0	0
Public	2017	0	0	0	0	0	0	0	0
Public	2018	0	0	0	0	0	0	0	0
Public	2019	0	0	0	0	0	0	0	0
Public	2020	0	0	0	0	0	0	0	0
Public	2021	0	0	0	0	0	0	0	0
Public	2022	0	0	0	0	0	0	0	0
Public	2023	0	0	0	0	0	0	0	0
Public	2024	0	0	0	0	0	0	0	0
Public	2025	0	0	0	0	0	0	0	0
Public	2026	0	0	0	0	0	0	0	0
Public	2027	0	0	0	0	0	0	0	0
Public	2028	0	0	0	0	0	0	0	0
Public	2029	0	0	0	0	0	0	0	0
Public	2030	0	0	0	0	0	0	0	0
Public	2031	0	0	0	0	0	0	0	0
Public	2032	0	0	0	0	0	0	0	0
Public	2033	0	0	0	0	0	0	0	0
Public	2034	0	0	0	0	0	0	0	0
Public	2035	0	0	0	0	0	0	0	0
Public	2036	0	0	0	0	0	0	0	0
Public	2037	0	0	0	0	0	0	0	0
Public	2038	0	0	0	0	0	0	0	0
Public	2039	0	0	0	0	0	0	0	0
Public	2040	0	0	0	0	0	0	0	0
Public	2041	0	0	0	0	0	0	0	0
Public	2042	0	0	0	0	0	0	0	0
Public	2043	0	0	0	0	0	0	0	0
Public	2044	0	0	0	0	0	0	0	0
Public	2045	0	0	0	0	0	0	0	0
Public	2046	0	0	0	0	0	0	0	0
Public	2047	0	0	0	0	0	0	0	0
Public	2048	0	0	0	0	0	0	0	0
Public	2049	0	0	0	0	0	0	0	0
Public	2050	0	0	0	0	0	0	0	0
Public	2051	0	0	0	0	0	0	0	0
Public	2052	0	0	0	0	0	0	0	0
Public	2053	0	0	0	0	0	0	0	0
Public	2054	0	0	0	0	0	0	0	0
Public	2055	0	0	0	0	0	0	0	0
Public	2056	0	0	0	0	0	0	0	0
Public	2057	0	0	0	0	0	0	0	0
Public	2058	0	0	0	0	0	0	0	0
Public	2059	0	0	0	0	0	0	0	0
Public	2060	0	0	0	0	0	0	0	0
Public	2061	0	0	0	0	0	0	0	0
Public	2062	0	0	0	0	0	0	0	0
Public	2063	0	0	0	0	0	0	0	0
Public	2064	0	0	0	0	0	0	0	0
Public	2065	0	0	0	0	0	0	0	0
Public	2066	0	0	0	0	0	0	0	0
Public	2067	0	0	0	0	0	0	0	0
Public	2068	0	0	0	0	0	0	0	0
Public	2069	0	0	0	0	0	0	0	0
Public	2070	0	0	0	0	0	0	0	0
Public	2071	0	0	0	0	0	0	0	0
Public	2072	0	0	0	0	0	0	0	0
Public	2073	0	0	0	0	0	0	0	0
Public	2074	0	0	0	0	0	0	0	0
Public	2075	0	0	0	0	0	0	0	0
Public	2076	0	0	0	0	0	0	0	0
Public	2077	0	0	0	0	0	0	0	0
Public	2078	0	0	0	0	0	0	0	0
Public	2079	0	0	0	0	0	0	0	0
Public	2080	0	0	0	0	0	0	0	0

Public	2081	0	0	0	0	0	0	0	0
Public	2082	0	0	0	0	0	0	0	0
Public	2083	0	0	0	0	0	0	0	0

DS_SCHEME_COSTS
Do something scheme costs. Undiscounted £000s

Mode	Year	Prep.	Superv.	Constr.	Land	Maint.	Oper.	Grant/Sub.	Dev._Cont
Highway	2011	0	0	0	0	0	0	0	0
Highway	2012	0	0	0	0	0	0	0	0
Highway	2013	0	0	0	0	0	0	0	0
Highway	2014	0	0	0	0	0	0	0	0
Highway	2015	5712	0	0	0	0	0	0	0
Highway	2016	3884	0	0	0	0	0	0	0
Highway	2017	3198	0	0	0	0	0	0	0
Highway	2018	2970	0	0	14395	0	0	0	0
Highway	2019	2285	0	2240	38387	0	0	0	0
Highway	2020	2285	0	2688	38387	0	0	0	0
Highway	2021	2513	1772	66758	38387	0	0	0	0
Highway	2022	0	3544	130829	40787	0	0	0	0
Highway	2023	0	3544	135757	40787	0	0	0	0
Highway	2024	0	3544	98570	16794	3419	0	0	0
Highway	2025	0	1227	11201	11996	3419	0	0	0
Highway	2026	0	0	0	0	3419	0	0	0
Highway	2027	0	0	0	0	3419	0	0	0
Highway	2028	0	0	0	0	3419	0	0	0
Highway	2029	0	0	0	0	3419	0	0	0
Highway	2030	0	0	0	0	3419	0	0	0
Highway	2031	0	0	0	0	3419	0	0	0
Highway	2032	0	0	0	0	3419	0	0	0
Highway	2033	0	0	0	0	3419	0	0	0
Highway	2034	0	0	0	0	3419	0	0	0
Highway	2035	0	0	0	0	3419	0	0	0
Highway	2036	0	0	0	0	3419	0	0	0
Highway	2037	0	0	0	0	3419	0	0	0
Highway	2038	0	0	0	0	3419	0	0	0
Highway	2039	0	0	0	0	3419	0	0	0
Highway	2040	0	0	0	0	3419	0	0	0
Highway	2041	0	0	0	0	3419	0	0	0
Highway	2042	0	0	0	0	3419	0	0	0
Highway	2043	0	0	0	0	3419	0	0	0
Highway	2044	0	0	0	0	3632	0	0	0
Highway	2045	0	0	0	0	3632	0	0	0
Highway	2046	0	0	0	0	3632	0	0	0
Highway	2047	0	0	0	0	3632	0	0	0
Highway	2048	0	0	0	0	3632	0	0	0
Highway	2049	0	0	0	0	3632	0	0	0
Highway	2050	0	0	0	0	3632	0	0	0
Highway	2051	0	0	0	0	3632	0	0	0
Highway	2052	0	0	0	0	3632	0	0	0
Highway	2053	0	0	0	0	3632	0	0	0
Highway	2054	0	0	0	0	3632	0	0	0
Highway	2055	0	0	0	0	3632	0	0	0
Highway	2056	0	0	0	0	3632	0	0	0
Highway	2057	0	0	0	0	3632	0	0	0
Highway	2058	0	0	0	0	3632	0	0	0
Highway	2059	0	0	0	0	3632	0	0	0
Highway	2060	0	0	0	0	3632	0	0	0
Highway	2061	0	0	0	0	3632	0	0	0
Highway	2062	0	0	0	0	3632	0	0	0
Highway	2063	0	0	0	0	3632	0	0	0
Highway	2064	0	0	0	0	3632	0	0	0
Highway	2065	0	0	0	0	3632	0	0	0
Highway	2066	0	0	0	0	3632	0	0	0
Highway	2067	0	0	0	0	3632	0	0	0
Highway	2068	0	0	0	0	3632	0	0	0
Highway	2069	0	0	0	0	3632	0	0	0
Highway	2070	0	0	0	0	3632	0	0	0
Highway	2071	0	0	0	0	3632	0	0	0
Highway	2072	0	0	0	0	3632	0	0	0

Highway	2073	0	0	0	0	3632	0	0	0
Highway	2074	0	0	0	0	3632	0	0	0
Highway	2075	0	0	0	0	3632	0	0	0
Highway	2076	0	0	0	0	3632	0	0	0
Highway	2077	0	0	0	0	3632	0	0	0
Highway	2078	0	0	0	0	3632	0	0	0
Highway	2079	0	0	0	0	3632	0	0	0
Highway	2080	0	0	0	0	3632	0	0	0
Highway	2081	0	0	0	0	3632	0	0	0
Highway	2082	0	0	0	0	3632	0	0	0
Highway	2083	0	0	0	0	3632	0	0	0
Public	2011	0	0	0	0	0	0	0	0
Public	2012	0	0	0	0	0	0	0	0
Public	2013	0	0	0	0	0	0	0	0
Public	2014	0	0	0	0	0	0	0	0
Public	2015	0	0	0	0	0	0	0	0
Public	2016	0	0	0	0	0	0	0	0
Public	2017	0	0	0	0	0	0	0	0
Public	2018	0	0	0	0	0	0	0	0
Public	2019	0	0	0	0	0	0	0	0
Public	2020	0	0	0	0	0	0	0	0
Public	2021	0	0	0	0	0	0	0	0
Public	2022	0	0	0	0	0	0	0	0
Public	2023	0	0	0	0	0	0	0	0
Public	2024	0	0	0	0	0	0	0	0
Public	2025	0	0	0	0	0	0	0	0
Public	2026	0	0	0	0	0	0	0	0
Public	2027	0	0	0	0	0	0	0	0
Public	2028	0	0	0	0	0	0	0	0
Public	2029	0	0	0	0	0	0	0	0
Public	2030	0	0	0	0	0	0	0	0
Public	2031	0	0	0	0	0	0	0	0
Public	2032	0	0	0	0	0	0	0	0
Public	2033	0	0	0	0	0	0	0	0
Public	2034	0	0	0	0	0	0	0	0
Public	2035	0	0	0	0	0	0	0	0
Public	2036	0	0	0	0	0	0	0	0
Public	2037	0	0	0	0	0	0	0	0
Public	2038	0	0	0	0	0	0	0	0
Public	2039	0	0	0	0	0	0	0	0
Public	2040	0	0	0	0	0	0	0	0
Public	2041	0	0	0	0	0	0	0	0
Public	2042	0	0	0	0	0	0	0	0
Public	2043	0	0	0	0	0	0	0	0
Public	2044	0	0	0	0	0	0	0	0
Public	2045	0	0	0	0	0	0	0	0
Public	2046	0	0	0	0	0	0	0	0
Public	2047	0	0	0	0	0	0	0	0
Public	2048	0	0	0	0	0	0	0	0
Public	2049	0	0	0	0	0	0	0	0
Public	2050	0	0	0	0	0	0	0	0
Public	2051	0	0	0	0	0	0	0	0
Public	2052	0	0	0	0	0	0	0	0
Public	2053	0	0	0	0	0	0	0	0
Public	2054	0	0	0	0	0	0	0	0
Public	2055	0	0	0	0	0	0	0	0
Public	2056	0	0	0	0	0	0	0	0
Public	2057	0	0	0	0	0	0	0	0
Public	2058	0	0	0	0	0	0	0	0
Public	2059	0	0	0	0	0	0	0	0
Public	2060	0	0	0	0	0	0	0	0
Public	2061	0	0	0	0	0	0	0	0
Public	2062	0	0	0	0	0	0	0	0
Public	2063	0	0	0	0	0	0	0	0
Public	2064	0	0	0	0	0	0	0	0
Public	2065	0	0	0	0	0	0	0	0
Public	2066	0	0	0	0	0	0	0	0
Public	2067	0	0	0	0	0	0	0	0
Public	2068	0	0	0	0	0	0	0	0

Public	2069	0	0	0	0	0	0	0	0
Public	2070	0	0	0	0	0	0	0	0
Public	2071	0	0	0	0	0	0	0	0
Public	2072	0	0	0	0	0	0	0	0
Public	2073	0	0	0	0	0	0	0	0
Public	2074	0	0	0	0	0	0	0	0
Public	2075	0	0	0	0	0	0	0	0
Public	2076	0	0	0	0	0	0	0	0
Public	2077	0	0	0	0	0	0	0	0
Public	2078	0	0	0	0	0	0	0	0
Public	2079	0	0	0	0	0	0	0	0
Public	2080	0	0	0	0	0	0	0	0
Public	2081	0	0	0	0	0	0	0	0
Public	2082	0	0	0	0	0	0	0	0
Public	2083	0	0	0	0	0	0	0	0

PRESENT_VALUE_COSTS

Scheme investment and operating costs (i.e. excluding grant/subsidy, developer contributions and delays) and differences. £000s.

Mode	Year	DM_scheme_costs	DS_scheme_costs	Difference
Highway	2011	0	0	0
Highway	2012	0	0	0
Highway	2013	0	0	0
Highway	2014	0	0	0
Highway	2015	0	4699	4699
Highway	2016	0	3043	3043
Highway	2017	0	2387	2387
Highway	2018	0	12341	12341
Highway	2019	0	29045	29045
Highway	2020	0	27950	27950
Highway	2021	0	67181	67181
Highway	2022	0	102412	102412
Highway	2023	0	100279	100279
Highway	2024	0	64872	64872
Highway	2025	0	14062	14062
Highway	2026	0	1644	1644
Highway	2027	0	1566	1566
Highway	2028	0	1492	1492
Highway	2029	0	1421	1421
Highway	2030	0	1353	1353
Highway	2031	0	1288	1288
Highway	2032	0	1227	1227
Highway	2033	0	1169	1169
Highway	2034	0	1113	1113
Highway	2035	0	1060	1060
Highway	2036	0	1010	1010
Highway	2037	0	961	961
Highway	2038	0	916	916
Highway	2039	0	872	872
Highway	2040	0	831	831
Highway	2041	0	791	791
Highway	2042	0	753	753
Highway	2043	0	717	717
Highway	2044	0	726	726
Highway	2045	0	691	691
Highway	2046	0	659	659
Highway	2047	0	627	627
Highway	2048	0	597	597
Highway	2049	0	569	569
Highway	2050	0	542	542
Highway	2051	0	516	516
Highway	2052	0	491	491
Highway	2053	0	468	468
Highway	2054	0	446	446
Highway	2055	0	424	424
Highway	2056	0	404	404
Highway	2057	0	385	385
Highway	2058	0	367	367
Highway	2059	0	349	349
Highway	2060	0	333	333

Highway	2061	0	317	317
Highway	2062	0	302	302
Highway	2063	0	287	287
Highway	2064	0	274	274
Highway	2065	0	261	261
Highway	2066	0	248	248
Highway	2067	0	236	236
Highway	2068	0	225	225
Highway	2069	0	214	214
Highway	2070	0	204	204
Highway	2071	0	194	194
Highway	2072	0	185	185
Highway	2073	0	176	176
Highway	2074	0	168	168
Highway	2075	0	160	160
Highway	2076	0	152	152
Highway	2077	0	145	145
Highway	2078	0	138	138
Highway	2079	0	132	132
Highway	2080	0	125	125
Highway	2081	0	119	119
Highway	2082	0	114	114
Highway	2083	0	108	108
Public	2011	0	0	0
Public	2012	0	0	0
Public	2013	0	0	0
Public	2014	0	0	0
Public	2015	0	0	0
Public	2016	0	0	0
Public	2017	0	0	0
Public	2018	0	0	0
Public	2019	0	0	0
Public	2020	0	0	0
Public	2021	0	0	0
Public	2022	0	0	0
Public	2023	0	0	0
Public	2024	0	0	0
Public	2025	0	0	0
Public	2026	0	0	0
Public	2027	0	0	0
Public	2028	0	0	0
Public	2029	0	0	0
Public	2030	0	0	0
Public	2031	0	0	0
Public	2032	0	0	0
Public	2033	0	0	0
Public	2034	0	0	0
Public	2035	0	0	0
Public	2036	0	0	0
Public	2037	0	0	0
Public	2038	0	0	0
Public	2039	0	0	0
Public	2040	0	0	0
Public	2041	0	0	0
Public	2042	0	0	0
Public	2043	0	0	0
Public	2044	0	0	0
Public	2045	0	0	0
Public	2046	0	0	0
Public	2047	0	0	0
Public	2048	0	0	0
Public	2049	0	0	0
Public	2050	0	0	0
Public	2051	0	0	0
Public	2052	0	0	0
Public	2053	0	0	0
Public	2054	0	0	0
Public	2055	0	0	0
Public	2056	0	0	0

Public	2057	0	0	0
Public	2058	0	0	0
Public	2059	0	0	0
Public	2060	0	0	0
Public	2061	0	0	0
Public	2062	0	0	0
Public	2063	0	0	0
Public	2064	0	0	0
Public	2065	0	0	0
Public	2066	0	0	0
Public	2067	0	0	0
Public	2068	0	0	0
Public	2069	0	0	0
Public	2070	0	0	0
Public	2071	0	0	0
Public	2072	0	0	0
Public	2073	0	0	0
Public	2074	0	0	0
Public	2075	0	0	0
Public	2076	0	0	0
Public	2077	0	0	0
Public	2078	0	0	0
Public	2079	0	0	0
Public	2080	0	0	0
Public	2081	0	0	0
Public	2082	0	0	0
Public	2083	0	0	0
Highway	Total	0	461536	461536
Public	Total	0	0	0

TRIP_MATRIX_TOTALS
Annualised total trip numbers(thousands)

Submode	Year	Time period	DO MIN	DO SOM
Car	2024	AM	88870	89133
Car	2024	LT	140045	140151
Car	2024	SR	187196	187395
Car	2024	PM	95818	96042
Car	2024	All	511929	512721
Car	2039	AM	93535	93880
Car	2039	LT	148246	148392
Car	2039	SR	197458	197730
Car	2039	PM	101102	101394
Car	2039	All	540342	541396
Car	2054	AM	96974	97356
Car	2054	LT	154627	154794
Car	2054	SR	205306	205587
Car	2054	PM	105172	105484
Car	2054	All	562079	563221
LGV	2024	AM	2423	2423
LGV	2024	LT	4943	4943
LGV	2024	SR	4766	4766
LGV	2024	PM	2205	2205
LGV	2024	All	14337	14337
LGV	2039	AM	3267	3267
LGV	2039	LT	6665	6665
LGV	2039	SR	6427	6427
LGV	2039	PM	2973	2973
LGV	2039	All	19333	19333
LGV	2054	AM	3267	3267
LGV	2054	LT	6665	6665
LGV	2054	SR	6427	6427
LGV	2054	PM	2973	2973
LGV	2054	All	19333	19333
OGV1	2024	AM	468	468
OGV1	2024	LT	1007	1007
OGV1	2024	SR	1115	1115
OGV1	2024	PM	411	411
OGV1	2024	All	3001	3001
OGV1	2039	AM	634	634

OGV1	2039	LT	1376	1376
OGV1	2039	SR	1534	1534
OGV1	2039	PM	559	559
OGV1	2039	All	4104	4104
OGV1	2054	AM	640	640
OGV1	2054	LT	1404	1404
OGV1	2054	SR	1579	1579
OGV1	2054	PM	566	566
OGV1	2054	All	4189	4189
OGV2	2024	AM	7	7
OGV2	2024	LT	41	41
OGV2	2024	SR	23	23
OGV2	2024	PM	13	13
OGV2	2024	All	85	85
OGV2	2039	AM	11	11
OGV2	2039	LT	59	58
OGV2	2039	SR	34	34
OGV2	2039	PM	19	19
OGV2	2039	All	122	122
OGV2	2054	AM	12	12
OGV2	2054	LT	64	64
OGV2	2054	SR	37	37
OGV2	2054	PM	20	20
OGV2	2054	All	133	133
Bus	2024	AM	6357	6251
Bus	2024	LT	4596	4583
Bus	2024	SR	9738	9665
Bus	2024	PM	5634	5537
Bus	2024	All	26326	26036
Bus	2039	AM	6984	6840
Bus	2039	LT	5490	5472
Bus	2039	SR	10774	10682
Bus	2039	PM	6193	6059
Bus	2039	All	29441	29053
Bus	2054	AM	7522	7356
Bus	2054	LT	5957	5939
Bus	2054	SR	11528	11422
Bus	2054	PM	6598	6442
Bus	2054	All	31605	31159
All	2024	AM	98125	98282
All	2024	LT	150631	150725
All	2024	SR	202839	202965
All	2024	PM	104082	104208
All	2024	All	555677	556180
All	2039	AM	104431	104633
All	2039	LT	161837	161963
All	2039	SR	216227	216407
All	2039	PM	110846	111004
All	2039	All	593341	594007
All	2054	AM	108415	108630
All	2054	LT	168716	168865
All	2054	SR	224877	225053
All	2054	PM	115330	115485
All	2054	All	617338	618034

DM&DS_USER_COSTS

Total value of user costs, DM and DS. £000s.

Mode	Year	DMtot_time	DMtot_charge	DMtot_fuel	DMtot_nonfuel	DStot_time	DStot_charge	DStot_fuel	DStot_nonfuel
Highway	2024	2080426	13469	7941	371296	2059078	13302	7774	374535
Highway	2039	1585196	17723	4375	202277	1567425	17979	4285	204422
Highway	2054	1120509	18154	2196	101702	1106842	18446	2147	102759
Public	2024	627046	65898	0	0	620286	65303	0	0
Public	2039	506330	38367	0	0	499856	37968	0	0
Public	2054	381405	20300	0	0	376288	20074	0	0

FUEL_CONSUMPTION

Total fuel consumption, DM and DS. kilounits.

		Do minimum		Do something	
Submode	Year	petrol	diesel	petrol	diesel

Car	2024	6680	3675	6542	3599
Car	2039	7334	4087	7189	4007
Car	2054	7717	4300	7552	4209
LGV	2024	192	1087	187	1060
LGV	2039	261	1479	254	1440
LGV	2054	262	1483	254	1442
OGV1	2024	119	676	117	662
OGV1	2039	164	932	161	910
OGV1	2054	166	942	162	918
OGV2	2024	0	42	0	41
OGV2	2039	0	61	0	59
OGV2	2054	0	63	0	61
Bus	2024	0	0	0	0
Bus	2039	0	0	0	0
Bus	2054	0	0	0	0
All	2024	6991	5481	6846	5363
All	2039	7759	6559	7604	6416
All	2054	8144	6789	7969	6630
Car	Total	456455	254336	446953	249042
LGV	Total	15395	87239	14980	84884
OGV1	Total	9740	55191	9499	53826
OGV2	Total	0	3648	0	3551
Bus	Total	0	0	0	0
All	Total	481590	400415	471431	391302

CO2_EMISSIONS_UNTRADED

		Emissions (tonnes)			cost (£000s, low)			cost (£000s, central)			cost (£000s, high)		
Submode	Year	DM	DS	Increase	DM	DS	Increase	DM	DS	Increase	DM	DS	Increase
Car	2024	6828	6687	-141	57	56	-1	20	20	-0	20	20	-0
Car	2039	7533	7385	-148	666	653	-13	11	11	-0	11	11	-0
Car	2054	7927	7758	-169	3624	3547	-77	6	5	-0	6	5	-0
LGV	2024	900	878	-23	7	7	-0	3	3	-0	3	3	-0
LGV	2039	1224	1192	-32	108	105	-3	2	2	-0	2	2	-0
LGV	2054	1228	1194	-34	561	546	-15	1	1	-0	1	1	-0
OGV1	2024	560	548	-12	5	5	-0	2	2	-0	2	2	-0
OGV1	2039	772	753	-18	68	67	-2	1	1	-0	1	1	-0
OGV1	2054	780	760	-20	357	347	-9	1	1	-0	1	1	-0
OGV2	2024	30	30	-1	0	0	-0	0	0	-0	0	0	-0
OGV2	2039	44	42	-1	4	4	-0	0	0	-0	0	0	-0
OGV2	2054	45	44	-1	21	20	-1	0	0	-0	0	0	-0
Bus	2024	0	0	0	0	0	0	0	0	0	0	0	0
Bus	2039	0	0	0	0	0	0	0	0	0	0	0	0
Bus	2054	0	0	0	0	0	0	0	0	0	0	0	0
All	2024	8318	8142	-176	69	68	-1	25	24	-1	25	24	-1
All	2025	8404	8227	-178	160	156	-3	24	24	-1	24	24	-1
All	2026	8488	8308	-179	154	150	-3	23	23	-0	23	23	-0
All	2027	8571	8390	-181	148	145	-3	22	22	-0	22	22	-0
All	2028	8655	8472	-182	142	139	-3	21	21	-0	21	21	-0
All	2029	8738	8554	-184	137	134	-3	21	20	-0	21	20	-0
All	2030	8822	8636	-186	460	450	-10	20	19	-0	20	19	-0
All	2031	8905	8718	-187	442	433	-9	19	19	-0	19	19	-0
All	2032	8989	8800	-189	425	416	-9	18	18	-0	18	18	-0
All	2033	9072	8882	-190	409	400	-9	18	17	-0	18	17	-0
All	2034	9156	8964	-192	393	385	-8	17	17	-0	17	17	-0
All	2035	9239	9046	-193	993	972	-21	16	16	-0	16	16	-0
All	2036	9322	9128	-195	954	934	-20	16	15	-0	16	15	-0
All	2037	9406	9209	-197	917	898	-19	15	15	-0	15	15	-0
All	2038	9489	9291	-198	881	863	-18	14	14	-0	14	14	-0
All	2039	9573	9373	-200	846	829	-18	14	14	-0	14	14	-0
All	2040	9600	9399	-201	1916	1876	-40	13	13	-0	13	13	-0
All	2041	9627	9424	-203	1830	1791	-39	13	12	-0	13	12	-0
All	2042	9654	9450	-204	1747	1710	-37	12	12	-0	12	12	-0
All	2043	9681	9475	-206	1669	1633	-36	11	11	-0	11	11	-0
All	2044	9709	9501	-208	1594	1560	-34	11	11	-0	11	11	-0
All	2045	9736	9526	-209	3273	3202	-70	10	10	-0	10	10	-0
All	2046	9763	9552	-211	3126	3058	-68	10	10	-0	10	10	-0
All	2047	9790	9577	-213	2985	2920	-65	10	9	-0	10	9	-0
All	2048	9817	9603	-214	2851	2789	-62	9	9	-0	9	9	-0
All	2049	9844	9628	-216	2723	2663	-60	9	9	-0	9	9	-0

All	2050	9871	9654	-217	5486	5365	-121	8	8	-0	8	8	-0
All	2051	9898	9679	-219	5239	5123	-116	8	8	-0	8	8	-0
All	2052	9926	9705	-221	5003	4892	-111	8	7	-0	8	7	-0
All	2053	9953	9730	-222	4778	4672	-107	7	7	-0	7	7	-0
All	2054	9980	9756	-224	4563	4461	-102	7	7	-0	7	7	-0
All	2055	9980	9756	-224	4346	4248	-97	7	6	-0	7	6	-0
All	2056	9980	9756	-224	4139	4046	-93	6	6	-0	6	6	-0
All	2057	9980	9756	-224	3942	3853	-88	6	6	-0	6	6	-0
All	2058	9980	9756	-224	3754	3670	-84	6	6	-0	6	6	-0
All	2059	9980	9756	-224	3575	3495	-80	5	5	-0	5	5	-0
All	2060	9980	9756	-224	3405	3329	-76	5	5	-0	5	5	-0
All	2061	9980	9756	-224	3243	3170	-73	5	5	-0	5	5	-0
All	2062	9980	9756	-224	3089	3019	-69	5	5	-0	5	5	-0
All	2063	9980	9756	-224	2941	2875	-66	4	4	-0	4	4	-0
All	2064	9980	9756	-224	2801	2739	-63	4	4	-0	4	4	-0
All	2065	9980	9756	-224	2668	2608	-60	4	4	-0	4	4	-0
All	2066	9980	9756	-224	2541	2484	-57	4	4	-0	4	4	-0
All	2067	9980	9756	-224	2420	2366	-54	4	4	-0	4	4	-0
All	2068	9980	9756	-224	2305	2253	-52	4	3	-0	4	3	-0
All	2069	9980	9756	-224	2195	2146	-49	3	3	-0	3	3	-0
All	2070	9980	9756	-224	2090	2044	-47	3	3	-0	3	3	-0
All	2071	9980	9756	-224	1991	1946	-45	3	3	-0	3	3	-0
All	2072	9980	9756	-224	1896	1854	-43	3	3	-0	3	3	-0
All	2073	9980	9756	-224	1806	1765	-41	3	3	-0	3	3	-0
All	2074	9980	9756	-224	1720	1681	-39	3	3	-0	3	3	-0
All	2075	9980	9756	-224	1638	1601	-37	2	2	-0	2	2	-0
All	2076	9980	9756	-224	1560	1525	-35	2	2	-0	2	2	-0
All	2077	9980	9756	-224	1486	1452	-33	2	2	-0	2	2	-0
All	2078	9980	9756	-224	1415	1383	-32	2	2	-0	2	2	-0
All	2079	9980	9756	-224	1348	1317	-30	2	2	-0	2	2	-0
All	2080	9980	9756	-224	1283	1255	-29	2	2	-0	2	2	-0
All	2081	9980	9756	-224	1222	1195	-27	2	2	-0	2	2	-0
All	2082	9980	9756	-224	1164	1138	-26	2	2	-0	2	2	-0
All	2083	9980	9756	-224	1109	1084	-25	2	2	-0	2	2	-0
All	2084	9980	9756	-224	1056	1032	-24	2	2	-0	2	2	-0
Car	Total	468855	459095	-9760	100335	98229	-2105	444	435	-9	444	435	-9
LGV	Total	72225	70275	-1950	15637	15210	-427	67	65	-2	67	65	-2
OGV1	Total	45692	44562	-1130	9915	9665	-250	42	41	-1	42	41	-1
OGV2	Total	2616	2546	-70	572	557	-16	2	2	-0	2	2	-0
Bus	Total	0	0	0	0	0	0	0	0	0	0	0	
All	Total	589389	576479	-12910	126459	123662	-2798	556	544	-12	556	544	-12

CO2_EMISSIONS_TRADED

		Emissions (tonnes)			cost (£000s, low)			cost (£000s, central)			cost (£000s, high)		
Submode	Year	DM	DS	Increase	DM	DS	Increase	DM	DS	Increase	DM	DS	Increase
Car	2024	0	0	0	0	0	0	0	0	0	0	0	0
Car	2039	0	0	0	0	0	0	0	0	0	0	0	0
Car	2054	0	0	0	0	0	0	0	0	0	0	0	0
LGV	2024	0	0	0	0	0	0	0	0	0	0	0	0
LGV	2039	0	0	0	0	0	0	0	0	0	0	0	0
LGV	2054	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	2024	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	2039	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	2054	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	2024	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	2039	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	2054	0	0	0	0	0	0	0	0	0	0	0	0
Bus	2024	0	0	0	0	0	0	0	0	0	0	0	0
Bus	2039	0	0	0	0	0	0	0	0	0	0	0	0
Bus	2054	0	0	0	0	0	0	0	0	0	0	0	0
All	2024	0	0	0	0	0	0	0	0	0	0	0	0
All	2025	0	0	0	0	0	0	0	0	0	0	0	0
All	2026	0	0	0	0	0	0	0	0	0	0	0	0
All	2027	0	0	0	0	0	0	0	0	0	0	0	0
All	2028	0	0	0	0	0	0	0	0	0	0	0	0
All	2029	0	0	0	0	0	0	0	0	0	0	0	0
All	2030	0	0	0	0	0	0	0	0	0	0	0	0
All	2031	0	0	0	0	0	0	0	0	0	0	0	0

All	2032	0	0	0	0	0	0	0	0	0	0	0	0
All	2033	0	0	0	0	0	0	0	0	0	0	0	0
All	2034	0	0	0	0	0	0	0	0	0	0	0	0
All	2035	0	0	0	0	0	0	0	0	0	0	0	0
All	2036	0	0	0	0	0	0	0	0	0	0	0	0
All	2037	0	0	0	0	0	0	0	0	0	0	0	0
All	2038	0	0	0	0	0	0	0	0	0	0	0	0
All	2039	0	0	0	0	0	0	0	0	0	0	0	0
All	2040	0	0	0	0	0	0	0	0	0	0	0	0
All	2041	0	0	0	0	0	0	0	0	0	0	0	0
All	2042	0	0	0	0	0	0	0	0	0	0	0	0
All	2043	0	0	0	0	0	0	0	0	0	0	0	0
All	2044	0	0	0	0	0	0	0	0	0	0	0	0
All	2045	0	0	0	0	0	0	0	0	0	0	0	0
All	2046	0	0	0	0	0	0	0	0	0	0	0	0
All	2047	0	0	0	0	0	0	0	0	0	0	0	0
All	2048	0	0	0	0	0	0	0	0	0	0	0	0
All	2049	0	0	0	0	0	0	0	0	0	0	0	0
All	2050	0	0	0	0	0	0	0	0	0	0	0	0
All	2051	0	0	0	0	0	0	0	0	0	0	0	0
All	2052	0	0	0	0	0	0	0	0	0	0	0	0
All	2053	0	0	0	0	0	0	0	0	0	0	0	0
All	2054	0	0	0	0	0	0	0	0	0	0	0	0
All	2055	0	0	0	0	0	0	0	0	0	0	0	0
All	2056	0	0	0	0	0	0	0	0	0	0	0	0
All	2057	0	0	0	0	0	0	0	0	0	0	0	0
All	2058	0	0	0	0	0	0	0	0	0	0	0	0
All	2059	0	0	0	0	0	0	0	0	0	0	0	0
All	2060	0	0	0	0	0	0	0	0	0	0	0	0
All	2061	0	0	0	0	0	0	0	0	0	0	0	0
All	2062	0	0	0	0	0	0	0	0	0	0	0	0
All	2063	0	0	0	0	0	0	0	0	0	0	0	0
All	2064	0	0	0	0	0	0	0	0	0	0	0	0
All	2065	0	0	0	0	0	0	0	0	0	0	0	0
All	2066	0	0	0	0	0	0	0	0	0	0	0	0
All	2067	0	0	0	0	0	0	0	0	0	0	0	0
All	2068	0	0	0	0	0	0	0	0	0	0	0	0
All	2069	0	0	0	0	0	0	0	0	0	0	0	0
All	2070	0	0	0	0	0	0	0	0	0	0	0	0
All	2071	0	0	0	0	0	0	0	0	0	0	0	0
All	2072	0	0	0	0	0	0	0	0	0	0	0	0
All	2073	0	0	0	0	0	0	0	0	0	0	0	0
All	2074	0	0	0	0	0	0	0	0	0	0	0	0
All	2075	0	0	0	0	0	0	0	0	0	0	0	0
All	2076	0	0	0	0	0	0	0	0	0	0	0	0
All	2077	0	0	0	0	0	0	0	0	0	0	0	0
All	2078	0	0	0	0	0	0	0	0	0	0	0	0
All	2079	0	0	0	0	0	0	0	0	0	0	0	0
All	2080	0	0	0	0	0	0	0	0	0	0	0	0
All	2081	0	0	0	0	0	0	0	0	0	0	0	0
All	2082	0	0	0	0	0	0	0	0	0	0	0	0
All	2083	0	0	0	0	0	0	0	0	0	0	0	0
All	2084	0	0	0	0	0	0	0	0	0	0	0	0
Car	Total	0	0	0	0	0	0	0	0	0	0	0	0
LGV	Total	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	Total	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	Total	0	0	0	0	0	0	0	0	0	0	0	0
Bus	Total	0	0	0	0	0	0	0	0	0	0	0	0
All	Total	0	0	0	0	0	0	0	0	0	0	0	0

CO2_EMISSIONS_BY_TIME_PERIOD_UNTRADED

		Emissions (tonnes)			cost (£000s, low)			cost (£000s, central)			cost (£000s, high)		
Submode	Year	DM	DS	Increase	DM	DS	Increase	DM	DS	Increase	DM	DS	Increase
AM	2024	1412	1363	-50	12	11	-0	4	4	-0	4	4	-0
AM	2039	1628	1566	-62	144	138	-5	2	2	-0	2	2	-0
AM	2054	1690	1625	-65	773	743	-30	1	1	-0	1	1	-0
LT	2024	2430	2401	-29	20	20	-0	7	7	-0	7	7	-0
LT	2039	2814	2773	-41	249	245	-4	4	4	-0	4	4	-0
LT	2054	2934	2891	-42	1341	1322	-19	2	2	-0	2	2	-0

SR	2024	2911	2854	-57	24	24	-0	9	9	-0	9	9	-0
SR	2039	3321	3286	-36	294	291	-3	5	5	-0	5	5	-0
SR	2054	3464	3416	-48	1584	1562	-22	2	2	-0	2	2	-0
PM	2024	1565	1525	-41	13	13	-0	5	5	-0	5	5	-0
PM	2039	1810	1748	-61	160	155	-5	3	3	-0	3	3	-0
PM	2054	1892	1824	-68	865	834	-31	1	1	-0	1	1	-0
AM	Total	99927	96131	-3796	21429	20607	-821	94	91	-4	94	91	-4
LT	Total	173135	170687	-2448	37170	36636	-534	163	161	-2	163	161	-2
SR	Total	204748	201918	-2830	43898	43306	-592	193	190	-3	193	190	-3
PM	Total	111579	107743	-3836	23962	23112	-850	105	102	-3	105	102	-3

NOTE: The cost of any EU Allowances (EUAs) purchased to cover traded emissions (i.e. emissions from sectors covered by the EU Emissions Trading System)
will be reflected in the purchase price of traded sector goods (such as electricity). Since the purchase price is used in the costs, considered in transport appraisal,
the cost of the relevant EUAs will be included in the cost benefit analysis, "internalising" the costs of emissions from traded sectors.
The CO2 EMISSIONS BY TIME PERIOD TRADED reported in the table below are therefore provided for information purposes only - they are not included in the
Economic Efficiency of the Transport System (TEE) table.
For further information, please refer to TAG Unit A-3 para. 4.1.5 and 4.2.9

CO2_EMISSIONS_BY_TIME_PERIOD_TRADED

		Emissions (tonnes)			cost (£000s, low)			cost (£000s, central)			cost (£000s, high)		
Submode	Year	DM	DS	Increase	DM	DS	Increase	DM	DS	Increase	DM	DS	Increase
AM	2024	0	0	0	0	0	0	0	0	0	0	0	0
AM	2039	0	0	0	0	0	0	0	0	0	0	0	0
AM	2054	0	0	0	0	0	0	0	0	0	0	0	0
LT	2024	0	0	0	0	0	0	0	0	0	0	0	0
LT	2039	0	0	0	0	0	0	0	0	0	0	0	0
LT	2054	0	0	0	0	0	0	0	0	0	0	0	0
SR	2024	0	0	0	0	0	0	0	0	0	0	0	0
SR	2039	0	0	0	0	0	0	0	0	0	0	0	0
SR	2054	0	0	0	0	0	0	0	0	0	0	0	0
PM	2024	0	0	0	0	0	0	0	0	0	0	0	0
PM	2039	0	0	0	0	0	0	0	0	0	0	0	0
PM	2054	0	0	0	0	0	0	0	0	0	0	0	0
AM	Total	0	0	0	0	0	0	0	0	0	0	0	0
LT	Total	0	0	0	0	0	0	0	0	0	0	0	0
SR	Total	0	0	0	0	0	0	0	0	0	0	0	0
PM	Total	0	0	0	0	0	0	0	0	0	0	0	0

MODE
User benefits and changes in revenues by mode, all years. £000s.

Mode	Year	User	User_Charges			Vehicle_Operating_Cost		Operator_Revenue		Indirect
		Time	PT_fares_(pri	National_toll		Fuel	Non_fuel	PT_fares_(pri	National_toll	Taxes
Highway	2024	48074	0	134		276	-2617	0	-110	39
Highway	2025	47552	0	114		266	-2587	0	-88	38
Highway	2026	47025	0	96		257	-2553	0	-68	37
Highway	2027	46493	0	79		248	-2517	0	-50	35
Highway	2028	45958	0	64		239	-2479	0	-33	34
Highway	2029	45420	0	50		230	-2438	0	-17	33
Highway	2030	44879	0	38		222	-2396	0	-3	32
Highway	2031	44335	0	26		214	-2352	0	10	30
Highway	2032	43790	0	15		207	-2307	0	21	29
Highway	2033	43244	0	6		199	-2261	0	31	28
Highway	2034	42697	0	-3		192	-2214	0	41	27
Highway	2035	42149	0	-11		185	-2166	0	49	26
Highway	2036	41601	0	-18		178	-2118	0	57	25
Highway	2037	41054	0	-25		172	-2070	0	63	24
Highway	2038	40507	0	-31		165	-2021	0	69	23
Highway	2039	39962	0	-36		159	-1972	0	75	22
Highway	2040	39161	0	-35		153	-1881	0	72	21
Highway	2041	38376	0	-34		146	-1794	0	69	20
Highway	2042	37605	0	-32		140	-1711	0	66	19
Highway	2043	36849	0	-31		135	-1632	0	63	18
Highway	2044	36106	0	-30		129	-1556	0	61	17
Highway	2045	35378	0	-29		124	-1484	0	58	16
Highway	2046	34663	0	-28		118	-1416	0	56	15
Highway	2047	33961	0	-27		114	-1350	0	54	14

Highway	2048	33272	0	-26	109	-1288	0	52	13
Highway	2049	32597	0	-26	104	-1228	0	49	12
Highway	2050	31934	0	-25	100	-1171	0	47	11
Highway	2051	31284	0	-24	96	-1117	0	46	11
Highway	2052	30646	0	-23	92	-1065	0	44	10
Highway	2053	30020	0	-22	88	-1016	0	42	10
Highway	2054	29406	0	-21	84	-969	0	40	9
Highway	2055	28650	0	-20	80	-923	0	38	9
Highway	2056	27913	0	-19	76	-879	0	36	8
Highway	2057	27195	0	-19	73	-837	0	35	8
Highway	2058	26496	0	-18	69	-797	0	33	7
Highway	2059	25815	0	-17	66	-759	0	31	7
Highway	2060	25151	0	-16	63	-723	0	30	7
Highway	2061	24504	0	-15	60	-689	0	29	6
Highway	2062	23874	0	-15	57	-656	0	27	6
Highway	2063	23260	0	-14	54	-625	0	26	6
Highway	2064	22662	0	-13	52	-595	0	25	5
Highway	2065	22079	0	-13	49	-567	0	23	5
Highway	2066	21511	0	-12	47	-540	0	22	5
Highway	2067	20958	0	-11	45	-514	0	21	5
Highway	2068	20419	0	-11	43	-489	0	20	5
Highway	2069	19894	0	-10	41	-466	0	19	4
Highway	2070	19383	0	-10	39	-444	0	18	4
Highway	2071	18884	0	-9	37	-423	0	18	4
Highway	2072	18399	0	-9	35	-403	0	17	4
Highway	2073	17926	0	-8	33	-383	0	16	4
Highway	2074	17465	0	-8	32	-365	0	15	3
Highway	2075	17016	0	-8	30	-348	0	14	3
Highway	2076	16578	0	-7	29	-331	0	14	3
Highway	2077	16152	0	-7	27	-315	0	13	3
Highway	2078	15736	0	-7	26	-300	0	12	3
Highway	2079	15332	0	-6	25	-286	0	12	3
Highway	2080	14938	0	-6	24	-273	0	11	3
Highway	2081	14553	0	-6	23	-260	0	11	2
Highway	2082	14179	0	-5	21	-247	0	10	2
Highway	2083	13815	0	-5	20	-235	0	10	2
Highway	2084	13459	0	-5	19	-224	0	9	2
Public	2024	309	5	0	0	0	-702	0	107
Public	2025	321	5	0	0	0	-686	0	104
Public	2026	333	5	0	0	0	-670	0	102
Public	2027	345	5	0	0	0	-654	0	99
Public	2028	355	5	0	0	0	-638	0	97
Public	2029	365	4	0	0	0	-622	0	94
Public	2030	374	4	0	0	0	-606	0	92
Public	2031	382	4	0	0	0	-590	0	89
Public	2032	389	4	0	0	0	-574	0	87
Public	2033	396	4	0	0	0	-558	0	84
Public	2034	403	4	0	0	0	-543	0	82
Public	2035	408	3	0	0	0	-528	0	80
Public	2036	413	3	0	0	0	-513	0	77
Public	2037	418	3	0	0	0	-498	0	75
Public	2038	422	3	0	0	0	-484	0	73
Public	2039	426	3	0	0	0	-469	0	71
Public	2040	415	2	0	0	0	-452	0	68
Public	2041	404	1	0	0	0	-436	0	66
Public	2042	393	1	0	0	0	-420	0	63
Public	2043	383	-0	0	0	0	-404	0	61
Public	2044	373	-1	0	0	0	-390	0	59
Public	2045	363	-1	0	0	0	-375	0	57
Public	2046	353	-2	0	0	0	-361	0	55
Public	2047	344	-2	0	0	0	-348	0	53
Public	2048	335	-3	0	0	0	-335	0	51
Public	2049	326	-3	0	0	0	-322	0	49
Public	2050	317	-3	0	0	0	-310	0	47
Public	2051	309	-4	0	0	0	-299	0	45
Public	2052	301	-4	0	0	0	-287	0	44
Public	2053	293	-4	0	0	0	-277	0	42
Public	2054	285	-4	0	0	0	-266	0	41
Public	2055	278	-4	0	0	0	-253	0	39

Public	2056	271	-4	0	0	0	-241	0	37
Public	2057	264	-4	0	0	0	-230	0	35
Public	2058	257	-4	0	0	0	-219	0	33
Public	2059	250	-3	0	0	0	-208	0	32
Public	2060	244	-3	0	0	0	-199	0	30
Public	2061	238	-3	0	0	0	-189	0	29
Public	2062	232	-3	0	0	0	-180	0	27
Public	2063	226	-3	0	0	0	-172	0	26
Public	2064	220	-3	0	0	0	-163	0	25
Public	2065	214	-3	0	0	0	-156	0	24
Public	2066	209	-2	0	0	0	-148	0	23
Public	2067	203	-2	0	0	0	-141	0	22
Public	2068	198	-2	0	0	0	-134	0	20
Public	2069	193	-2	0	0	0	-128	0	20
Public	2070	188	-2	0	0	0	-122	0	19
Public	2071	183	-2	0	0	0	-116	0	18
Public	2072	179	-2	0	0	0	-111	0	17
Public	2073	174	-2	0	0	0	-105	0	16
Public	2074	169	-2	0	0	0	-100	0	15
Public	2075	165	-2	0	0	0	-95	0	15
Public	2076	161	-1	0	0	0	-91	0	14
Public	2077	157	-1	0	0	0	-87	0	13
Public	2078	153	-1	0	0	0	-82	0	13
Public	2079	149	-1	0	0	0	-79	0	12
Public	2080	145	-1	0	0	0	-75	0	11
Public	2081	141	-1	0	0	0	-71	0	11
Public	2082	138	-1	0	0	0	-68	0	10
Public	2083	134	-1	0	0	0	-65	0	10
Public	2084	131	-1	0	0	0	-62	0	9
Highway	Total	1820193	0	-245	6435	-72644	0	1482	836
Public	Total	17114	-29	0	0	0	-18706	0	2834

SUBMODE

User benefits and changes in revenues by submode/vehicle type, modelled years and total. £000s.

Submode	Year	User Time	User_Charges PT_fares_(pri	National_toll	Vehicle_Operating_Cost Fuel	Non_fuel	Operator_Revenue PT_fares_(pri	National_toll	Indirect Taxes
Car	2024	40538	0	91	246	-2895	0	-63	51
Car	2039	32016	0	-23	138	-2149	0	61	34
Car	2054	23752	0	-11	73	-1062	0	30	15
LGV	2024	4662	0	32	19	-8	0	-36	-6
LGV	2039	4801	0	-0	13	-15	0	0	-7
LGV	2054	3388	0	-0	7	-7	0	0	-4
OGV1	2024	2798	0	11	10	272	0	-11	-5
OGV1	2039	3052	0	-12	7	180	0	12	-4
OGV1	2054	2198	0	-10	4	93	0	10	-2
OGV2	2024	75	0	0	0	14	0	-0	-0
OGV2	2039	93	0	-1	0	11	0	1	-0
OGV2	2054	68	0	-1	0	6	0	1	-0
Bus	2024	309	5	0	0	0	-702	0	107
Bus	2039	426	3	0	0	0	-469	0	71
Bus	2054	285	-4	0	0	0	-266	0	41
All	2024	48382	5	134	276	-2617	-702	-110	146
All	2039	40387	3	-36	159	-1972	-469	75	93
All	2054	29691	-4	-21	84	-969	-266	40	50
Car	Total	1478385	0	-46	5632	-79573	0	1310	1234
LGV	Total	206453	0	197	506	-465	0	-224	-242
OGV1	Total	131387	0	-360	281	6967	0	360	-147
OGV2	Total	3966	0	-37	16	426	0	37	-8
Bus	Total	17114	-29	0	0	0	-18706	0	2834
All	Total	1837306	-29	-245	6435	-72644	-18706	1482	3670

PERSON_TYPES

User benefits and changes in revenues by person type, modelled years and total. £000s.

Person_type	Year	User Time	User_Charges PT_fares_(pri	National_toll	Vehicle_Operating_Cost Fuel	Non_fuel	Operator_Revenue PT_fares_(pri	National_toll	Indirect Taxes
All	2024	47410	0	134	276	-2617	0	-112	40
All	2039	39457	0	-36	159	-1972	0	74	23
All	2054	29029	0	-21	84	-969	0	40	9
Passenger	2024	973	5	-0	0	0	-702	1	107

Passenger	2039	930	3	-0	0	0	-469	1	70
Passenger	2054	662	-4	-0	0	0	-266	0	41
All	Total	1796645	0	-243	6435	-72644	0	1460	840
Passenger	Total	40661	-29	-2	0	0	-18706	23	2831

PURPOSE

User benefits and changes in revenues by trip purpose, modelled years and total. £000s.

Purpose	Year	User Time	User_Charges PT_fares_(pri	National_toll	Vehicle_Operating_Cost Fuel	Non_fuel	Operator_Revenue PT_fares_(pri	National_toll	Indirect Taxes
Business	2024	12681	2	-24	39	436	-13	34	-15
Business	2039	9563	1	-15	21	300	-13	16	-9
Business	2054	6754	-2	-12	11	155	-4	12	-5
Commuting	2024	13795	-1	124	100	-1235	-307	-117	75
Commuting	2039	12173	0	-8	60	-882	-210	34	39
Commuting	2054	9054	-1	-3	32	-433	-127	16	22
Other	2024	21907	4	33	137	-1819	-382	-27	86
Other	2039	18651	1	-12	78	-1390	-246	25	63
Other	2054	13883	-1	-6	42	-691	-135	12	32
Business	Total	435570	-28	-698	850	11485	-385	778	-357
Commuting	Total	551286	-30	581	2406	-32897	-8528	181	1661
Other	Total	850452	29	-128	3180	-51232	-9792	523	2366

PERIOD

User benefits and changes in revenues by time period, modelled years and total. £000s.

Period	Year	User Time	User_Charges PT_fares_(pri	National_toll	Vehicle_Operating_Cost Fuel	Non_fuel	Operator_Revenue PT_fares_(pri	National_toll	Indirect Taxes
AM	2024	14077	9	-15	77	-702	-267	32	39
AM	2039	12067	4	-8	47	-479	-180	19	29
AM	2054	8533	2	-4	24	-230	-102	9	16
LT	2024	8643	-2	-22	47	-587	-22	34	9
LT	2039	8307	1	-10	31	-388	-20	16	7
LT	2054	6064	-3	-6	16	-234	-6	9	5
SR	2024	14881	1	186	87	-668	-162	-206	58
SR	2039	9541	0	-10	36	-702	-95	22	31
SR	2054	7427	-2	-7	20	-311	-56	12	14
PM	2024	10781	-3	-15	66	-661	-251	30	40
PM	2039	10472	-3	-8	45	-403	-174	18	26
PM	2054	7667	-1	-4	24	-193	-102	9	14
AM	Total	536250	185	-331	1849	-17948	-7161	741	1116
LT	Total	367318	-79	-460	1192	-15866	-606	714	299
SR	Total	470826	-44	869	1653	-23295	-3976	-689	1216
PM	Total	462912	-91	-323	1741	-15535	-6963	716	1039

NON MONETISED TIME BENEFITS BY TIME SAVING

Time benefits (thousands of person hrs) by size of time saving

Vehicle type	Purpose	Year	< -5 mins	-5 to -2 mins	-2 to 0 mins	0 to 2 mins	2 to 5 mins	> 5 mins
Car	Business	2024	-0	-2	-10	41	82	180
Car	Business	2039	-0	-4	-11	36	77	146
Car	Business	2054	-0	-4	-10	37	77	156
Car	Business	Total	-5	-229	-638	2259	4739	9554
Car	Commuting	2024	-26	-5	-29	94	268	847
Car	Commuting	2039	-0	-9	-30	86	282	1146
Car	Commuting	2054	-0	-12	-28	93	296	1280
Car	Commuting	Total	-219	-646	-1730	5548	17629	72616
Car	Other	2024	-5	-19	-100	382	611	1085
Car	Other	2039	-1	-38	-121	369	695	1493
Car	Other	2054	-1	-48	-117	411	734	1670
Car	Other	Total	-100	-2539	-7066	24204	43205	94549
LGV	Business	2024	-1	-1	-4	11	25	35
LGV	Business	2039	-0	-1	-5	13	38	57
LGV	Business	2054	-0	-2	-5	13	40	59
LGV	Business	Total	-5	-80	-279	765	2267	3383
LGV	Commuting	2024	-0	-0	-4	10	27	50
LGV	Commuting	2039	-0	-2	-4	12	40	82
LGV	Commuting	2054	-0	-2	-4	12	42	84
LGV	Commuting	Total	-4	-115	-250	697	2406	4810
LGV	Other	2024	-2	-2	-11	32	74	101
LGV	Other	2039	-0	-4	-14	37	108	162
LGV	Other	2054	-0	-5	-14	38	114	170

LGV	Other	Total	-18	-259	-823	2253	6558	9684
OGV1	Business	2024	-2	-2	-1	8	22	77
OGV1	Business	2039	-0	-1	-2	9	30	131
OGV1	Business	2054	-0	-1	-2	10	25	145
OGV1	Business	Total	-16	-80	-115	572	1568	8073
OGV1	Commuting	2024	0	0	0	0	0	0
OGV1	Commuting	2039	0	0	0	0	0	0
OGV1	Commuting	2054	0	0	0	0	0	0
OGV1	Commuting	Total	0	0	0	0	0	0
OGV1	Other	2024	0	0	0	0	0	0
OGV1	Other	2039	0	0	0	0	0	0
OGV1	Other	2054	0	0	0	0	0	0
OGV1	Other	Total	0	0	0	0	0	0
OGV2	Business	2024	-0	-0	-0	0	0	2
OGV2	Business	2039	-0	-0	-0	0	1	4
OGV2	Business	2054	-0	-0	-0	0	0	5
OGV2	Business	Total	-0	-2	-1	9	24	276
OGV2	Commuting	2024	0	0	0	0	0	0
OGV2	Commuting	2039	0	0	0	0	0	0
OGV2	Commuting	2054	0	0	0	0	0	0
OGV2	Commuting	Total	0	0	0	0	0	0
OGV2	Other	2024	0	0	0	0	0	0
OGV2	Other	2039	0	0	0	0	0	0
OGV2	Other	2054	0	0	0	0	0	0
OGV2	Other	Total	0	0	0	0	0	0
Bus	Business	2024	-0	-0	-1	2	1	1
Bus	Business	2039	-1	-1	-2	4	2	2
Bus	Business	2054	-5	-1	-4	4	3	3
Bus	Business	Total	-200	-67	-188	213	148	134
Bus	Commuting	2024	-4	-3	-5	6	4	9
Bus	Commuting	2039	-5	-4	-5	8	7	14
Bus	Commuting	2054	-7	-5	-6	8	6	21
Bus	Commuting	Total	-374	-276	-349	446	368	1086
Bus	Other	2024	-15	-17	-22	24	18	30
Bus	Other	2039	-25	-25	-25	36	27	50
Bus	Other	2054	-28	-27	-26	35	26	64
Bus	Other	Total	-1546	-1523	-1525	2075	1525	3410

MONETISED TIME BENEFITS BY TIME SAVING

Time benefits (£000s) by size of time saving

Vehicle type	Purpose	Year	< -5 mins	-5 to -2 mins	-2 to 0 mins	0 to 2 mins	2 to 5 mins	> 5 mins
Car	Business	2024	-0	-47	-263	1115	2243	4914
Car	Business	2039	-2	-65	-208	664	1414	2687
Car	Business	2054	-1	-53	-129	457	962	1945
Car	Business	Total	-62	-2898	-8835	31541	65925	133395
Car	Commuting	2024	-284	-53	-318	1042	2988	9427
Car	Commuting	2039	-2	-68	-224	645	2126	8632
Car	Commuting	2054	-2	-63	-141	472	1509	6527
Car	Commuting	Total	-2097	-3287	-9859	31181	98259	391556
Car	Other	2024	-51	-189	-1012	3862	6183	10981
Car	Other	2039	-7	-261	-827	2525	4762	10225
Car	Other	2054	-5	-222	-543	1904	3399	7737
Car	Other	Total	-630	-11872	-35850	122243	217024	462652
LGV	Business	2024	-16	-14	-100	295	682	954
LGV	Business	2039	-0	-23	-89	233	696	1046
LGV	Business	2054	-0	-19	-58	161	493	739
LGV	Business	Total	-116	-997	-3784	10397	30010	44577
LGV	Commuting	2024	-5	-6	-42	112	298	554
LGV	Commuting	2039	-0	-12	-33	88	304	615
LGV	Commuting	2054	-0	-12	-21	59	213	428
LGV	Commuting	Total	-36	-571	-1414	3886	13043	25947
LGV	Other	2024	-22	-16	-110	324	748	1027
LGV	Other	2039	-0	-28	-99	255	742	1106
LGV	Other	2054	-0	-23	-63	175	529	786
LGV	Other	Total	-157	-1209	-4164	11368	32274	47400
OGV1	Business	2024	-43	-49	-38	207	612	2110
OGV1	Business	2039	-1	-22	-37	159	544	2409
OGV1	Business	2054	-1	-16	-24	125	310	1803
OGV1	Business	Total	-348	-1149	-1550	7597	21821	105016

OGV1	Commuting	2024	0	0	0	0	0	0
OGV1	Commuting	2039	0	0	0	0	0	0
OGV1	Commuting	2054	0	0	0	0	0	0
OGV1	Commuting	Total	0	0	0	0	0	0
OGV1	Other	2024	0	0	0	0	0	0
OGV1	Other	2039	0	0	0	0	0	0
OGV1	Other	2054	0	0	0	0	0	0
OGV1	Other	Total	0	0	0	0	0	0
OGV2	Business	2024	-1	-1	-1	4	9	66
OGV2	Business	2039	-0	-0	-0	3	12	78
OGV2	Business	2054	-0	-0	-0	2	4	63
OGV2	Business	Total	-4	-25	-18	121	360	3532
OGV2	Commuting	2024	0	0	0	0	0	0
OGV2	Commuting	2039	0	0	0	0	0	0
OGV2	Commuting	2054	0	0	0	0	0	0
OGV2	Commuting	Total	0	0	0	0	0	0
OGV2	Other	2024	0	0	0	0	0	0
OGV2	Other	2039	0	0	0	0	0	0
OGV2	Other	2054	0	0	0	0	0	0
OGV2	Other	Total	0	0	0	0	0	0
Bus	Business	2024	-13	-8	-38	59	24	21
Bus	Business	2039	-22	-21	-39	77	38	31
Bus	Business	2054	-58	-16	-48	44	36	34
Bus	Business	Total	-2161	-837	-2271	2889	1821	1623
Bus	Commuting	2024	-41	-33	-51	62	42	103
Bus	Commuting	2039	-39	-33	-38	57	49	107
Bus	Commuting	2054	-36	-25	-32	39	32	107
Bus	Commuting	Total	-1945	-1481	-1878	2450	2001	5530
Bus	Other	2024	-153	-168	-224	245	180	302
Bus	Other	2039	-172	-171	-172	245	182	345
Bus	Other	2054	-128	-124	-118	164	120	295
Bus	Other	Total	-7486	-7458	-7711	10323	7600	16106

TOTAL BENEFITS BY TIME SAVING
Total benefits (£000s) by size of time saving

Vehicle type	Purpose	Year	< -5 mins	-5 to -2 mins	-2 to 0 mins	0 to 2 mins	2 to 5 mins	> 5 mins
Car	Business	2024	-0	-49	-273	1134	2293	4988
Car	Business	2039	-2	-66	-213	685	1453	2750
Car	Business	2054	-1	-55	-131	467	981	1977
Car	Business	Total	-60	-2962	-9035	32276	67359	135687
Car	Commuting	2024	-58	-33	-16	1446	2869	7579
Car	Commuting	2039	-2	-58	-64	878	2099	7427
Car	Commuting	2054	-1	-57	-61	609	1500	5907
Car	Commuting	Total	-619	-2849	-3340	40957	96835	344845
Car	Other	2024	4	-125	-466	4265	5719	8702
Car	Other	2039	-6	-220	-524	2777	4429	8641
Car	Other	2054	-5	-197	-380	2043	3243	6913
Car	Other	Total	-249	-10197	-23414	132347	204825	401990
LGV	Business	2024	-8	-13	-99	296	684	953
LGV	Business	2039	-0	-22	-89	234	697	1046
LGV	Business	2054	-0	-19	-58	161	494	739
LGV	Business	Total	-64	-991	-3785	10433	30077	44560
LGV	Commuting	2024	0	-5	-41	113	299	550
LGV	Commuting	2039	-0	-12	-33	88	306	612
LGV	Commuting	2054	-0	-11	-20	59	213	426
LGV	Commuting	Total	-4	-563	-1397	3909	13083	25840
LGV	Other	2024	2	-15	-108	326	751	1021
LGV	Other	2039	-0	-27	-99	256	744	1099
LGV	Other	2054	-0	-22	-63	176	530	783
LGV	Other	Total	-6	-1182	-4149	11425	32340	47165
OGV1	Business	2024	-13	-40	-36	229	672	2279
OGV1	Business	2039	-1	-22	-39	171	577	2541
OGV1	Business	2054	-1	-16	-25	132	325	1870
OGV1	Business	Total	-151	-1098	-1574	8110	23089	109901
OGV1	Commuting	2024	0	0	0	0	0	0
OGV1	Commuting	2039	0	0	0	0	0	0
OGV1	Commuting	2054	0	0	0	0	0	0
OGV1	Commuting	Total	0	0	0	0	0	0
OGV1	Other	2024	0	0	0	0	0	0

OGV1	Other	2039	0	0	0	0	0	0
OGV1	Other	2054	0	0	0	0	0	0
OGV1	Other	Total	0	0	0	0	0	0
OGV2	Business	2024	-0	-1	-1	5	10	77
OGV2	Business	2039	-0	-0	-0	4	14	87
OGV2	Business	2054	-0	-0	-0	2	4	68
OGV2	Business	Total	-3	-25	-16	142	406	3867
OGV2	Commuting	2024	0	0	0	0	0	0
OGV2	Commuting	2039	0	0	0	0	0	0
OGV2	Commuting	2054	0	0	0	0	0	0
OGV2	Commuting	Total	0	0	0	0	0	0
OGV2	Other	2024	0	0	0	0	0	0
OGV2	Other	2039	0	0	0	0	0	0
OGV2	Other	2054	0	0	0	0	0	0
OGV2	Other	Total	0	0	0	0	0	0
Bus	Business	2024	-15	-8	-38	61	25	22
Bus	Business	2039	-24	-21	-38	79	39	32
Bus	Business	2054	-65	-16	-48	45	37	36
Bus	Business	Total	-2374	-863	-2258	2958	1872	1700
Bus	Commuting	2024	-38	-32	-52	62	42	100
Bus	Commuting	2039	-37	-32	-37	56	50	104
Bus	Commuting	2054	-34	-25	-32	39	32	104
Bus	Commuting	Total	-1848	-1450	-1870	2445	2005	5366
Bus	Other	2024	-142	-165	-223	246	181	289
Bus	Other	2039	-165	-168	-170	245	182	335
Bus	Other	2054	-123	-123	-118	163	119	290
Bus	Other	Total	-7191	-7373	-7658	10295	7571	15757

NON MONETISED TIME BENEFITS BY DISTANCE

Time benefits (thousands of person hrs) by distance

Vehicle type	Purpose	Year	< 1 kms	1 to 5 kms	5 to 10 kms	10 to 15 kms	15 to 20 kms	20 to 50 kms	50 to 100 kms	>100 kms
Car	Business	2024	0	34	55	40	28	82	31	21
Car	Business	2039	1	45	59	38	23	42	18	19
Car	Business	2054	1	44	59	39	24	48	19	22
Car	Business	Total	31	2627	3557	2388	1479	3103	1222	1272
Car	Commuting	2024	1	91	157	146	97	326	203	129
Car	Commuting	2039	1	104	176	167	116	436	287	186
Car	Commuting	2054	1	113	187	175	130	488	341	194
Car	Commuting	Total	61	6571	10993	10341	7441	27704	18878	11209
Car	Other	2024	7	388	411	239	160	314	170	265
Car	Other	2039	8	407	457	275	193	421	252	386
Car	Other	2054	9	460	498	302	213	473	263	431
Car	Other	Total	534	26678	29049	17509	12251	26790	15145	24298
LGV	Business	2024	0	10	9	5	4	15	14	9
LGV	Business	2039	0	16	14	8	5	21	21	16
LGV	Business	2054	0	17	14	9	5	21	22	17
LGV	Business	Total	12	979	827	494	315	1235	1255	936
LGV	Commuting	2024	0	12	9	5	4	17	21	14
LGV	Commuting	2039	0	21	14	8	6	24	30	25
LGV	Commuting	2054	0	21	14	8	6	25	30	26
LGV	Commuting	Total	17	1192	818	476	359	1431	1773	1477
LGV	Other	2024	0	31	28	16	11	43	39	24
LGV	Other	2039	1	47	41	24	16	59	57	43
LGV	Other	2054	1	51	43	26	16	61	59	46
LGV	Other	Total	36	2891	2486	1488	926	3563	3413	2590
OGV1	Business	2024	0	6	7	1	0	-0	33	56
OGV1	Business	2039	0	8	10	2	0	-0	55	90
OGV1	Business	2054	0	9	11	2	0	0	53	101
OGV1	Business	Total	0	516	631	103	1	2	3097	5651
OGV1	Commuting	2024	0	0	0	0	0	0	0	0
OGV1	Commuting	2039	0	0	0	0	0	0	0	0
OGV1	Commuting	2054	0	0	0	0	0	0	0	0
OGV1	Commuting	Total	0	0	0	0	0	0	0	0
OGV1	Other	2024	0	0	0	0	0	0	0	0
OGV1	Other	2039	0	0	0	0	0	0	0	0
OGV1	Other	2054	0	0	0	0	0	0	0	0
OGV1	Other	Total	0	0	0	0	0	0	0	0
OGV2	Business	2024	0	0	-0	0	-0	-0	2	1

OGV2	Business	2039	0	0	0	0	0	0	3	2
OGV2	Business	2054	0	0	0	0	0	0	2	3
OGV2	Business	Total	0	0	0	0	0	0	139	166
OGV2	Commuting	2024	0	0	0	0	0	0	0	0
OGV2	Commuting	2039	0	0	0	0	0	0	0	0
OGV2	Commuting	2054	0	0	0	0	0	0	0	0
OGV2	Commuting	Total	0	0	0	0	0	0	0	0
OGV2	Other	2024	0	0	0	0	0	0	0	0
OGV2	Other	2039	0	0	0	0	0	0	0	0
OGV2	Other	2054	0	0	0	0	0	0	0	0
OGV2	Other	Total	0	0	0	0	0	0	0	0
Bus	Business	2024	0	0	0	0	-0	0	0	1
Bus	Business	2039	0	0	1	0	-0	0	1	1
Bus	Business	2054	0	0	1	0	0	0	1	-3
Bus	Business	Total	0	25	30	6	-0	17	37	-74
Bus	Commuting	2024	0	1	2	0	-0	3	0	1
Bus	Commuting	2039	0	1	2	1	-0	6	1	3
Bus	Commuting	2054	0	1	3	1	-0	7	2	5
Bus	Commuting	Total	0	61	148	32	-17	363	79	236
Bus	Other	2024	0	4	7	-2	-2	7	1	3
Bus	Other	2039	0	5	9	-1	-2	14	3	9
Bus	Other	2054	0	6	9	-2	-1	19	6	9
Bus	Other	Total	1	319	545	-115	-104	994	278	498

MONETISED TIME BENEFITS BY DISTANCE

Time benefits (£000s) by distance

Vehicle type	Purpose	Year	< 1 kms	1 to 5 kms	5 to 10 kms	10 to 15 kms	15 to 20 kms	20 to 50 kms	50 to 100 kms	>100 kms
Car	Business	2024	9	938	1490	1095	763	2242	854	571
Car	Business	2039	10	821	1082	706	418	776	325	352
Car	Business	2054	7	553	735	490	300	595	232	268
Car	Business	Total	417	35516	48812	33022	20671	45381	17888	17359
Car	Commuting	2024	9	1012	1745	1623	1077	3635	2260	1442
Car	Commuting	2039	7	787	1325	1260	876	3285	2164	1404
Car	Commuting	2054	5	574	953	894	660	2489	1737	990
Car	Commuting	Total	333	36154	60761	57178	40535	149488	100399	60904
Car	Other	2024	73	3932	4160	2414	1616	3173	1721	2686
Car	Other	2039	54	2784	3126	1885	1319	2881	1728	2640
Car	Other	2054	44	2130	2305	1398	985	2191	1219	1998
Car	Other	Total	2631	133357	145382	87235	60730	131231	74597	118404
LGV	Business	2024	4	276	249	141	98	398	388	245
LGV	Business	2039	4	299	256	147	98	379	389	290
LGV	Business	2054	3	215	179	109	68	266	271	206
LGV	Business	Total	162	12871	10968	6476	4199	16462	16693	12256
LGV	Commuting	2024	2	133	100	54	46	191	229	156
LGV	Commuting	2039	2	154	104	59	46	181	227	187
LGV	Commuting	2054	2	106	72	43	32	125	155	133
LGV	Commuting	Total	93	6429	4438	2556	1953	7819	9670	7898
LGV	Other	2024	5	313	287	161	108	433	396	248
LGV	Other	2039	4	323	284	165	107	405	391	298
LGV	Other	2054	3	236	199	122	74	284	273	212
LGV	Other	Total	179	14125	12270	7257	4584	17662	16861	12575
OGV1	Business	2024	0	152	201	25	0	-1	892	1529
OGV1	Business	2039	0	148	191	31	0	-0	1017	1665
OGV1	Business	2054	0	115	137	23	0	1	659	1263
OGV1	Business	Total	2	6742	8387	1334	6	17	41316	73583
OGV1	Commuting	2024	0	0	0	0	0	0	0	0
OGV1	Commuting	2039	0	0	0	0	0	0	0	0
OGV1	Commuting	2054	0	0	0	0	0	0	0	0
OGV1	Commuting	Total	0	0	0	0	0	0	0	0
OGV1	Other	2024	0	0	0	0	0	0	0	0
OGV1	Other	2039	0	0	0	0	0	0	0	0
OGV1	Other	2054	0	0	0	0	0	0	0	0
OGV1	Other	Total	0	0	0	0	0	0	0	0
OGV2	Business	2024	0	0	-0	0	-0	-0	42	34
OGV2	Business	2039	0	0	0	0	0	0	51	41
OGV2	Business	2054	0	0	0	0	0	0	28	40
OGV2	Business	Total	0	1	1	2	1	2	1904	2055
OGV2	Commuting	2024	0	0	0	0	0	0	0	0

OGV2	Commuting	2039	0	0	0	0	0	0	0	0
OGV2	Commuting	2054	0	0	0	0	0	0	0	0
OGV2	Commuting	Total	0	0	0	0	0	0	0	0
OGV2	Other	2024	0	0	0	0	0	0	0	0
OGV2	Other	2039	0	0	0	0	0	0	0	0
OGV2	Other	2054	0	0	0	0	0	0	0	0
OGV2	Other	Total	0	0	0	0	0	0	0	0
Bus	Business	2024	0	8	8	1	-1	0	13	17
Bus	Business	2039	0	8	10	2	-0	5	15	27
Bus	Business	2054	0	5	6	1	0	4	7	-33
Bus	Business	Total	2	325	394	77	-5	199	525	-453
Bus	Commuting	2024	0	8	18	2	-5	39	4	15
Bus	Commuting	2039	0	7	18	5	-3	42	8	26
Bus	Commuting	2054	0	5	13	3	-1	34	8	23
Bus	Commuting	Total	2	329	794	169	-111	1911	392	1192
Bus	Other	2024	0	40	70	-22	-24	76	8	35
Bus	Other	2039	0	36	65	-9	-15	98	22	60
Bus	Other	2054	0	26	42	-9	-6	88	27	41
Bus	Other	Total	5	1583	2738	-580	-587	4628	1200	2386

TOTAL BENEFITS BY DISTANCE

Total benefits (£000s) by distance

Vehicle type	Purpose	Year	< 1 kms	1 to 5 kms	5 to 10 kms	10 to 15 kms	15 to 20 kms	20 to 50 kms	50 to 100 kms	>100 kms
Car	Business	2024	10	974	1540	1118	783	2283	856	529
Car	Business	2039	11	845	1114	722	429	796	333	358
Car	Business	2054	7	565	751	498	306	606	236	272
Car	Business	Total	427	36432	50033	33630	21119	46224	18129	17271
Car	Commuting	2024	9	1042	1762	1561	1008	3016	1819	1570
Car	Commuting	2039	8	804	1335	1233	838	2875	1816	1370
Car	Commuting	2054	6	582	957	880	641	2286	1569	977
Car	Commuting	Total	345	36827	61123	55995	39000	133878	87799	60862
Car	Other	2024	78	4068	4079	2185	1338	2143	1462	2746
Car	Other	2039	58	2862	3078	1759	1156	2169	1441	2574
Car	Other	2054	45	2166	2283	1341	913	1853	1051	1963
Car	Other	Total	2765	136400	143537	82323	54501	104770	64131	116876
LGV	Business	2024	4	278	250	142	98	399	389	253
LGV	Business	2039	4	301	257	147	98	380	389	290
LGV	Business	2054	3	215	179	109	68	266	271	206
LGV	Business	Total	162	12920	10993	6482	4205	16484	16693	12290
LGV	Commuting	2024	2	135	101	54	46	191	228	159
LGV	Commuting	2039	2	156	105	59	46	181	226	186
LGV	Commuting	2054	2	106	73	43	32	125	155	132
LGV	Commuting	Total	93	6470	4456	2557	1955	7819	9650	7868
LGV	Other	2024	5	316	288	160	108	434	396	269
LGV	Other	2039	4	325	285	164	107	405	389	294
LGV	Other	2054	3	237	200	122	74	284	272	211
LGV	Other	Total	180	14218	12295	7247	4582	17654	16791	12627
OGV1	Business	2024	0	169	221	28	0	-1	972	1701
OGV1	Business	2039	0	159	206	33	0	-0	1075	1754
OGV1	Business	2054	0	121	144	24	0	1	683	1311
OGV1	Business	Total	2	7189	8934	1421	6	20	43366	77337
OGV1	Commuting	2024	0	0	0	0	0	0	0	0
OGV1	Commuting	2039	0	0	0	0	0	0	0	0
OGV1	Commuting	2054	0	0	0	0	0	0	0	0
OGV1	Commuting	Total	0	0	0	0	0	0	0	0
OGV1	Other	2024	0	0	0	0	0	0	0	0
OGV1	Other	2039	0	0	0	0	0	0	0	0
OGV1	Other	2054	0	0	0	0	0	0	0	0
OGV1	Other	Total	0	0	0	0	0	0	0	0
OGV2	Business	2024	0	0	-0	0	0	-0	50	40
OGV2	Business	2039	0	0	0	0	0	0	58	46
OGV2	Business	2054	0	0	0	0	0	0	30	43
OGV2	Business	Total	0	1	1	2	1	3	2114	2250
OGV2	Commuting	2024	0	0	0	0	0	0	0	0
OGV2	Commuting	2039	0	0	0	0	0	0	0	0
OGV2	Commuting	2054	0	0	0	0	0	0	0	0
OGV2	Commuting	Total	0	0	0	0	0	0	0	0
OGV2	Other	2024	0	0	0	0	0	0	0	0

OGV2	Other	2039	0	0	0	0	0	0	0	0
OGV2	Other	2054	0	0	0	0	0	0	0	0
OGV2	Other	Total	0	0	0	0	0	0	0	0
Bus	Business	2024	0	7	8	1	-1	0	15	17
Bus	Business	2039	0	7	10	2	-0	5	15	27
Bus	Business	2054	0	5	6	1	0	4	7	-35
Bus	Business	Total	2	323	395	82	-5	197	535	-492
Bus	Commuting	2024	0	8	18	2	-5	39	6	12
Bus	Commuting	2039	0	7	18	5	-3	42	9	26
Bus	Commuting	2054	0	5	13	3	-1	34	8	22
Bus	Commuting	Total	1	325	787	174	-108	1914	410	1143
Bus	Other	2024	0	39	69	-21	-24	74	15	33
Bus	Other	2039	0	36	65	-9	-15	97	23	61
Bus	Other	2054	0	25	42	-9	-6	87	27	42
Bus	Other	Total	4	1579	2718	-554	-589	4595	1254	2395

SENSITIVITY

Total user benefits as a percentage of total DM user costs

	Modelled Years		
Mode	2024	2039	2054
Highway	1.85%	2.11%	2.29%
Public	0.05%	0.08%	0.07%

Economy:Economic Efficiency of the Transport System(TEE)

Consumer - Commuting user benefits	All Modes	Highway	Public
Travel Time	551286	546609	4677
Vehicle operating costs	-30492	-30492	0
User charges	551	581	-30
During Construction & Maintenance	0	0	0
NET CONSUMER - COMMUTING BENEFITS	521346	516698	4647

Consumer - Other user benefits	All Modes	Highway	Public
Travel Time	850452	839079	11373
Vehicle operating costs	-48053	-48053	0
User charges	-99	-128	29
During Construction & Maintenance	0	0	0
NET CONSUMER - OTHER BENEFITS	802300	790898	11402

Business	All Modes	Road Personal	Road Freight	Bus Personal	Bus Freight
Travel Time	435570	299153	135353	1064	0
Vehicle operating costs	12335	4644	7691	0	0
User charges	-726	-302	-396	-28	0
During Construction & Maintenance	0	0	0	0	0
Subtotal	447179	303495	142648	1036	0

Private Sector Provider Impacts			
Revenue	-18706	0	-18706
Operating costs	0	0	0
Investment costs	0	0	0
Grant/subsidy	0	0	0
Subtotal	-18706	0	-18706

Other business Impacts			
Developer contributions	0	0	0
NET BUSINESS IMPACT	428473		

TOTAL

Present Value of Transport Economic Efficiency Benefits (TEE) 1752119

Note: Benefits appear as positive numbers, while costs appear as negative numbers.
Note: All entries are present values discounted to 2011, in 2011 prices

Public Accounts

Local Government Funding	ALL MODES	Highway	Public
Revenue	0	0	0
Operating Costs	0	0	0
Investment Costs	0	0	0

Developer Contributions	0	0	0
Grant/Subsidy Payments	0	0	0
NET IMPACT	0	0	0

Central Government Funding: Transport	ALL MODES	Highway	Public
Revenue	-1482	-1482	0
Operating costs	36804	36804	0
Investment costs	424732	424732	0
Developer Contributions	0	0	0
Grant/Subsidy Payments	0	0	0
NET IMPACT	460054	460054	0

Central Government Funding: Non-Transport

Indirect Tax Revenues	-3670	-836	-2834

TOTALS

Broad Transport Budget	460054	460054	0
Wider Public Finances	-3670	-836	-2834

Note: Costs appear as positive numbers, while revenues and developer contributions appear as negative numbers.
Note: All entries are present values discounted to 2011, in 2011 prices

Analysis of Monetised Costs and Benefits

Greenhouse Gases	12

Economic Efficiency: Consumer Users (Commuting)	521346
Economic Efficiency: Consumer Users (Other)	802300
Economic Efficiency: Business Users and Providers	428473
Wider Public Finances (Indirect Taxation Revenues)	3670
Present Value of Benefits (PVB)	1755801

Broad Transport Budget	460054
Present Value of Costs (PVC)	460054

OVERALL IMPACTS

Net Present Value (NPV)	1295747
Benefit to Cost Ratio (BCR)	3.817

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.

TUBA Run Information
- calculations completed

File Summary
- Scheme File : Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\1_Parameters\GTP_TUBA_Scheme_Input_Central_Growth_TSB_60y_3Run_ExtendedCostsNoInf.txt
- Economic File : Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\1_Parameters\GTP_NTA_Economics_Input.txt
- Output File : Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\4_Runs\2_Central_Growth\TotalBudget\Central_v1_TSB_60y_3Run_ExtendedCosts_NoInf.OUT

Elapsed time :

High Growth – Total Scheme Budget – 60 years

Transport User Benefit Appraisal TUBA (64-BIT) 1.9.5(1xB)
Program run on Tue Feb 21, 2017 at 14:17:03

ERRORS AND WARNINGS

809887 Warnings found

Warning (none serious): Ratio of DM to DS travel time lower than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	DM_time	DS_time	Ratio	DM_trips	DS_trips
147	96	4	Car	Business	Passenger	2054	0.027	0.079	0.340	0.010	0.007
147	96	4	Car	Commuting	Passenger	2054	0.027	0.079	0.340	0.010	0.007
147	96	4	Car	Other	All	2054	0.027	0.079	0.340	0.188	0.121
147	96	4	Car	Other	All	2054	0.027	0.079	0.340	0.002	0.002
147	96	4	Car	Business	All	2054	0.027	0.079	0.340	0.011	0.007
147	96	4	Car	Other	Passenger	2054	0.027	0.079	0.340	0.010	0.007
147	96	4	Car	Commuting	All	2054	0.027	0.079	0.340	0.046	0.026
52	53	1	LGV	Other	All	2024	0.036	0.102	0.359	0.005	0.005
52	53	1	LGV	Business	All	2024	0.036	0.102	0.359	0.005	0.005
52	53	1	Car	Business	All	2024	0.036	0.102	0.359	0.397	0.283
52	53	1	Car	Business	Passenger	2024	0.036	0.102	0.359	0.450	0.311
52	53	1	LGV	Commuting	All	2024	0.036	0.102	0.359	0.005	0.005
52	53	1	Car	Other	All	2024	0.036	0.102	0.359	0.002	0.002
52	53	1	Car	Other	Passenger	2024	0.036	0.102	0.359	0.450	0.311
52	53	1	Car	Commuting	Passenger	2024	0.036	0.102	0.359	0.450	0.311
52	53	1	Car	Commuting	All	2024	0.036	0.102	0.359	0.656	0.513
52	53	1	Car	Other	All	2024	0.036	0.102	0.359	3.968	2.711
147	96	4	Car	Other	Passenger	2039	0.027	0.070	0.383	0.009	0.006
147	96	4	Car	Commuting	All	2039	0.027	0.070	0.383	0.037	0.021
147	96	4	Car	Business	Passenger	2039	0.027	0.070	0.383	0.009	0.006
147	96	4	Car	Commuting	Passenger	2039	0.027	0.070	0.383	0.009	0.006
147	96	4	Car	Other	All	2039	0.027	0.070	0.383	0.157	0.102
147	96	4	Car	Business	All	2039	0.027	0.070	0.383	0.011	0.008
147	96	4	Car	Other	All	2039	0.027	0.070	0.383	0.002	0.002
79	8	3	Car	Business	Passenger	2054	0.053	0.129	0.413	0.047	0.035
79	8	3	Car	Other	Passenger	2054	0.053	0.129	0.413	0.047	0.035
79	8	3	Car	Commuting	All	2054	0.053	0.129	0.413	0.189	0.171
79	8	3	Car	Commuting	Passenger	2054	0.053	0.129	0.413	0.047	0.035
79	8	3	Car	Business	All	2054	0.053	0.129	0.413	0.078	0.067
79	8	3	Car	Other	All	2054	0.053	0.129	0.413	0.680	0.519
79	8	3	Car	Other	Passenger	2039	0.052	0.124	0.418	0.047	0.035
79	8	3	Car	Other	All	2039	0.052	0.124	0.418	0.680	0.517
79	8	3	Car	Business	All	2039	0.052	0.124	0.418	0.106	0.086
79	8	3	Car	Commuting	All	2039	0.052	0.124	0.418	0.198	0.175
79	8	3	Car	Business	Passenger	2039	0.052	0.124	0.418	0.047	0.035
79	8	3	Car	Commuting	Passenger	2039	0.052	0.124	0.418	0.047	0.035
79	8	3	Car	Commuting	All	2024	0.052	0.114	0.455	0.215	0.189
79	8	3	Car	Commuting	Passenger	2024	0.052	0.114	0.455	0.049	0.037
79	8	3	Car	Other	All	2024	0.052	0.114	0.455	0.706	0.542
79	8	3	Car	Other	Passenger	2024	0.052	0.114	0.455	0.049	0.037

79	8	3	Car	Business	All	2024	0.052	0.114	0.455	0.084	0.069
79	8	3	Car	Business	Passenger	2024	0.052	0.114	0.455	0.049	0.037
147	93	4	Car	Other	All	2054	0.045	0.097	0.461	0.210	0.130
147	93	4	Car	Commuting	Passenger	2054	0.045	0.097	0.461	0.018	0.011
147	93	4	Car	Business	All	2054	0.045	0.097	0.461	0.012	0.009
147	93	4	Car	Other	Passenger	2054	0.045	0.097	0.461	0.018	0.011
147	93	4	Car	Commuting	All	2054	0.045	0.097	0.461	0.048	0.027
147	93	4	Car	Business	Passenger	2054	0.045	0.097	0.461	0.018	0.011
147	93	4	Car	Other	All	2054	0.045	0.097	0.461	0.004	0.004
1	53	1	Car	Other	All	2024	0.057	0.122	0.469	0.009	0.007

Displayed 50 warnings of a total of 1375 of this type.

Warning (828 serious): Ratio of DM to DS travel time higher than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	DM_time	DS_time	Ratio	DM_trips	DS_trips
100	158	4	Car	Business	All	2054	0.877	0.236	3.720	0.000	0.001
100	158	4	Car	Commuting	All	2054	0.867	0.236	3.677	0.000	0.002
100	158	4	Car	Other	All	2054	0.867	0.236	3.677	0.000	0.002
126	100	1	Car	Business	Passenger	2054	0.632	0.175	3.613	0.003	0.008
126	100	1	Car	Other	Passenger	2054	0.632	0.175	3.613	0.003	0.008
126	100	1	Car	Commuting	Passenger	2054	0.632	0.175	3.613	0.003	0.008
126	100	1	Car	Business	All	2054	0.632	0.175	3.613	0.009	0.017
126	105	1	Car	Commuting	All	2054	0.524	0.145	3.609	0.028	0.046
126	105	1	Car	Other	All	2054	0.524	0.145	3.609	0.112	0.334
126	105	1	Car	Other	All	2054	0.524	0.145	3.609	0.000	0.001
126	105	1	Car	Other	Passenger	2054	0.524	0.145	3.608	0.013	0.036
126	105	1	Car	Commuting	Passenger	2054	0.524	0.145	3.608	0.013	0.036
126	105	1	Car	Business	All	2054	0.524	0.145	3.608	0.037	0.056
126	105	1	Car	Business	Passenger	2054	0.524	0.145	3.608	0.013	0.036
126	100	1	Car	Other	All	2054	0.629	0.175	3.596	0.029	0.118
126	100	1	Car	Commuting	All	2054	0.629	0.175	3.596	0.010	0.020
100	158	4	Car	Other	All	2039	0.838	0.235	3.560	0.000	0.002
100	158	4	Car	Commuting	All	2039	0.838	0.235	3.560	0.001	0.002
126	100	1	Car	Business	All	2039	0.615	0.174	3.543	0.009	0.017
126	100	1	Car	Other	Passenger	2039	0.615	0.174	3.543	0.002	0.008
126	100	1	Car	Commuting	Passenger	2039	0.615	0.174	3.543	0.002	0.008
126	100	1	Car	Business	Passenger	2039	0.615	0.174	3.543	0.002	0.008
126	100	1	Car	Commuting	All	2039	0.613	0.174	3.535	0.010	0.020
126	100	1	Car	Other	All	2039	0.613	0.174	3.535	0.029	0.113
100	126	4	Car	Commuting	Passenger	2054	0.628	0.178	3.529	0.001	0.004
100	126	4	Car	Other	Passenger	2054	0.628	0.178	3.529	0.001	0.004
100	126	4	Car	Business	All	2054	0.628	0.178	3.529	0.007	0.026
100	126	4	Car	Business	Passenger	2054	0.628	0.178	3.529	0.001	0.004
100	126	4	Car	Commuting	All	2054	0.627	0.178	3.524	0.013	0.033
100	126	4	Car	Other	All	2054	0.627	0.178	3.524	0.008	0.074
126	105	1	Car	Business	All	2039	0.507	0.144	3.524	0.036	0.055
126	105	1	Car	Other	Passenger	2039	0.507	0.144	3.524	0.013	0.034
126	105	1	Car	Business	Passenger	2039	0.507	0.144	3.524	0.013	0.034
126	105	1	Car	Commuting	Passenger	2039	0.507	0.144	3.524	0.013	0.034
126	105	1	Car	Other	All	2039	0.507	0.144	3.523	0.113	0.322
126	105	1	Car	Commuting	All	2039	0.507	0.144	3.523	0.028	0.046
126	105	1	Car	Other	All	2039	0.507	0.144	3.522	0.000	0.001
152	23	1	Car	Other	All	2054	0.060	0.017	3.512	0.189	0.209
152	23	1	Car	Commuting	All	2054	0.060	0.017	3.512	0.074	0.071
152	23	1	Car	Other	All	2054	0.060	0.017	3.512	0.004	0.004
92	100	1	Car	Other	Passenger	2054	0.674	0.192	3.510	0.000	0.001
92	100	1	Car	Business	All	2054	0.674	0.192	3.510	0.002	0.005
92	100	1	Car	Commuting	Passenger	2054	0.674	0.192	3.510	0.000	0.001
92	100	1	Car	Business	Passenger	2054	0.674	0.192	3.510	0.000	0.001
152	23	1	Car	Business	All	2024	0.052	0.015	3.500	0.013	0.013
152	23	1	Car	Other	All	2024	0.052	0.015	3.500	0.003	0.004
152	23	1	Car	Other	All	2024	0.052	0.015	3.500	0.220	0.231
152	23	1	Car	Commuting	All	2024	0.052	0.015	3.500	0.068	0.065
152	23	1	Car	Business	Passenger	2024	0.052	0.015	3.500	0.025	0.028
152	23	1	Car	Other	Passenger	2024	0.052	0.015	3.500	0.025	0.028

Displayed 50 warnings of a total of 521368 of this type.

Warning (none serious): Ratio of DM to DS travel distance lower than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	DM_dist	DS_dist	Ratio	DM_trips	DS_trips
59	86	1	Car	Other	All	2039	3.673	8.913	0.412	0.001	0.001

9	79	3	Car	Business	Passenger	2039	1.769	4.057	0.436	0.159	0.131
9	79	2	Car	Business	Passenger	2039	1.769	4.057	0.436	0.234	0.205
9	79	2	Car	Business	Passenger	2024	1.769	4.057	0.436	0.236	0.209
9	79	3	Car	Other	Passenger	2024	1.769	4.057	0.436	0.161	0.133
9	79	4	Car	Commuting	All	2024	1.769	4.057	0.436	5.175	5.102
9	79	4	Car	Other	All	2054	1.769	4.057	0.436	2.101	1.946
9	79	3	Car	Business	All	2054	1.769	4.057	0.436	0.747	0.658
9	79	4	Car	Commuting	All	2054	1.769	4.057	0.436	4.959	4.906
9	79	3	Car	Business	All	2024	1.769	4.057	0.436	0.664	0.599
9	79	4	Car	Business	All	2024	1.769	4.057	0.436	0.751	0.700
9	79	3	Car	Other	Passenger	2039	1.769	4.057	0.436	0.159	0.131
9	79	3	Car	Other	All	2054	1.769	4.057	0.436	2.389	1.987
9	79	3	Car	Other	Passenger	2054	1.769	4.057	0.436	0.161	0.132
9	79	2	Car	Commuting	Passenger	2054	1.769	4.057	0.436	0.237	0.207
9	79	2	Car	Other	All	2024	1.769	4.057	0.436	2.749	2.442
9	79	2	Car	Commuting	All	2054	1.769	4.057	0.436	0.144	0.141
9	79	4	Car	Business	Passenger	2024	1.769	4.057	0.436	0.135	0.120
9	79	4	Car	Other	All	2024	1.769	4.057	0.436	2.199	1.973
9	79	3	Car	Commuting	Passenger	2054	1.769	4.057	0.436	0.161	0.132
9	79	4	Car	Commuting	Passenger	2024	1.769	4.057	0.436	0.135	0.120
9	79	3	Car	Commuting	Passenger	2039	1.769	4.057	0.436	0.159	0.131
9	79	4	Car	Other	Passenger	2024	1.769	4.057	0.436	0.135	0.120
9	79	2	Car	Other	All	2039	1.769	4.057	0.436	2.721	2.408
9	79	2	Car	Business	Passenger	2054	1.769	4.057	0.436	0.237	0.207
9	79	2	Car	Other	All	2054	1.769	4.057	0.436	2.757	2.425
9	79	3	Car	Other	All	2024	1.769	4.057	0.436	2.391	2.007
9	79	2	Car	Commuting	All	2039	1.769	4.057	0.436	0.145	0.142
9	79	3	Car	Business	All	2039	1.769	4.057	0.436	0.757	0.664
9	79	2	Car	Other	All	2054	1.769	4.057	0.436	0.000	0.001
9	79	2	Car	Business	All	2039	1.769	4.057	0.436	0.484	0.422
9	79	3	Car	Other	All	2039	1.769	4.057	0.436	2.369	1.979
9	79	2	Car	Other	Passenger	2024	1.769	4.057	0.436	0.236	0.209
9	79	3	Car	Commuting	All	2024	1.769	4.057	0.436	2.073	1.966
9	79	2	Car	Commuting	Passenger	2039	1.769	4.057	0.436	0.234	0.205
9	79	3	Car	Business	Passenger	2054	1.769	4.057	0.436	0.161	0.132
9	79	3	Car	Commuting	Passenger	2024	1.769	4.057	0.436	0.161	0.133
9	79	2	Car	Other	Passenger	2054	1.769	4.057	0.436	0.237	0.207
9	79	2	Car	Commuting	All	2024	1.769	4.057	0.436	0.145	0.144
9	79	2	Car	Other	Passenger	2039	1.769	4.057	0.436	0.234	0.205
9	79	2	Car	Business	All	2024	1.769	4.057	0.436	0.386	0.350
9	79	2	Car	Other	All	2039	1.769	4.057	0.436	0.001	0.001
9	79	3	Car	Commuting	All	2039	1.769	4.057	0.436	2.034	1.915
9	79	2	Car	Business	All	2054	1.769	4.057	0.436	0.486	0.421
9	79	3	Car	Business	Passenger	2024	1.769	4.057	0.436	0.161	0.133
9	79	2	Car	Other	All	2024	1.769	4.057	0.436	0.000	0.001
9	79	3	Car	Commuting	All	2054	1.769	4.057	0.436	2.011	1.908
9	79	2	Car	Commuting	Passenger	2024	1.769	4.057	0.436	0.236	0.209
59	154	1	Car	Other	All	2039	3.810	8.683	0.439	0.002	0.001
9	79	4	Car	Other	All	2039	1.811	4.057	0.446	2.114	1.941

Displayed 50 warnings of a total of 35682 of this type.

Warning (8349 serious): Ratio of DM to DS travel distance higher than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	DM_dist	DS_dist	Ratio	DM_trips	DS_trips
52	3	1	Car	Other	All	2039	3.995	0.925	4.319	1.620	1.462
52	3	1	Car	Commuting	All	2039	3.995	0.926	4.314	0.693	0.745
52	3	1	Car	Other	All	2039	4.032	0.959	4.204	0.001	0.000
52	3	1	LGV	Commuting	All	2039	4.032	0.959	4.204	0.111	0.111
52	3	1	LGV	Other	All	2039	4.032	0.959	4.204	0.111	0.111
52	3	1	LGV	Business	All	2039	4.032	0.959	4.204	0.111	0.111
52	3	1	Car	Commuting	All	2054	3.976	0.977	4.070	0.663	0.661
52	3	1	Car	Other	All	2054	3.976	0.977	4.070	1.666	1.425
52	3	1	LGV	Other	All	2054	3.976	0.978	4.065	0.111	0.111
52	3	1	LGV	Business	All	2054	3.976	0.978	4.065	0.111	0.111
52	3	1	LGV	Commuting	All	2054	3.976	0.978	4.065	0.111	0.111
9	7	2	Car	Other	All	2054	5.436	1.508	3.605	0.566	0.619
9	7	2	Car	Other	All	2039	5.436	1.508	3.605	0.551	0.605
9	7	2	Car	Other	All	2024	5.434	1.508	3.603	0.557	0.622
9	7	2	Car	Other	Passenger	2024	5.430	1.508	3.601	0.050	0.057
9	7	2	Car	Business	All	2024	5.430	1.508	3.601	0.749	0.767

9	7	2	Car	Business	Passenger	2024	5.430	1.508	3.601	0.050	0.057
9	7	2	Car	Commuting	Passenger	2024	5.430	1.508	3.601	0.050	0.057
95	94	4	Car	Business	Passenger	2024	4.419	1.277	3.460	0.018	0.028
95	94	4	Car	Other	Passenger	2024	4.419	1.277	3.460	0.018	0.028
95	94	4	Car	Commuting	Passenger	2024	4.419	1.277	3.460	0.018	0.028
95	94	4	Car	Business	All	2024	4.419	1.277	3.460	0.007	0.010
9	7	1	Car	Other	Passenger	2024	5.183	1.508	3.437	0.030	0.052
9	7	1	Car	Business	Passenger	2024	5.183	1.508	3.437	0.030	0.052
9	7	1	Car	Other	All	2039	5.183	1.508	3.437	0.345	0.490
9	7	1	Car	Business	Passenger	2039	5.183	1.508	3.437	0.032	0.045
9	7	1	Car	Business	All	2039	5.183	1.508	3.437	0.208	0.343
9	7	1	Car	Business	All	2024	5.183	1.508	3.437	0.147	0.155
9	7	1	Car	Other	Passenger	2039	5.183	1.508	3.437	0.032	0.045
9	7	1	Car	Other	All	2024	5.183	1.508	3.437	0.323	0.551
9	7	1	Car	Commuting	Passenger	2024	5.183	1.508	3.437	0.030	0.052
9	7	1	Car	Commuting	Passenger	2039	5.183	1.508	3.437	0.032	0.045
9	7	1	Car	Other	Passenger	2054	5.181	1.508	3.436	0.036	0.050
9	7	1	Car	Business	Passenger	2054	5.181	1.508	3.436	0.036	0.050
9	7	1	Car	Commuting	Passenger	2054	5.181	1.508	3.436	0.036	0.050
9	7	1	Car	Other	All	2054	5.181	1.508	3.436	0.382	0.540
9	7	1	Car	Business	All	2054	5.181	1.508	3.436	0.222	0.362
95	94	4	Car	Commuting	All	2039	4.366	1.277	3.419	0.074	0.095
95	94	4	Car	Other	All	2039	4.366	1.277	3.419	0.217	0.324
95	94	4	Car	Other	All	2054	4.359	1.277	3.413	0.225	0.343
95	94	4	Car	Commuting	All	2054	4.359	1.277	3.413	0.076	0.100
95	94	4	Car	Commuting	All	2024	4.332	1.277	3.392	0.067	0.090
95	94	4	Car	Other	All	2024	4.332	1.277	3.392	0.202	0.314
52	15	4	Car	Other	All	2039	4.790	1.476	3.245	0.001	0.000
52	15	4	LGV	Other	All	2054	4.876	1.505	3.240	0.684	0.684
52	15	4	LGV	Business	All	2054	4.876	1.505	3.240	0.684	0.684
52	15	4	LGV	Commuting	All	2054	4.876	1.505	3.240	0.684	0.684
52	15	4	LGV	Business	All	2039	4.782	1.476	3.240	0.684	0.684
52	15	4	LGV	Commuting	All	2039	4.782	1.476	3.240	0.684	0.684
52	15	4	LGV	Other	All	2039	4.782	1.476	3.240	0.684	0.684

Displayed 50 warnings of a total of 8349 of this type.

Warning: DM speeds less than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	DM_dist	DM_time	Speed	DM_trips
6	37	4	Car	Business	All	2054	0.186	0.065	2.853	0.202
6	37	4	Car	Business	All	2039	0.185	0.062	2.970	0.333
6	37	4	Car	Other	All	2024	0.163	0.053	3.081	3.280
6	37	4	Car	Commuting	All	2024	0.165	0.053	3.119	0.548
6	37	4	Car	Other	All	2054	0.231	0.065	3.548	3.473
6	37	4	Car	Commuting	All	2054	0.231	0.065	3.548	0.400
127	61	4	Car	Business	All	2054	0.716	0.193	3.708	0.113
52	53	1	Car	Business	All	2054	0.502	0.135	3.719	0.802
52	53	1	Car	Other	All	2054	0.502	0.135	3.719	0.001
52	53	1	LGV	Other	All	2054	0.502	0.135	3.719	0.002
52	53	1	LGV	Business	All	2054	0.502	0.135	3.719	0.001
52	53	1	LGV	Commuting	All	2054	0.502	0.135	3.719	0.002
52	53	1	Car	Other	All	2054	0.502	0.135	3.719	3.626
52	53	1	Car	Commuting	All	2054	0.502	0.135	3.719	0.404
6	37	4	Car	Commuting	All	2039	0.231	0.062	3.720	0.465
6	37	4	Car	Other	All	2039	0.231	0.062	3.720	3.386
6	37	4	Car	Other	All	2054	0.245	0.065	3.763	0.000
6	37	4	LGV	Other	All	2054	0.245	0.065	3.763	1.242
6	37	4	LGV	Business	All	2054	0.245	0.065	3.763	0.386
6	37	4	LGV	Commuting	All	2054	0.245	0.065	3.763	1.058
6	37	4	Car	Other	All	2039	0.234	0.062	3.768	0.001
6	37	4	LGV	Business	All	2039	0.234	0.062	3.768	0.386
6	37	4	LGV	Other	All	2039	0.234	0.062	3.768	1.242
6	37	4	LGV	Commuting	All	2039	0.234	0.062	3.768	1.058
6	37	3	LGV	Business	All	2054	0.161	0.042	3.824	0.055
6	37	3	Car	Other	All	2054	0.161	0.042	3.824	0.001
6	37	3	LGV	Other	All	2054	0.161	0.042	3.824	0.180
6	37	3	Car	Commuting	All	2054	0.161	0.042	3.824	0.119
6	37	3	Car	Other	All	2054	0.161	0.042	3.824	3.425
6	37	3	LGV	Commuting	All	2054	0.161	0.042	3.824	0.038
6	37	3	Car	Business	All	2054	0.161	0.042	3.824	0.212

127	61	4	Car	Commuting	All	2039	0.716	0.182	3.943	0.644
127	61	4	Car	Other	All	2039	0.716	0.182	3.943	0.346
127	61	4	Car	Business	All	2039	0.716	0.182	3.943	0.141
127	61	4	Car	Other	All	2039	0.716	0.182	3.943	0.000
6	37	4	Car	Business	All	2024	0.209	0.053	3.943	0.230
6	37	4	LGV	Commuting	All	2024	0.209	0.053	3.943	0.785
6	37	4	LGV	Business	All	2024	0.209	0.053	3.943	0.287
6	37	4	LGV	Other	All	2024	0.209	0.053	3.943	0.922
6	37	3	LGV	Other	All	2024	0.161	0.040	4.025	0.133
6	37	3	Car	Business	All	2039	0.161	0.040	4.025	0.246
6	37	3	LGV	Commuting	All	2039	0.161	0.040	4.025	0.038
6	37	3	Car	Other	All	2039	0.161	0.040	4.025	3.354
6	37	3	LGV	Commuting	All	2024	0.161	0.040	4.025	0.028
6	37	3	LGV	Business	All	2039	0.161	0.040	4.025	0.055
6	37	3	Car	Other	All	2039	0.161	0.040	4.025	0.001
6	37	3	Car	Commuting	All	2039	0.161	0.040	4.025	0.134
6	37	3	Car	Other	All	2024	0.161	0.040	4.025	0.001
6	37	3	Car	Commuting	All	2024	0.161	0.040	4.025	0.155
6	37	3	Car	Other	All	2024	0.161	0.040	4.025	3.325

Displayed 50 warnings of a total of 233 of this type.

Warning: DM speeds greater than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	DM_dist	DM_time	Speed	DM_trips
213	661	3	Car	Other	All	2039	88.602	0.751	118.057	0.004
213	661	2	Car	Commuting	All	2054	88.602	0.751	118.057	0.002
213	661	1	Car	Business	All	2024	88.602	0.751	118.057	0.003
213	661	3	LGV	Commuting	All	2024	88.602	0.751	118.057	0.000
213	661	3	Car	Commuting	All	2054	88.602	0.751	118.057	0.009
213	661	4	Car	Other	All	2039	88.602	0.751	118.057	0.003
213	661	1	Car	Other	All	2054	88.602	0.751	118.057	0.002
213	661	2	Car	Other	All	2054	88.602	0.751	118.057	0.005
213	661	3	Car	Commuting	All	2039	88.602	0.751	118.057	0.008
213	661	4	Car	Commuting	All	2054	88.602	0.751	118.057	0.012
213	661	4	LGV	Commuting	All	2024	88.602	0.751	118.057	0.004
213	661	1	LGV	Other	All	2024	88.602	0.751	118.057	0.006
213	661	4	Car	Business	All	2024	88.602	0.751	118.057	0.002
213	661	2	LGV	Other	All	2024	88.602	0.751	118.057	0.002
213	661	3	LGV	Other	All	2024	88.602	0.751	118.057	0.001
213	661	2	Car	Business	All	2024	88.602	0.751	118.057	0.004
213	661	3	Car	Other	All	2054	88.602	0.751	118.057	0.005
213	661	3	Car	Commuting	All	2024	88.602	0.751	118.057	0.004
213	661	4	Car	Commuting	All	2039	88.602	0.751	118.057	0.014
213	661	4	LGV	Other	All	2024	88.602	0.751	118.057	0.005
213	661	1	LGV	Business	All	2039	88.602	0.751	118.057	0.004
213	661	2	LGV	Business	All	2039	88.602	0.751	118.057	0.001
213	661	3	LGV	Business	All	2039	88.602	0.751	118.057	0.000
213	661	4	LGV	Business	All	2039	88.602	0.751	118.057	0.002
213	661	1	LGV	Commuting	All	2039	88.602	0.751	118.057	0.008
213	661	2	LGV	Commuting	All	2039	88.602	0.751	118.057	0.000
213	661	3	LGV	Commuting	All	2039	88.602	0.751	118.057	0.000
213	661	4	LGV	Commuting	All	2039	88.602	0.751	118.057	0.006
213	661	1	LGV	Other	All	2039	88.602	0.751	118.057	0.008
213	661	2	LGV	Other	All	2039	88.602	0.751	118.057	0.003
213	661	1	Car	Commuting	All	2054	88.602	0.751	118.057	0.042
213	661	4	Car	Other	All	2054	88.602	0.751	118.057	0.004
213	661	3	LGV	Other	All	2039	88.602	0.751	118.057	0.001
213	661	4	LGV	Other	All	2039	88.602	0.751	118.057	0.007
213	661	2	Car	Other	All	2024	88.602	0.751	118.057	0.002
213	661	1	LGV	Business	All	2024	88.602	0.751	118.057	0.003
213	661	1	Car	Commuting	All	2039	88.602	0.751	118.057	0.035
213	661	2	Car	Commuting	All	2039	88.602	0.751	118.057	0.002
213	661	1	LGV	Business	All	2054	88.602	0.751	118.057	0.004
213	661	3	Car	Other	All	2024	88.602	0.751	118.057	0.002
213	661	2	LGV	Business	All	2024	88.602	0.751	118.057	0.001
213	661	2	LGV	Business	All	2054	88.602	0.751	118.057	0.001
213	661	1	Car	Other	All	2039	88.602	0.751	118.057	0.001
213	661	3	LGV	Business	All	2024	88.602	0.751	118.057	0.000
213	661	3	LGV	Business	All	2054	88.602	0.751	118.057	0.000
213	661	2	Car	Other	All	2039	88.602	0.751	118.057	0.005

213	661	4	LGV	Business	All	2024	88.602	0.751	118.057	0.002
213	661	1	LGV	Commuting	All	2024	88.602	0.751	118.057	0.006
213	661	2	LGV	Commuting	All	2024	88.602	0.751	118.057	0.000
213	661	4	LGV	Business	All	2054	88.602	0.751	118.057	0.002

Displayed 50 warnings of a total of 28073 of this type.

Warning: DS speeds less than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	DS_dist	DS_time	Speed	DS_trips
6	37	4	Car	Other	All	2054	0.162	0.051	3.195	3.299
6	37	4	Car	Commuting	All	2054	0.162	0.051	3.195	0.377
6	37	4	Car	Business	All	2054	0.162	0.051	3.195	0.191
6	37	4	LGV	Business	All	2054	0.163	0.051	3.209	0.386
6	37	4	LGV	Other	All	2054	0.163	0.051	3.209	1.242
6	37	4	Car	Other	All	2054	0.163	0.051	3.209	0.001
6	37	4	LGV	Commuting	All	2054	0.163	0.051	3.209	1.058
6	37	4	Car	Business	All	2039	0.162	0.050	3.227	0.318
6	37	4	LGV	Commuting	All	2039	0.163	0.050	3.247	1.058
6	37	4	Car	Other	All	2039	0.163	0.050	3.247	0.001
6	37	4	LGV	Other	All	2039	0.163	0.050	3.247	1.242
6	37	4	LGV	Business	All	2039	0.163	0.050	3.247	0.386
6	37	4	Car	Other	All	2039	0.163	0.050	3.247	3.215
6	37	4	Car	Commuting	All	2039	0.163	0.050	3.247	0.445
6	37	4	Car	Commuting	All	2024	0.161	0.049	3.320	0.520
6	37	4	LGV	Other	All	2024	0.161	0.049	3.320	0.921
6	37	4	Car	Business	All	2024	0.161	0.049	3.320	0.216
6	37	4	LGV	Business	All	2024	0.161	0.049	3.320	0.286
6	37	4	Car	Other	All	2024	0.161	0.049	3.320	3.077
6	37	4	Car	Other	All	2024	0.161	0.049	3.320	0.001
6	37	4	LGV	Commuting	All	2024	0.161	0.049	3.320	0.784
52	53	1	LGV	Other	All	2054	0.496	0.116	4.280	0.002
52	53	1	Car	Other	All	2054	0.496	0.116	4.280	2.945
52	53	1	LGV	Business	All	2054	0.496	0.116	4.280	0.001
52	53	1	Car	Business	All	2054	0.496	0.116	4.280	0.629
52	53	1	LGV	Commuting	All	2054	0.496	0.116	4.280	0.002
52	53	1	Car	Other	All	2054	0.496	0.116	4.280	0.001
52	53	1	Car	Commuting	All	2054	0.496	0.116	4.280	0.336
6	37	3	Car	Business	All	2054	0.161	0.037	4.316	0.205
6	37	3	Car	Other	All	2054	0.161	0.037	4.316	3.308
6	37	3	Car	Commuting	All	2054	0.161	0.037	4.316	0.114
6	37	3	LGV	Business	All	2054	0.161	0.037	4.316	0.054
6	37	3	LGV	Commuting	All	2054	0.161	0.037	4.316	0.038
6	37	3	LGV	Other	All	2054	0.161	0.037	4.316	0.180
6	37	3	Car	Other	All	2054	0.161	0.037	4.316	0.001
6	37	3	Car	Commuting	All	2039	0.161	0.037	4.340	0.130
6	37	3	LGV	Other	All	2039	0.161	0.037	4.340	0.180
6	37	3	Car	Other	All	2039	0.161	0.037	4.340	0.001
6	37	3	LGV	Commuting	All	2039	0.161	0.037	4.340	0.038
6	37	3	Car	Other	All	2039	0.161	0.037	4.340	3.219
6	37	3	LGV	Business	All	2039	0.161	0.037	4.340	0.054
6	37	3	Car	Business	All	2039	0.161	0.037	4.340	0.239
6	37	3	Car	Other	All	2024	0.161	0.037	4.375	0.001
6	37	3	LGV	Other	All	2024	0.161	0.037	4.375	0.133
6	37	3	LGV	Business	All	2024	0.161	0.037	4.375	0.040
6	37	3	Car	Commuting	All	2024	0.161	0.037	4.375	0.153
6	37	3	LGV	Commuting	All	2024	0.161	0.037	4.375	0.028
6	37	3	Car	Business	All	2024	0.161	0.037	4.375	0.188
6	37	3	Car	Other	All	2024	0.161	0.037	4.375	3.239
10	6	4	Car	Business	All	2039	0.289	0.065	4.433	0.153

Displayed 50 warnings of a total of 133 of this type.

Warning: DS speeds greater than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	DS_dist	DS_time	Speed	DS_trips
213	661	3	LGV	Commuting	All	2024	88.602	0.751	118.057	0.000
213	661	2	Car	Commuting	All	2054	88.602	0.751	118.057	0.002
213	661	3	Car	Other	All	2039	88.602	0.751	118.057	0.005
213	661	3	Car	Business	All	2024	88.602	0.751	118.057	0.004
213	661	3	Car	Commuting	All	2054	88.602	0.751	118.057	0.008
213	661	4	LGV	Commuting	All	2024	88.602	0.751	118.057	0.004
213	661	2	Car	Business	All	2024	88.602	0.751	118.057	0.003

213	661	4	Car	Other	All	2039	88.602	0.751	118.057	0.003
213	661	3	Car	Commuting	All	2039	88.602	0.751	118.057	0.008
213	661	4	Car	Commuting	All	2054	88.602	0.751	118.057	0.012
213	661	1	Car	Other	All	2054	88.602	0.751	118.057	0.001
213	661	1	LGV	Other	All	2024	88.602	0.751	118.057	0.006
213	661	2	Car	Other	All	2054	88.602	0.751	118.057	0.005
213	661	2	LGV	Other	All	2024	88.602	0.751	118.057	0.002
213	661	3	LGV	Other	All	2024	88.602	0.751	118.057	0.001
213	661	4	LGV	Other	All	2024	88.602	0.751	118.057	0.005
213	661	1	LGV	Business	All	2039	88.602	0.751	118.057	0.004
213	661	2	LGV	Business	All	2039	88.602	0.751	118.057	0.001
213	661	1	Car	Commuting	All	2039	88.602	0.751	118.057	0.032
213	661	3	LGV	Business	All	2039	88.602	0.751	118.057	0.000
213	661	4	LGV	Business	All	2039	88.602	0.751	118.057	0.002
213	661	3	Car	Other	All	2054	88.602	0.751	118.057	0.005
213	661	1	LGV	Commuting	All	2039	88.602	0.751	118.057	0.008
213	661	4	Car	Business	All	2024	88.602	0.751	118.057	0.002
213	661	4	Car	Commuting	All	2039	88.602	0.751	118.057	0.014
213	661	2	LGV	Commuting	All	2039	88.602	0.751	118.057	0.000
213	661	3	LGV	Commuting	All	2039	88.602	0.751	118.057	0.000
213	661	4	LGV	Commuting	All	2039	88.602	0.751	118.057	0.006
213	661	1	Car	Business	All	2024	88.602	0.751	118.057	0.002
213	661	1	LGV	Other	All	2039	88.602	0.751	118.057	0.008
213	661	2	LGV	Other	All	2039	88.602	0.751	118.057	0.003
213	661	3	LGV	Other	All	2039	88.602	0.751	118.057	0.001
213	661	4	LGV	Other	All	2039	88.602	0.751	118.057	0.007
213	661	2	Car	Other	All	2024	88.602	0.751	118.057	0.003
213	661	4	Car	Other	All	2054	88.602	0.751	118.057	0.004
213	661	1	LGV	Business	All	2054	88.602	0.751	118.057	0.004
213	661	1	LGV	Business	All	2024	88.602	0.751	118.057	0.003
213	661	2	LGV	Business	All	2054	88.602	0.751	118.057	0.001
213	661	3	Car	Other	All	2024	88.602	0.751	118.057	0.002
213	661	2	Car	Commuting	All	2039	88.602	0.751	118.057	0.002
213	661	2	LGV	Business	All	2024	88.602	0.751	118.057	0.001
213	661	1	Car	Commuting	All	2054	88.602	0.751	118.057	0.038
213	661	3	LGV	Business	All	2054	88.602	0.751	118.057	0.000
213	661	3	LGV	Business	All	2024	88.602	0.751	118.057	0.000
213	661	4	LGV	Business	All	2054	88.602	0.751	118.057	0.002
213	661	1	Car	Other	All	2039	88.602	0.751	118.057	0.002
213	661	4	LGV	Business	All	2024	88.602	0.751	118.057	0.002
213	661	2	Car	Other	All	2039	88.602	0.751	118.057	0.005
213	661	1	LGV	Commuting	All	2024	88.602	0.751	118.057	0.006
213	661	2	LGV	Commuting	All	2024	88.602	0.751	118.057	0.000

Displayed 50 warnings of a total of 28922 of this type.

Warning: DM time greater than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	Time	File name
740	742	1	Bus	Commuting	Passenger	2054	15.639	¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740	606	1	Bus	Commuting	Passenger	2054	15.610	¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740	606	1	Bus	Other	Passenger	2054	15.610	¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740	606	1	Bus	Other	Passenger	2039	15.605	¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
740	606	1	Bus	Commuting	Passenger	2039	15.605	¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
740	606	1	Bus	Commuting	Passenger	2024	15.587	¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
740	606	1	Bus	Other	Passenger	2024	15.587	¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
740	706	1	Bus	Commuting	Passenger	2024	15.566	¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
740	706	1	Bus	Commuting	Passenger	2039	15.559	¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
740	706	1	Bus	Commuting	Passenger	2054	15.538	¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740	742	1	Bus	Commuting	Passenger	2024	15.528	¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T

740 742 1 Bus Commuting Passenger 2039 15.521
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
689 322 2 Bus Other Passenger 2054 15.507
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
689 322 2 Bus Other Passenger 2024 15.507
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
689 322 2 Bus Other Passenger 2039 15.507
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
740 705 1 Bus Commuting Passenger 2054 15.471
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
688 322 2 Bus Other Passenger 2054 15.461
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
688 322 2 Bus Other Passenger 2024 15.461
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
688 322 2 Bus Other Passenger 2039 15.461
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
744 605 1 Bus Other Passenger 2054 15.413
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
744 605 1 Bus Other Passenger 2039 15.409
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
744 706 1 Bus Commuting Passenger 2054 15.376
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 705 1 Bus Commuting Passenger 2024 15.360
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
740 705 1 Bus Commuting Passenger 2039 15.353
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
744 742 1 Bus Commuting Passenger 2054 15.338
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
744 606 1 Bus Commuting Passenger 2054 15.309
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
744 606 1 Bus Other Passenger 2054 15.309
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
744 606 1 Bus Other Passenger 2039 15.304
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
744 606 1 Bus Commuting Passenger 2039 15.304
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
744 605 1 Bus Other Passenger 2024 15.301
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 606 1 Bus Other Passenger 2024 15.285
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 606 1 Bus Commuting Passenger 2024 15.285
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 706 1 Bus Commuting Passenger 2024 15.265
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 706 1 Bus Commuting Passenger 2039 15.258
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
706 322 1 Bus Commuting Passenger 2054 15.227
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
744 742 1 Bus Commuting Passenger 2024 15.227
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
706 322 1 Bus Commuting Passenger 2039 15.227
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
706 322 1 Bus Commuting Passenger 2024 15.224
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 742 1 Bus Commuting Passenger 2039 15.220
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
744 705 1 Bus Commuting Passenger 2024 15.059
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
689 324 2 Bus Other Passenger 2054 15.056
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
689 324 2 Bus Other Passenger 2039 15.056
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
689 324 2 Bus Other Passenger 2024 15.056
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 705 1 Bus Commuting Passenger 2039 15.052
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
361 706 3 Bus Commuting Passenger 2039 15.046
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T

361 706 3 Bus Commuting Passenger 2054 15.041
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
361 706 3 Bus Commuting Passenger 2024 15.036
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 705 1 Bus Commuting Passenger 2054 15.031
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 583 1 Bus Commuting Passenger 2054 15.024
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
688 324 2 Bus Other Passenger 2054 15.010
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
Displayed 50 warnings of a total of 92875 of this type.

Warning: DS time greater than limit for the following:
Origin Destination Time_slice Veh_type Purpose Person_type Year Time File name
740 606 1 Bus Other Passenger 2054 15.642
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 606 1 Bus Commuting Passenger 2054 15.639
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 742 1 Bus Commuting Passenger 2054 15.639
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 606 1 Bus Other Passenger 2039 15.637
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
740 606 1 Bus Commuting Passenger 2039 15.637
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
740 606 1 Bus Other Passenger 2024 15.617
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
740 606 1 Bus Commuting Passenger 2024 15.617
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
740 706 1 Bus Commuting Passenger 2024 15.566
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
740 706 1 Bus Commuting Passenger 2054 15.552
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 706 1 Bus Commuting Passenger 2039 15.548
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
740 742 1 Bus Commuting Passenger 2024 15.528
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
740 742 1 Bus Commuting Passenger 2039 15.510
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
689 322 2 Bus Other Passenger 2024 15.507
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
689 322 2 Bus Other Passenger 2039 15.507
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
689 322 2 Bus Other Passenger 2054 15.507
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 705 1 Bus Commuting Passenger 2054 15.471
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
688 322 2 Bus Other Passenger 2039 15.461
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
688 322 2 Bus Other Passenger 2024 15.461
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
688 322 2 Bus Other Passenger 2054 15.461
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
744 605 1 Bus Other Passenger 2054 15.441
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
744 706 1 Bus Commuting Passenger 2054 15.376
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740 705 1 Bus Commuting Passenger 2024 15.360
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
740 705 1 Bus Commuting Passenger 2039 15.342
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
744 606 1 Bus Other Passenger 2054 15.341
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744 606 1 Bus Commuting Passenger 2054 15.338
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
744 742 1 Bus Commuting Passenger 2054 15.338
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
744 605 1 Bus Other Passenger 2039 15.336
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T

744 606 1 Bus Other Passenger 2039 15.336
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
744 606 1 Bus Commuting Passenger 2039 15.336
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
744 605 1 Bus Other Passenger 2024 15.327
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 606 1 Bus Commuting Passenger 2024 15.316
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744 606 1 Bus Other Passenger 2024 15.316
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 706 1 Bus Commuting Passenger 2024 15.265
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 706 1 Bus Commuting Passenger 2039 15.247
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
706 322 1 Bus Commuting Passenger 2039 15.233
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
706 322 1 Bus Commuting Passenger 2054 15.233
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
706 322 1 Bus Commuting Passenger 2024 15.233
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 742 1 Bus Commuting Passenger 2024 15.227
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 742 1 Bus Commuting Passenger 2039 15.209
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
744 705 1 Bus Commuting Passenger 2054 15.170
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
744 705 1 Bus Commuting Passenger 2024 15.059
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
689 324 2 Bus Other Passenger 2024 15.056
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
689 324 2 Bus Other Passenger 2039 15.056
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
689 324 2 Bus Other Passenger 2054 15.056
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 583 1 Bus Commuting Passenger 2054 15.052
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 583 1 Bus Commuting Passenger 2039 15.048
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
744 705 1 Bus Commuting Passenger 2039 15.041
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
361 706 3 Bus Commuting Passenger 2054 15.040
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
361 706 3 Bus Commuting Passenger 2039 15.039
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
361 706 3 Bus Commuting Passenger 2024 15.037
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
Displayed 50 warnings of a total of 92872 of this type.

TUBA ECONOMICS FILE DIFFERENCES

PARAMETERS - (used)
TUBA_version 1.9.5
base_year 2011
pres_val_year 2011
GDP_base 100.00 0.00 0.00
av_ind_tax 18.30 0.00 0.00
nt_carbdxvalues 5.66 5.66 5.66
t_carbdxvalues 5.66 5.66 5.66

PARAMETERS - (std)
TUBA_version 1.9.5
base_year 2010
pres_val_year 2010
GDP_base 100.00 0.00 0.00
av_ind_tax 19.00 0.00 0.00
nt_carbdxvalues 26.64 79.92 53.28
t_carbdxvalues 11.81 11.81 11.81

MODES - (used)

*no. description
1 Highway
2 Public

MODES - (std)
*no. description
1 Road
2 Bus
3 Rail

VEHICLE_TYPE/SUBMODE - (used)
*no. mode new_mode P&R type description
1 1 N N per Car
2 1 N N per LGV
3 1 N N fre OGV1
4 1 N N fre OGV2
5 2 N N per Bus
6 2 N N per Light Rail
7 2 N N per Heavy Rail

VEHICLE_TYPE/SUBMODE - (std)
*no. mode new_mode P&R type description
1 1 N N per Car
2 1 N N per LGV Personal
3 1 N N fre LGV Freight
4 1 N N fre OGV1
5 1 N N fre OGV2
6 2 N N per Bus
7 3 N N per Light Rail
8 3 N N per Heavy rail

FUEL_TYPE - (used)
*no. name
1 petrol
2 diesel

FUEL_TYPE - (std)
*no. name
1 Petrol
2 Diesel
3 Electric

TIME_PERIODS - (used)
*no. description comments
1 AM 0800-0900
2 LT 1000-1300
3 SR 1300-1600
4 PM 1700-1800

TIME_PERIODS - (std)
*no. description comments
1 AM peak (7-10 weekdays)
2 PM peak (4-7 weekdays)
3 Inter-peak (10-4 weekdays)
4 Off-peak (7-7 weekdays)
5 Weekend (weekend)

DISCOUNT_RATE - (used)
*% change p.a.
*Start_yr End_yr Rate
1 100 5.00

DISCOUNT_RATE - (std)
*% change p.a.
*Start_yr End_yr Rate
1 30 3.50
31 75 3.00
76 80 2.50

VALUE_OF_TIME - (used)
*pence per hour
*Vtype/submode Person_type VOT_purpose1 VOT_purpose2 VOT_purpose3 ..
1 1 2902.0 1403.0 1275.0
1 2 2902.0 1403.0 1275.0
2 1 2902.0 1403.0 1275.0
2 2 2902.0 1403.0 1275.0
3 1 2902.0 0.0 0.0
3 2 2902.0 0.0 0.0
4 1 2902.0 0.0 0.0
4 2 2902.0 0.0 0.0
5 1 2902.0 0.0 0.0
5 2 2902.0 1403.0 1275.0
6 1 2902.0 0.0 0.0
6 2 2902.0 1403.0 1275.0
7 1 2902.0 0.0 0.0
7 2 2902.0 1403.0 1275.0

VALUE_OF_TIME - (std)
*pence per hour
*Vtype/submode Person_type VOT_purpose1 VOT_purpose2 VOT_purpose3 ..
1 1 2274.0 681.0 604.0
1 2 1725.0 681.0 604.0
2 1 1024.0 681.0 604.0
2 2 1024.0 681.0 604.0
3 1 1024.0 0.0 0.0
3 2 1024.0 0.0 0.0
4 1 1206.0 0.0 0.0
4 2 1206.0 0.0 0.0
5 1 1206.0 0.0 0.0
5 2 1206.0 0.0 0.0
6 1 1232.0 0.0 0.0
6 2 1397.0 681.0 604.0
7 1 0.0 0.0 0.0
7 2 2208.0 681.0 604.0
8 1 0.0 0.0 0.0
8 2 2686.0 681.0 604.0

VALUE_OF_TIME_GROWTH - (used)
*% change p.a.
*Start_yr End_yr VOT_Gr_purpose1 VOT_Gr_purpose2 VOT_Gr_purpose3 ..
2012 2014 4.00 4.00 4.00
2015 2019 3.60 3.60 3.60
2020 2024 2.20 2.20 2.20
2025 2100 2.30 2.30 2.30

VALUE_OF_TIME_GROWTH - (std)
*% change p.a.
*Start_yr End_yr VOT_Gr_purpose1 VOT_Gr_purpose2 VOT_Gr_purpose3 ..
2011 2011 0.80 0.80 0.80
2012 2012 -0.00 -0.00 -0.00
2013 2013 1.09 1.09 1.09
2014 2014 2.05 2.05 2.05
2015 2015 1.67 1.67 1.67
2016 2016 1.95 1.95 1.95
2017 2017 1.99 1.99 1.99
2018 2018 1.90 1.90 1.90
2019 2019 1.91 1.91 1.91
2020 2020 1.90 1.90 1.90
2021 2021 1.88 1.88 1.88
2022 2022 1.87 1.87 1.87
2023 2023 1.89 1.89 1.89
2024 2024 1.90 1.90 1.90
2025 2025 1.92 1.92 1.92
2026 2026 1.94 1.94 1.94
2027 2027 1.95 1.95 1.95
2028 2028 1.97 1.97 1.97
2029 2029 1.99 1.99 1.99
2030 2030 2.01 2.01 2.01

2031	2031	2.02	2.02	2.02
2032	2032	2.04	2.04	2.04
2033	2033	2.05	2.05	2.05
2034	2034	2.06	2.06	2.06
2035	2035	2.07	2.07	2.07
2036	2036	2.08	2.08	2.08
2037	2037	2.09	2.09	2.09
2038	2038	2.10	2.10	2.10
2039	2039	2.10	2.10	2.10
2040	2040	2.10	2.10	2.10
2041	2041	2.10	2.10	2.10
2042	2042	2.12	2.12	2.12
2043	2043	2.12	2.12	2.12
2044	2044	2.12	2.12	2.12
2045	2045	2.12	2.12	2.12
2046	2046	2.12	2.12	2.12
2047	2047	2.15	2.15	2.15
2048	2048	2.15	2.15	2.15
2049	2049	2.15	2.15	2.15
2050	2050	2.15	2.15	2.15
2051	2051	2.15	2.15	2.15
2052	2052	2.19	2.19	2.19
2053	2053	2.19	2.19	2.19
2054	2054	2.19	2.19	2.19
2055	2055	2.19	2.19	2.19
2056	2056	2.19	2.19	2.19
2057	2057	2.21	2.21	2.21
2058	2058	2.21	2.21	2.21
2059	2059	2.21	2.21	2.21
2060	2060	2.21	2.21	2.21
2061	2061	2.21	2.21	2.21
2062	2062	2.22	2.22	2.22
2063	2063	2.21	2.21	2.21
2064	2064	2.21	2.21	2.21
2065	2065	2.21	2.21	2.21
2066	2066	2.21	2.21	2.21
2067	2067	2.20	2.20	2.20
2068	2068	2.20	2.20	2.20
2069	2069	2.20	2.20	2.20
2070	2070	2.20	2.20	2.20
2071	2071	2.20	2.20	2.20
2072	2072	2.17	2.17	2.17
2073	2073	2.17	2.17	2.17
2074	2074	2.17	2.17	2.17
2075	2075	2.17	2.17	2.17
2076	2076	2.17	2.17	2.17
2077	2077	2.17	2.17	2.17
2078	2078	2.17	2.17	2.17
2079	2079	2.17	2.17	2.17
2080	2080	2.17	2.17	2.17
2081	2081	2.17	2.17	2.17
2082	2082	2.17	2.17	2.17
2083	2083	2.17	2.17	2.17
2084	2084	2.17	2.17	2.17
2085	2085	2.17	2.17	2.17
2086	2086	2.17	2.17	2.17
2087	2087	2.17	2.17	2.17
2088	2088	2.18	2.18	2.18
2089	2089	2.18	2.18	2.18
2090	2090	2.18	2.18	2.18
2091	2091	2.18	2.18	2.18
2092	2092	2.18	2.18	2.18
2093	2093	2.18	2.18	2.18
2094	2094	2.18	2.18	2.18
2095	2095	2.18	2.18	2.18
2096	2096	2.18	2.18	2.18
2097	2097	2.18	2.18	2.18
2098	2098	2.18	2.18	2.18
2099	2099	2.18	2.18	2.18

2100 2100 2.18 2.18 2.18

AV_IND_TAX_CHANGES - (used)
*% change p.a.
*Start_yr End_yr Growth
2012 2080 0.00

AV_IND_TAX_CHANGES - (std)
*% change p.a.
*Start_yr End_yr Growth
2011 2050 0.00

CHARGE_TAX_RATES - (used)
*%
*charge final intermediate
1 0.0 0.0
2 0.0 0.0
3 0.0 0.0
4 0.0 0.0
5 0.0 0.0
6 0.0 0.0
7 0.0 0.0

CHARGE_TAX_RATES - (std)
*%
*charge final intermediate
1 0.0 0.0
2 0.0 0.0
3 0.0 0.0
4 0.0 0.0
5 17.5 0.0
6 0.0 0.0
7 17.5 0.0
8 17.5 0.0

CHARGE_TAX_RATES_CHANGES - (used)
*% change p.a.
*Start_yr End_yr charge final intermediate
2012 2083 1 0.00 0.00
2012 2083 2 0.00 0.00
2012 2083 3 0.00 0.00
2012 2083 4 0.00 0.00
2012 2083 5 0.00 0.00
2012 2083 6 0.00 0.00
2012 2083 7 0.00 0.00

CHARGE_TAX_RATES_CHANGES - (std)
*% change p.a.
*Start_yr End_yr charge final intermediate
2011 2011 1 0.00 0.00
2011 2011 2 0.00 0.00
2011 2011 3 0.00 0.00
2011 2011 4 0.00 0.00
2011 2011 5 14.29 0.00
2011 2011 6 0.00 0.00
2011 2011 7 14.29 0.00
2011 2011 8 14.29 0.00
2012 2100 1 0.00 0.00
2012 2100 2 0.00 0.00
2012 2100 3 0.00 0.00
2012 2100 4 0.00 0.00
2012 2100 5 0.00 0.00
2012 2100 6 0.00 0.00
2012 2100 7 0.00 0.00
2012 2100 8 0.00 0.00

FUEL_COST - (used)
*type resource(p/unit) duty(p/unit) VAT(%) CO2_grammes/unit (unit=litre for fuel types 1 & 2; unit=KWH for electric)
1 63.0 57.6 21.0 627.57

2	70.0	46.6	21.0	717.15

FUEL_COST - (std)

*type	resource(p/unit)	duty(p/unit)	VAT(%)	CO2_grammes/unit (unit=litre for fuel types 1 & 2; unit=KWH for electric)
1	42.8	57.5	17.5	2230.00
2	44.6	57.5	17.5	2562.00
3	11.9	0.0	5.0	381.00

FUEL_COST_CHANGES - (used)

*% change p.a.

*Start_yr	End_yr	fuel_type	resource	duty	VAT	CO2_Den_change
2012	2012	1	10.70	0.00	2.00	0.00
2012	2012	2	3.90	0.00	0.00	0.00
2013	2013	1	-5.70	0.00	0.00	0.00
2013	2013	2	-5.20	0.00	0.00	0.00
2014	2014	1	0.00	0.00	0.00	0.00
2014	2014	2	-3.30	0.00	0.00	0.00
2015	2015	1	-30.60	2.00	0.00	0.00
2015	2015	2	-32.60	2.90	0.00	0.00
2016	2080	1	0.00	0.00	0.00	0.00
2016	2080	2	0.00	0.00	0.00	0.00

FUEL_COST_CHANGES - (std)

*% change p.a.

*Start_yr	End_yr	fuel_type	resource	duty	VAT	CO2_Den_change
2011	2011	1	21.94	-0.53	14.29	-0.84
2012	2012	1	1.98	-2.11	0.00	-0.02
2013	2013	1	-3.27	-1.58	0.00	-0.44
2014	2014	1	-7.05	-2.25	0.00	-0.54
2015	2015	1	-6.73	-0.72	0.00	0.00
2016	2016	1	-3.27	1.38	0.00	0.00
2017	2017	1	-1.04	1.67	0.00	-1.35
2018	2018	1	1.05	1.76	0.00	-1.37
2019	2019	1	0.95	1.86	0.00	-1.39
2020	2020	1	2.23	1.47	0.00	-1.41
2021	2021	1	1.85	1.27	0.00	0.00
2022	2022	1	1.90	1.08	0.00	0.00
2023	2023	1	1.86	1.08	0.00	0.00
2024	2024	1	1.83	1.08	0.00	0.00
2025	2025	1	1.87	1.08	0.00	0.00
2026	2026	1	1.92	1.08	0.00	0.00
2027	2027	1	1.88	1.08	0.00	0.00
2028	2028	1	1.92	1.08	0.00	0.00
2029	2029	1	1.88	1.08	0.00	0.00
2030	2030	1	1.92	1.08	0.00	0.00
2031	2031	1	1.95	1.08	0.00	0.00
2032	2032	1	1.91	1.08	0.00	0.00
2033	2033	1	1.88	1.08	0.00	0.00
2034	2034	1	1.98	1.08	0.00	0.00
2035	2035	1	1.94	1.08	0.00	0.00
2036	2100	1	0.00	1.08	0.00	0.00
2011	2011	2	26.62	-0.53	14.29	0.19
2012	2012	2	3.19	-2.11	0.00	1.64
2013	2013	2	-3.51	-1.58	0.00	-0.44
2014	2014	2	-5.36	-2.25	0.00	0.15
2015	2015	2	-6.94	-0.72	0.00	0.00
2016	2016	2	-3.38	1.38	0.00	0.00
2017	2017	2	-1.08	1.67	0.00	-1.74
2018	2018	2	1.09	1.76	0.00	-1.77
2019	2019	2	0.99	1.86	0.00	-1.81
2020	2020	2	2.31	1.47	0.00	-1.84
2021	2021	2	1.91	1.27	0.00	0.00
2022	2022	2	1.96	1.08	0.00	0.00
2023	2023	2	1.92	1.08	0.00	0.00
2024	2024	2	1.88	1.08	0.00	0.00
2025	2025	2	1.93	1.08	0.00	0.00
2026	2026	2	1.97	1.08	0.00	0.00
2027	2027	2	1.93	1.08	0.00	0.00
2028	2028	2	1.97	1.08	0.00	0.00

2029	2029	2	1.94	1.08	0.00	0.00
2030	2030	2	1.97	1.08	0.00	0.00
2031	2031	2	2.01	1.08	0.00	0.00
2032	2032	2	1.97	1.08	0.00	0.00
2033	2033	2	1.93	1.08	0.00	0.00
2034	2034	2	2.03	1.08	0.00	0.00
2035	2035	2	1.99	1.08	0.00	0.00
2036	2100	2	0.00	1.08	0.00	0.00
2011	2011	3	4.79	0.00	0.00	-1.88
2012	2012	3	4.56	0.00	0.00	-2.03
2013	2013	3	5.59	0.00	0.00	-2.18
2014	2014	3	3.84	0.00	0.00	-2.36
2015	2015	3	-1.71	0.00	0.00	-2.55
2016	2016	3	6.63	0.00	0.00	-2.76
2017	2017	3	6.29	0.00	0.00	-2.99
2018	2018	3	0.79	0.00	0.00	-3.26
2019	2019	3	6.44	0.00	0.00	-3.56
2020	2020	3	-0.05	0.00	0.00	-3.89
2021	2021	3	3.66	0.00	0.00	-4.27
2022	2022	3	1.73	0.00	0.00	-4.71
2023	2023	3	-0.03	0.00	0.00	-5.22
2024	2024	3	2.06	0.00	0.00	-5.81
2025	2025	3	2.63	0.00	0.00	-6.51
2026	2026	3	2.19	0.00	0.00	-7.35
2027	2027	3	-0.76	0.00	0.00	-8.38
2028	2028	3	-0.02	0.00	0.00	-9.65
2029	2029	3	-0.57	0.00	0.00	-11.27
2030	2030	3	1.17	0.00	0.00	-13.41
2031	2031	3	-0.01	0.00	0.00	-8.72
2032	2032	3	-0.05	0.00	0.00	-8.72
2033	2033	3	-0.08	0.00	0.00	-8.72
2034	2034	3	-0.10	0.00	0.00	-8.72
2035	2035	3	-0.12	0.00	0.00	-8.72
2036	2036	3	-0.13	0.00	0.00	-8.72
2037	2037	3	-0.14	0.00	0.00	-8.72
2038	2038	3	-0.15	0.00	0.00	-8.72
2039	2039	3	-0.16	0.00	0.00	-8.72
2040	2040	3	-0.16	0.00	0.00	-8.72
2041	2041	3	-0.25	0.00	0.00	-10.95
2042	2042	3	0.08	0.00	0.00	-2.34
2043	2043	3	-0.27	0.00	0.00	-11.26
2044	2044	3	-0.23	0.00	0.00	-10.72
2045	2045	3	0.22	0.00	0.00	2.70
2046	2046	3	-0.13	0.00	0.00	-7.38
2047	2047	3	-0.17	0.00	0.00	-8.59
2048	2048	3	0.67	0.00	0.00	17.69
2049	2049	3	-0.31	0.00	0.00	-11.32
2050	2050	3	0.12	0.00	0.00	0.00
2051	2051	3	0.12	0.00	0.00	0.00
2052	2052	3	0.12	0.00	0.00	0.00
2053	2053	3	0.12	0.00	0.00	0.00
2054	2054	3	0.12	0.00	0.00	0.00
2055	2055	3	0.12	0.00	0.00	0.00
2056	2056	3	0.12	0.00	0.00	0.00
2057	2057	3	0.11	0.00	0.00	0.00
2058	2058	3	0.11	0.00	0.00	0.00
2059	2059	3	0.11	0.00	0.00	0.00
2060	2060	3	0.11	0.00	0.00	0.00
2061	2061	3	0.08	0.00	0.00	0.00
2062	2062	3	0.08	0.00	0.00	0.00
2063	2063	3	0.08	0.00	0.00	0.00
2064	2064	3	0.07	0.00	0.00	0.00
2065	2065	3	0.06	0.00	0.00	0.00
2066	2066	3	0.06	0.00	0.00	0.00
2067	2067	3	0.05	0.00	0.00	0.00
2068	2068	3	0.05	0.00	0.00	0.00
2069	2069	3	0.04	0.00	0.00	0.00
2070	2070	3	0.03	0.00	0.00	0.00
2071	2071	3	0.03	0.00	0.00	0.00

2072	2072	3	0.03	0.00	0.00	0.00
2073	2073	3	0.02	0.00	0.00	0.00
2074	2074	3	0.01	0.00	0.00	0.00
2075	2075	3	0.01	0.00	0.00	0.00
2076	2076	3	0.00	0.00	0.00	0.00
2077	2077	3	0.00	0.00	0.00	0.00
2078	2078	3	-0.01	0.00	0.00	0.00
2079	2079	3	-0.01	0.00	0.00	0.00
2080	2080	3	-0.02	0.00	0.00	0.00
2081	2081	3	-0.00	0.00	0.00	0.00
2082	2082	3	-0.01	0.00	0.00	0.00
2083	2083	3	-0.02	0.00	0.00	0.00
2084	2084	3	-0.02	0.00	0.00	0.00
2085	2085	3	-0.02	0.00	0.00	0.00
2086	2086	3	-0.03	0.00	0.00	0.00
2087	2087	3	-0.03	0.00	0.00	0.00
2088	2088	3	-0.03	0.00	0.00	0.00
2089	2089	3	-0.04	0.00	0.00	0.00
2090	2090	3	-0.04	0.00	0.00	0.00
2091	2091	3	-0.03	0.00	0.00	0.00
2092	2092	3	-0.03	0.00	0.00	0.00
2093	2093	3	-0.04	0.00	0.00	0.00
2094	2094	3	-0.04	0.00	0.00	0.00
2095	2095	3	-0.04	0.00	0.00	0.00
2096	2096	3	-0.05	0.00	0.00	0.00
2097	2097	3	-0.04	0.00	0.00	0.00
2098	2098	3	-0.05	0.00	0.00	0.00
2099	2099	3	-0.05	0.00	0.00	0.00
2100	2100	3	-0.05	0.00	0.00	0.00

CARBDX_VALUE_CHANGES - (used)
*relative (%p.a.) or absolute (£p.a.) growth; either absolute or relative may be defined, not both
*same growth applies to low, central and high CO2 values

*Start_yr	End_yr	Rel.(%)	Abs.(£/tonne/year)
2012	2012	2.000	0.000
2013	2013	0.000	0.000
2014	2014	0.000	0.000
2015	2015	4.000	0.000
2016	2016	5.000	0.000
2017	2017	5.000	0.000
2018	2019	0.000	0.000
2020	2020	137.000	0.000
2025	2025	140.000	0.000
2030	2030	250.000	0.000
2035	2035	163.000	0.000
2040	2040	137.000	0.000
2045	2045	115.000	0.000
2050	2050	111.000	0.000

CARBDX_VALUE_CHANGES - (std)
*relative (%p.a.) or absolute (£p.a.) growth; either absolute or relative may be defined, not both
*same growth applies to low, central and high CO2 values

*Start_yr	End_yr	Rel.(%)	Abs.(£/tonne/year)
2011	2011	1.506	0.000
2012	2012	1.500	0.000
2013	2013	1.500	0.000
2014	2014	1.500	0.000
2015	2015	1.500	0.000
2016	2016	1.500	0.000
2017	2017	1.500	0.000
2018	2018	1.500	0.000
2019	2019	1.500	0.000
2020	2020	1.500	0.000
2021	2021	1.667	0.000
2022	2022	1.639	0.000
2023	2023	1.613	0.000
2024	2024	1.587	0.000
2025	2025	1.562	0.000
2026	2026	1.538	0.000

2027	2027	1.515	0.000
2028	2028	1.492	0.000
2029	2029	1.471	0.000
2030	2030	1.449	0.000
2031	2031	9.286	0.000
2032	2032	8.497	0.000
2033	2033	7.832	0.000
2034	2034	7.263	0.000
2035	2035	6.771	0.000
2036	2036	6.341	0.000
2037	2037	5.963	0.000
2038	2038	5.628	0.000
2039	2039	5.328	0.000
2040	2040	5.058	0.000
2041	2041	4.815	0.000
2042	2042	4.594	0.000
2043	2043	4.392	0.000
2044	2044	4.207	0.000
2045	2045	4.037	0.000
2046	2046	3.881	0.000
2047	2047	3.736	0.000
2048	2048	3.601	0.000
2049	2049	3.476	0.000
2050	2050	3.359	0.000
2051	2051	2.501	0.000
2052	2052	2.265	0.000
2053	2053	2.165	0.000
2054	2054	2.056	0.000
2055	2055	1.856	0.000
2056	2056	1.779	0.000
2057	2057	1.589	0.000
2058	2058	1.446	0.000
2059	2059	1.330	0.000
2060	2060	1.201	0.000
2061	2061	0.673	0.000
2062	2062	0.618	0.000
2063	2063	0.401	0.000
2064	2064	0.283	0.000
2065	2065	0.079	0.000
2066	2066	0.033	0.000
2067	2067	-0.193	0.000
2068	2068	-0.302	0.000
2069	2069	-0.461	0.000
2070	2070	-0.585	0.000
2071	2071	-0.609	0.000
2072	2072	-0.738	0.000
2073	2073	-0.837	0.000
2074	2074	-1.033	0.000
2075	2075	-1.037	0.000
2076	2076	-1.310	0.000
2077	2077	-1.316	0.000
2078	2078	-1.493	0.000
2079	2079	-1.571	0.000
2080	2080	-1.769	0.000
2081	2081	-1.478	0.000
2082	2082	-1.672	0.000
2083	2083	-1.769	0.000
2084	2084	-1.854	0.000
2085	2085	-1.834	0.000
2086	2086	-2.050	0.000
2087	2087	-2.154	0.000
2088	2088	-2.198	0.000
2089	2089	-2.321	0.000
2090	2100	0.000	0.000

FLEET - (used)

*veh_type	%petrol	%diesel
1	70.20	29.80
2	15.00	85.00

3	15.00	85.00
4	0.00	100.00
5	0.00	100.00
6	0.00	100.00
7	0.00	100.00

FLEET - (std)

*veh_type	%Petrol	%Diesel	%Electric
1	59.27	40.73	0.00
2	5.86	94.14	0.00
3	5.86	94.14	0.00
4	0.00	100.00	0.00
5	0.00	100.00	0.00
6	0.00	100.00	0.00
7	0.00	100.00	0.00
8	0.00	100.00	0.00

FLEET_CHANGES - (used)

*% p.a.

*Start_yr	End_yr	Veh_type	%Change_petrol	%Change_diesel
2012	2012	1	-3.430	0.000
2013	2013	1	-3.360	0.000
2014	2014	1	-3.690	0.000
2015	2015	1	-3.700	0.000
2016	2025	1	-1.270	0.000
2026	2040	1	0.000	0.000

FLEET_CHANGES - (std)

*% p.a.

*Start_yr	End_yr	Veh_type	%Change_Petrol	%Change_Diesel	%Change_Electric
2011	2011	1	-3.814	5.472	5352.089
2012	2012	1	-3.966	5.188	100.000
2013	2013	1	-4.130	4.932	50.000
2014	2014	1	-4.308	4.700	33.333
2015	2015	1	-4.502	4.489	25.000
2016	2016	1	-1.777	1.335	97.788
2017	2017	1	-1.809	1.317	49.441
2018	2018	1	-1.842	1.300	33.084
2019	2019	1	-1.877	1.283	24.859
2020	2020	1	-1.913	1.267	19.910
2021	2021	1	0.323	-0.826	32.794
2022	2022	1	0.322	-0.833	24.695
2023	2023	1	0.321	-0.840	19.804
2024	2024	1	0.320	-0.847	16.531
2025	2025	1	0.319	-0.854	14.186
2026	2026	1	0.021	-1.060	21.755
2027	2027	1	0.021	-1.071	17.868
2028	2028	1	0.021	-1.083	15.159
2029	2029	1	0.021	-1.095	13.164
2030	2030	1	0.021	-1.107	11.632
2011	2011	2	-7.579	0.472	0.000
2012	2012	2	-8.200	0.470	0.000
2013	2013	2	-8.932	0.468	0.000
2014	2014	2	-9.809	0.465	0.000
2015	2015	2	-10.875	0.463	0.000
2016	2016	2	-9.634	0.364	0.000
2017	2017	2	-10.661	0.363	0.000
2018	2018	2	-11.933	0.361	0.000
2019	2019	2	-13.550	0.360	0.000
2020	2020	2	-15.674	0.359	0.000
2021	2021	2	-8.979	0.173	0.000
2022	2022	2	-9.865	0.172	0.000
2023	2023	2	-10.945	0.172	0.000
2024	2024	2	-12.290	0.172	0.000
2025	2025	2	-14.012	0.171	0.000
2026	2026	2	-4.888	0.051	0.000
2027	2027	2	-5.139	0.051	0.000
2028	2028	2	-5.418	0.051	0.000
2029	2029	2	-5.728	0.051	0.000

2030	2030	2	-6.076	0.051	0.000
2011	2011	3	0.000	0.000	0.000
2012	2012	3	0.000	0.000	0.000
2013	2013	3	0.000	0.000	0.000
2014	2014	3	0.000	0.000	0.000
2015	2015	3	0.000	0.000	0.000
2016	2016	3	0.000	0.000	0.000
2017	2017	3	0.000	0.000	0.000
2018	2018	3	0.000	0.000	0.000
2019	2019	3	0.000	0.000	0.000
2020	2020	3	0.000	0.000	0.000
2021	2021	3	0.000	0.000	0.000
2022	2022	3	0.000	0.000	0.000
2023	2023	3	0.000	0.000	0.000
2024	2024	3	0.000	0.000	0.000
2025	2025	3	0.000	0.000	0.000
2026	2026	3	0.000	0.000	0.000
2027	2027	3	0.000	0.000	0.000
2028	2028	3	0.000	0.000	0.000
2029	2029	3	0.000	0.000	0.000
2030	2030	3	0.000	0.000	0.000

FUEL_CONSUMPTION - (used)

*veh_type	fuel_type	a_fuel	b_fuel	c_fuel	d_fuel	cut-off_speed(km/h)
1	1	0.1605	-0.00269	0.18233E-04	0.00000E+00	140
1	2	0.1605	-0.00269	0.18233E-04	0.00000E+00	140
2	1	0.2177	-0.00352	0.28259E-04	0.00000E+00	140
2	2	0.2177	-0.00352	0.28259E-04	0.00000E+00	140
3	1	0.4448	-0.00718	0.52184E-04	0.00000E+00	96
3	2	0.4448	-0.00718	0.52184E-04	0.00000E+00	96
4	2	0.9029	-0.01401	0.95540E-04	0.00000E+00	96
5	2	0.7247	-0.01136	0.71605E-04	0.00000E+00	96
6	2	0.7247	-0.01136	0.71605E-04	0.00000E+00	96
7	2	0.7247	-0.01136	0.71605E-04	0.00000E+00	96

FUEL_CONSUMPTION - (std)

*veh_type	fuel_type	a_fuel	b_fuel	c_fuel	d_fuel	cut-off_speed(km/h)
1	1	1.1193	0.04400	-0.81383E-04	0.24490E-05	140
1	2	0.4921	0.06218	-0.59098E-03	0.46470E-05	140
1	3	0.0000	0.12564	0.00000E+00	0.00000E+00	140
2	1	1.9508	0.03453	0.67987E-04	0.37149E-05	140
2	2	1.3969	0.03348	-0.22998E-03	0.76732E-05	140
3	1	1.9508	0.03453	0.67987E-04	0.37149E-05	140
3	2	1.3969	0.03348	-0.22998E-03	0.76732E-05	140
4	2	1.4314	0.25802	-0.39066E-02	0.33623E-04	96
5	2	2.6701	0.55716	-0.79761E-02	0.60035E-04	96
6	2	5.9801	0.24528	-0.30650E-02	0.30615E-04	96

FUEL_EFFICIENCY - (used)

*% p.a.

*Start_yr	End_yr	veh_type	fuel_type	change
2012	2024	1	1	-2.00
2012	2024	1	2	-2.00
2025	2080	1	1	0.00
2025	2080	1	2	0.00
2012	2080	2	1	0.00
2012	2080	2	2	0.00
2012	2080	3	1	0.00
2012	2080	3	2	0.00
2012	2080	4	2	0.00
2012	2080	5	2	0.00
2012	2080	6	2	0.00
2012	2080	7	2	0.00

FUEL_EFFICIENCY - (std)

*% p.a.

*Start_yr	End_yr	veh_type	fuel_type	change
2011	2015	1	1	1.81
2011	2015	1	2	2.23

2011	2015	1	3	-0.10
2011	2015	2	1	0.11
2011	2015	2	2	2.71
2011	2015	3	1	0.11
2011	2015	3	2	2.71
2016	2020	1	1	3.32
2016	2020	1	2	2.22
2016	2020	1	3	0.02
2016	2020	2	1	2.35
2016	2020	2	2	2.35
2016	2020	3	1	2.35
2016	2020	3	2	2.35
2021	2025	1	1	3.16
2021	2025	1	2	2.02
2021	2025	1	3	0.12
2021	2025	2	1	2.85
2021	2025	2	2	1.65
2021	2025	3	1	2.85
2021	2025	3	2	1.65
2026	2030	1	1	1.56
2026	2030	1	2	1.19
2026	2030	1	3	0.00
2026	2030	2	1	2.40
2026	2030	2	2	0.74
2026	2030	3	1	2.40
2026	2030	3	2	0.74
2031	2035	1	1	0.57
2031	2035	1	2	0.52
2031	2035	1	3	-0.08
2031	2035	2	1	0.54
2031	2035	2	2	0.22
2031	2035	3	1	0.54
2031	2035	3	2	0.22
2036	2100	1	1	0.00
2036	2100	1	2	0.00
2036	2100	1	3	0.00
2036	2100	2	1	0.00
2036	2100	2	2	0.00
2036	2100	3	1	0.00
2036	2100	3	2	0.00

NON_FUEL_VOC - (used)

*veh_type	a_nonfuel_wrk	b_nonfuel_wrk	a_nonfuel_nw	b_nonfuel_nw
1	7.218	197.577	6.345	0.000
1	7.218	197.577	6.345	0.000
2	10.483	81.002	11.898	0.000
3	11.544	453.584	0.000	0.000
3	11.544	453.584	0.000	0.000
4	22.456	874.315	0.000	0.000
5	52.372	1194.145	0.000	0.000
6	0.000	0.000	0.000	0.000
7	0.000	0.000	0.000	0.000

NON_FUEL_VOC - (std)

*veh_type	a_nonfuel_wrk	b_nonfuel_wrk	a_nonfuel_nw	b_nonfuel_nw
1	4.966	135.946	3.846	0.000
1	4.966	135.946	3.846	0.000
1	1.157	135.946	1.157	0.000
2	7.213	47.113	7.213	0.000
2	7.213	47.113	7.213	0.000
3	7.213	47.113	7.213	0.000
3	7.213	47.113	7.213	0.000
4	6.714	263.817	0.000	0.000
5	13.061	508.525	0.000	0.000
6	30.461	694.547	0.000	0.000

NON_FUEL_VOC_CHANGES - (used)

*% p.a.

*Start_yr	End_yr	veh_type	gnf

2012	2080	1	0.000
2012	2080	2	0.000
2012	2080	3	0.000
2012	2080	4	0.000
2012	2080	5	0.000

NON_FUEL_VOC_CHANGES - (std)
*% p.a.

*Start_yr	End_yr	veh_type	gnf
2011	2100	1	0.000
2011	2100	2	0.000
2011	2100	3	0.000
2011	2100	4	0.000
2011	2100	5	0.000
2011	2100	6	0.000
2011	2100	7	0.000
2011	2100	8	0.000

NON_FUEL_TAX_RATES - (used)
*%

*submode	final	intermediate
1	21.5	0.0
2	21.5	0.0
3	21.5	0.0
4	21.5	0.0
5	21.5	0.0
6	21.5	0.0
7	21.5	0.0

NON_FUEL_TAX_RATES - (std)
*%

*submode	final	intermediate
1	17.5	0.0
2	17.5	0.0
3	17.5	0.0
4	17.5	0.0
5	17.5	0.0
6	17.5	0.0
7	0.0	0.0
8	0.0	0.0

NON_FUEL_TAX_RATES_CHANGES - (used)
*% change p.a.

*Start_yr	End_yr	Submode	final	intermediate
2012	2012	1	5.7	7.9
2013	2080	1	0.0	0.0
2012	2012	2	7.9	10.3
2013	2080	2	0.0	0.0
2012	2012	3	7.9	10.3
2013	2080	3	0.0	0.0
2012	2012	4	7.9	10.3
2013	2080	4	0.0	0.0
2012	2012	5	7.9	10.3
2013	2080	5	0.0	0.0
2012	2012	6	7.9	10.3
2013	2080	6	0.0	0.0
2012	2012	7	0.0	0.0
2013	2080	7	0.0	0.0

NON_FUEL_TAX_RATES_CHANGES - (std)
*% change p.a.

*Start_yr	End_yr	Submode	final	intermediate
2011	2011	1	14.3	0.0
2011	2011	2	14.3	0.0
2011	2011	3	14.3	0.0
2011	2011	4	14.3	0.0
2011	2011	5	14.3	0.0
2011	2011	6	14.3	0.0
2011	2011	7	0.0	0.0

2011	2011	8	0.0	0.0
2012	2100	1	0.0	0.0
2012	2100	2	0.0	0.0
2012	2100	3	0.0	0.0
2012	2100	4	0.0	0.0
2012	2100	5	0.0	0.0
2012	2100	6	0.0	0.0
2012	2100	7	0.0	0.0
2012	2100	8	0.0	0.0

DEFAULT_PURPOSE_SPLIT - (used)

*Vtype/submode	purpose	Period1	Period2	Period3	Period4	Period5
1	1	1.5	5.9	2.5	3.5	
1	2	37.9	7.1	11.3	37.5	
1	3	60.6	87.0	86.2	59.0	
2	1	18.9	27.9	20.0	14.4	
2	2	39.8	7.0	14.0	39.4	
2	3	41.3	65.1	66.0	46.2	
3	1	100.0	100.0	100.0	100.0	
3	2	0.0	0.0	0.0	0.0	
3	3	0.0	0.0	0.0	0.0	
4	1	100.0	100.0	100.0	100.0	
4	2	0.0	0.0	0.0	0.0	
4	3	0.0	0.0	0.0	0.0	
5	1	1.5	1.7	0.5	3.8	
5	2	7.8	8.7	3.1	7.1	
5	3	90.7	89.6	96.4	89.1	
6	1	1.5	1.7	0.5	3.8	
6	2	7.8	8.7	3.1	7.1	
6	3	90.7	89.6	96.4	89.1	
7	1	1.5	1.7	0.5	3.8	
7	2	7.8	8.7	3.1	7.1	
7	3	90.7	89.6	96.4	89.1	

DEFAULT_PURPOSE_SPLIT - (std)

*Vtype/submode	purpose	Period1	Period2	Period3	Period4	Period5
1	1	18.1	13.0	19.9	12.3	3.2
1	2	46.0	40.8	11.4	36.2	8.5
1	3	35.9	46.2	68.7	51.5	88.3
2	1	0.0	0.0	0.0	0.0	0.0
2	2	0.0	0.0	0.0	0.0	0.0
2	3	100.0	100.0	100.0	100.0	100.0
3	1	100.0	100.0	100.0	100.0	100.0
3	2	0.0	0.0	0.0	0.0	0.0
3	3	0.0	0.0	0.0	0.0	0.0
4	1	100.0	100.0	100.0	100.0	100.0
4	2	0.0	0.0	0.0	0.0	0.0
4	3	0.0	0.0	0.0	0.0	0.0
5	1	100.0	100.0	100.0	100.0	100.0
5	2	0.0	0.0	0.0	0.0	0.0
5	3	0.0	0.0	0.0	0.0	0.0
6	1	3.9	3.9	2.0	5.7	1.5
6	2	30.0	36.6	11.1	38.1	6.4
6	3	66.1	59.5	86.9	56.2	92.1
7	1	1.9	1.8	0.2	2.3	0.4
7	2	82.4	75.7	8.5	28.9	23.3
7	3	15.7	22.5	91.3	68.8	76.3
8	1	14.1	16.4	22.4	23.2	6.3
8	2	51.9	55.9	10.2	53.1	4.3
8	3	34.0	27.7	67.4	23.7	89.4

DEFAULT_PERSON_FACTORS - (used)

*Vtype/submode	purpose	person_type	FactorPer1	FactorPer2..	
1	1	1	1.00	1.00	1.00
1	1	2	0.14	0.14	0.18	0.27
1	2	1	1.00	1.00	1.00	1.00
1	2	2	0.08	0.09	0.10	0.11
1	3	1	1.00	1.00	1.00	1.00
1	3	2	0.91	0.23	0.54	0.49

2	1	1	1.00	1.00	1.00	1.00
2	1	2	0.37	0.32	0.32	0.38
2	2	1	1.00	1.00	1.00	1.00
2	2	2	0.40	0.41	0.41	0.40
2	3	1	1.00	1.00	1.00	1.00
2	3	2	0.49	0.45	0.45	0.48
3	1	1	1.00	1.00	1.00	1.00
3	1	2	0.09	0.09	0.09	0.09
3	2	1	1.00	1.00	1.00	1.00
3	2	2	0.24	0.28	0.28	0.24
3	3	1	1.00	1.00	1.00	1.00
3	3	2	0.26	0.33	0.33	0.27
4	1	1	1.00	1.00	1.00	1.00
4	1	2	0.03	0.03	0.03	0.03
4	2	1	1.00	1.00	1.00	1.00
4	2	2	0.11	0.14	0.14	0.08
4	3	1	1.00	1.00	1.00	1.00
4	3	2	0.11	0.12	0.12	0.16
5	1	1	1.00	1.00	1.00	1.00
5	1	2	0.35	0.35	0.35	0.35
5	2	1	1.00	1.00	1.00	1.00
5	2	2	1.50	1.50	1.50	1.50
5	3	1	1.00	1.00	1.00	1.00
5	3	2	8.35	8.35	8.35	8.35

DEFAULT_PERSON_FACTORS - (std)

*Vtype/submode	purpose	person_type	FactorPer1	FactorPer2..		
1	1	1	1.00	1.00	1.00	1.00
1	1	2	0.22	0.16	0.18	0.17	0.27
1	2	1	1.00	1.00	1.00	1.00	1.00
1	2	2	0.15	0.12	0.14	0.12	0.13
1	3	1	1.00	1.00	1.00	1.00	1.00
1	3	2	0.66	0.78	0.73	0.73	0.92
2	2	1	1.00	1.00	1.00	1.00	1.00
2	2	2	0.46	0.46	0.46	0.46	1.03
2	3	1	1.00	1.00	1.00	1.00	1.00
2	3	2	0.46	0.46	0.46	0.46	1.03
3	1	1	1.00	1.00	1.00	1.00	1.00
3	1	2	0.20	0.20	0.20	0.20	0.26
4	1	1	1.00	1.00	1.00	1.00	1.00
5	1	1	1.00	1.00	1.00	1.00	1.00

DEFAULT_PERSON_FACTORS_CHANGE - (used)
*% change p.a.

*Start_yr	End_yr	Submode	Purpose	Person_type	ChangePer1	ChangePer2	ChangePer3	ChangePer4	ChangePer5
2011	2080	1	1	2	0.00	0.00	0.00	0.00	
2011	2080	1	2	2	0.00	0.00	0.00	0.00	

DEFAULT_PERSON_FACTORS_CHANGE - (std)
*% change p.a.

*Start_yr	End_yr	Submode	Purpose	Person_type	ChangePer1	ChangePer2	ChangePer3	ChangePer4	ChangePer5
2011	2036	1	1	2	-0.48	-0.62	-0.40	-0.50	-0.48
2011	2036	1	2	2	-0.67	-0.53	-0.65	-0.47	-0.52
2011	2036	1	3	2	-0.67	-0.53	-0.65	-0.47	-0.52

PREPARATION&SUPERVISION - (used)
* total preparation (by stage) and supervision costs as % of land and construction costs

*Mode	*Prep:SI	Prep:PC	Prep:PR	Prep:OP	Prep: WC	Super
1	12.0	9.0	9.0	6.0	2.0	5.0
2	12.0	9.0	9.0	6.0	2.0	5.0

PREPARATION&SUPERVISION - (std)
* total preparation (by stage) and supervision costs as % of land and construction costs

*Mode	*Prep:SI	Prep:PC	Prep:PR	Prep:OP	Prep: WC	Super
1	12.0	9.0	9.0	6.0	2.0	5.0
2	12.0	9.0	9.0	6.0	2.0	5.0
3	12.0	9.0	9.0	6.0	2.0	5.0

INPUT_SUMMARY

Run name GCOB_Phase_3_60years
DM scheme Do_Min
DS scheme Do_Something

Economic parameter file Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\1_Parameters\GTP_NTA_Economics_Input.txt
Scheme parameter file Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\1_Parameters\GTP_TUBA_Scheme_Input_Central_Growth_TSB_60y_3Run_ExtendedCostsNoInf.txt

First year of scheme costs 2011
First Appraisal Year 2024
Last Appraisal Year 2084
Modelled years 2024 2039 2054

Time period	Total hours
AM	593
LT	1485
SR	1485
PM	691
Total	4254

Note: All monetary values are in 2011 market prices. All monetary values discounted to 2011 unless otherwise stated.

DM_SCHEME_COSTS
Do minimum scheme costs. Undiscounted £000s

Mode	Year	Prep.	Superv.	Constr.		Land	Maint.	Oper.	Grant/Sub.	Dev._Cont
Highway	2011	0	0	0	0	0	0	0	0	
Highway	2012	0	0	0	0	0	0	0	0	
Highway	2013	0	0	0	0	0	0	0	0	
Highway	2014	0	0	0	0	0	0	0	0	
Highway	2015	0	0	0	0	0	0	0	0	
Highway	2016	0	0	0	0	0	0	0	0	
Highway	2017	0	0	0	0	0	0	0	0	
Highway	2018	0	0	0	0	0	0	0	0	
Highway	2019	0	0	0	0	0	0	0	0	
Highway	2020	0	0	0	0	0	0	0	0	
Highway	2021	0	0	0	0	0	0	0	0	
Highway	2022	0	0	0	0	0	0	0	0	
Highway	2023	0	0	0	0	0	0	0	0	
Highway	2024	0	0	0	0	0	0	0	0	
Highway	2025	0	0	0	0	0	0	0	0	
Highway	2026	0	0	0	0	0	0	0	0	
Highway	2027	0	0	0	0	0	0	0	0	
Highway	2028	0	0	0	0	0	0	0	0	
Highway	2029	0	0	0	0	0	0	0	0	
Highway	2030	0	0	0	0	0	0	0	0	
Highway	2031	0	0	0	0	0	0	0	0	
Highway	2032	0	0	0	0	0	0	0	0	
Highway	2033	0	0	0	0	0	0	0	0	
Highway	2034	0	0	0	0	0	0	0	0	
Highway	2035	0	0	0	0	0	0	0	0	
Highway	2036	0	0	0	0	0	0	0	0	
Highway	2037	0	0	0	0	0	0	0	0	
Highway	2038	0	0	0	0	0	0	0	0	
Highway	2039	0	0	0	0	0	0	0	0	
Highway	2040	0	0	0	0	0	0	0	0	
Highway	2041	0	0	0	0	0	0	0	0	
Highway	2042	0	0	0	0	0	0	0	0	
Highway	2043	0	0	0	0	0	0	0	0	
Highway	2044	0	0	0	0	0	0	0	0	
Highway	2045	0	0	0	0	0	0	0	0	
Highway	2046	0	0	0	0	0	0	0	0	
Highway	2047	0	0	0	0	0	0	0	0	
Highway	2048	0	0	0	0	0	0	0	0	
Highway	2049	0	0	0	0	0	0	0	0	
Highway	2050	0	0	0	0	0	0	0	0	
Highway	2051	0	0	0	0	0	0	0	0	
Highway	2052	0	0	0	0	0	0	0	0	

Highway	2053	0	0	0	0	0	0	0	0
Highway	2054	0	0	0	0	0	0	0	0
Highway	2055	0	0	0	0	0	0	0	0
Highway	2056	0	0	0	0	0	0	0	0
Highway	2057	0	0	0	0	0	0	0	0
Highway	2058	0	0	0	0	0	0	0	0
Highway	2059	0	0	0	0	0	0	0	0
Highway	2060	0	0	0	0	0	0	0	0
Highway	2061	0	0	0	0	0	0	0	0
Highway	2062	0	0	0	0	0	0	0	0
Highway	2063	0	0	0	0	0	0	0	0
Highway	2064	0	0	0	0	0	0	0	0
Highway	2065	0	0	0	0	0	0	0	0
Highway	2066	0	0	0	0	0	0	0	0
Highway	2067	0	0	0	0	0	0	0	0
Highway	2068	0	0	0	0	0	0	0	0
Highway	2069	0	0	0	0	0	0	0	0
Highway	2070	0	0	0	0	0	0	0	0
Highway	2071	0	0	0	0	0	0	0	0
Highway	2072	0	0	0	0	0	0	0	0
Highway	2073	0	0	0	0	0	0	0	0
Highway	2074	0	0	0	0	0	0	0	0
Highway	2075	0	0	0	0	0	0	0	0
Highway	2076	0	0	0	0	0	0	0	0
Highway	2077	0	0	0	0	0	0	0	0
Highway	2078	0	0	0	0	0	0	0	0
Highway	2079	0	0	0	0	0	0	0	0
Highway	2080	0	0	0	0	0	0	0	0
Highway	2081	0	0	0	0	0	0	0	0
Highway	2082	0	0	0	0	0	0	0	0
Highway	2083	0	0	0	0	0	0	0	0
Public	2011	0	0	0	0	0	0	0	0
Public	2012	0	0	0	0	0	0	0	0
Public	2013	0	0	0	0	0	0	0	0
Public	2014	0	0	0	0	0	0	0	0
Public	2015	0	0	0	0	0	0	0	0
Public	2016	0	0	0	0	0	0	0	0
Public	2017	0	0	0	0	0	0	0	0
Public	2018	0	0	0	0	0	0	0	0
Public	2019	0	0	0	0	0	0	0	0
Public	2020	0	0	0	0	0	0	0	0
Public	2021	0	0	0	0	0	0	0	0
Public	2022	0	0	0	0	0	0	0	0
Public	2023	0	0	0	0	0	0	0	0
Public	2024	0	0	0	0	0	0	0	0
Public	2025	0	0	0	0	0	0	0	0
Public	2026	0	0	0	0	0	0	0	0
Public	2027	0	0	0	0	0	0	0	0
Public	2028	0	0	0	0	0	0	0	0
Public	2029	0	0	0	0	0	0	0	0
Public	2030	0	0	0	0	0	0	0	0
Public	2031	0	0	0	0	0	0	0	0
Public	2032	0	0	0	0	0	0	0	0
Public	2033	0	0	0	0	0	0	0	0
Public	2034	0	0	0	0	0	0	0	0
Public	2035	0	0	0	0	0	0	0	0
Public	2036	0	0	0	0	0	0	0	0
Public	2037	0	0	0	0	0	0	0	0
Public	2038	0	0	0	0	0	0	0	0
Public	2039	0	0	0	0	0	0	0	0
Public	2040	0	0	0	0	0	0	0	0
Public	2041	0	0	0	0	0	0	0	0
Public	2042	0	0	0	0	0	0	0	0
Public	2043	0	0	0	0	0	0	0	0
Public	2044	0	0	0	0	0	0	0	0
Public	2045	0	0	0	0	0	0	0	0
Public	2046	0	0	0	0	0	0	0	0
Public	2047	0	0	0	0	0	0	0	0
Public	2048	0	0	0	0	0	0	0	0

Public	2049	0	0	0	0	0	0	0	0
Public	2050	0	0	0	0	0	0	0	0
Public	2051	0	0	0	0	0	0	0	0
Public	2052	0	0	0	0	0	0	0	0
Public	2053	0	0	0	0	0	0	0	0
Public	2054	0	0	0	0	0	0	0	0
Public	2055	0	0	0	0	0	0	0	0
Public	2056	0	0	0	0	0	0	0	0
Public	2057	0	0	0	0	0	0	0	0
Public	2058	0	0	0	0	0	0	0	0
Public	2059	0	0	0	0	0	0	0	0
Public	2060	0	0	0	0	0	0	0	0
Public	2061	0	0	0	0	0	0	0	0
Public	2062	0	0	0	0	0	0	0	0
Public	2063	0	0	0	0	0	0	0	0
Public	2064	0	0	0	0	0	0	0	0
Public	2065	0	0	0	0	0	0	0	0
Public	2066	0	0	0	0	0	0	0	0
Public	2067	0	0	0	0	0	0	0	0
Public	2068	0	0	0	0	0	0	0	0
Public	2069	0	0	0	0	0	0	0	0
Public	2070	0	0	0	0	0	0	0	0
Public	2071	0	0	0	0	0	0	0	0
Public	2072	0	0	0	0	0	0	0	0
Public	2073	0	0	0	0	0	0	0	0
Public	2074	0	0	0	0	0	0	0	0
Public	2075	0	0	0	0	0	0	0	0
Public	2076	0	0	0	0	0	0	0	0
Public	2077	0	0	0	0	0	0	0	0
Public	2078	0	0	0	0	0	0	0	0
Public	2079	0	0	0	0	0	0	0	0
Public	2080	0	0	0	0	0	0	0	0
Public	2081	0	0	0	0	0	0	0	0
Public	2082	0	0	0	0	0	0	0	0
Public	2083	0	0	0	0	0	0	0	0

DS_SCHEME_COSTS
Do something scheme costs. Undiscounted £000s

Mode	Year	Prep.	Superv.	Constr.	Land	Maint.	Oper.	Grant/Sub.	Dev._Cont
Highway	2011	0	0	0	0	0	0	0	0
Highway	2012	0	0	0	0	0	0	0	0
Highway	2013	0	0	0	0	0	0	0	0
Highway	2014	0	0	0	0	0	0	0	0
Highway	2015	5712	0	0	0	0	0	0	0
Highway	2016	3884	0	0	0	0	0	0	0
Highway	2017	3198	0	0	0	0	0	0	0
Highway	2018	2970	0	0	14395	0	0	0	0
Highway	2019	2285	0	2240	38387	0	0	0	0
Highway	2020	2285	0	2688	38387	0	0	0	0
Highway	2021	2513	1772	66758	38387	0	0	0	0
Highway	2022	0	3544	130829	40787	0	0	0	0
Highway	2023	0	3544	135757	40787	0	0	0	0
Highway	2024	0	3544	98570	16794	3419	0	0	0
Highway	2025	0	1227	11201	11996	3419	0	0	0
Highway	2026	0	0	0	0	3419	0	0	0
Highway	2027	0	0	0	0	3419	0	0	0
Highway	2028	0	0	0	0	3419	0	0	0
Highway	2029	0	0	0	0	3419	0	0	0
Highway	2030	0	0	0	0	3419	0	0	0
Highway	2031	0	0	0	0	3419	0	0	0
Highway	2032	0	0	0	0	3419	0	0	0
Highway	2033	0	0	0	0	3419	0	0	0
Highway	2034	0	0	0	0	3419	0	0	0
Highway	2035	0	0	0	0	3419	0	0	0
Highway	2036	0	0	0	0	3419	0	0	0
Highway	2037	0	0	0	0	3419	0	0	0
Highway	2038	0	0	0	0	3419	0	0	0
Highway	2039	0	0	0	0	3419	0	0	0
Highway	2040	0	0	0	0	3419	0	0	0

Highway	2041	0	0	0	0	3419	0	0	0
Highway	2042	0	0	0	0	3419	0	0	0
Highway	2043	0	0	0	0	3419	0	0	0
Highway	2044	0	0	0	0	3632	0	0	0
Highway	2045	0	0	0	0	3632	0	0	0
Highway	2046	0	0	0	0	3632	0	0	0
Highway	2047	0	0	0	0	3632	0	0	0
Highway	2048	0	0	0	0	3632	0	0	0
Highway	2049	0	0	0	0	3632	0	0	0
Highway	2050	0	0	0	0	3632	0	0	0
Highway	2051	0	0	0	0	3632	0	0	0
Highway	2052	0	0	0	0	3632	0	0	0
Highway	2053	0	0	0	0	3632	0	0	0
Highway	2054	0	0	0	0	3632	0	0	0
Highway	2055	0	0	0	0	3632	0	0	0
Highway	2056	0	0	0	0	3632	0	0	0
Highway	2057	0	0	0	0	3632	0	0	0
Highway	2058	0	0	0	0	3632	0	0	0
Highway	2059	0	0	0	0	3632	0	0	0
Highway	2060	0	0	0	0	3632	0	0	0
Highway	2061	0	0	0	0	3632	0	0	0
Highway	2062	0	0	0	0	3632	0	0	0
Highway	2063	0	0	0	0	3632	0	0	0
Highway	2064	0	0	0	0	3632	0	0	0
Highway	2065	0	0	0	0	3632	0	0	0
Highway	2066	0	0	0	0	3632	0	0	0
Highway	2067	0	0	0	0	3632	0	0	0
Highway	2068	0	0	0	0	3632	0	0	0
Highway	2069	0	0	0	0	3632	0	0	0
Highway	2070	0	0	0	0	3632	0	0	0
Highway	2071	0	0	0	0	3632	0	0	0
Highway	2072	0	0	0	0	3632	0	0	0
Highway	2073	0	0	0	0	3632	0	0	0
Highway	2074	0	0	0	0	3632	0	0	0
Highway	2075	0	0	0	0	3632	0	0	0
Highway	2076	0	0	0	0	3632	0	0	0
Highway	2077	0	0	0	0	3632	0	0	0
Highway	2078	0	0	0	0	3632	0	0	0
Highway	2079	0	0	0	0	3632	0	0	0
Highway	2080	0	0	0	0	3632	0	0	0
Highway	2081	0	0	0	0	3632	0	0	0
Highway	2082	0	0	0	0	3632	0	0	0
Highway	2083	0	0	0	0	3632	0	0	0
Public	2011	0	0	0	0	0	0	0	0
Public	2012	0	0	0	0	0	0	0	0
Public	2013	0	0	0	0	0	0	0	0
Public	2014	0	0	0	0	0	0	0	0
Public	2015	0	0	0	0	0	0	0	0
Public	2016	0	0	0	0	0	0	0	0
Public	2017	0	0	0	0	0	0	0	0
Public	2018	0	0	0	0	0	0	0	0
Public	2019	0	0	0	0	0	0	0	0
Public	2020	0	0	0	0	0	0	0	0
Public	2021	0	0	0	0	0	0	0	0
Public	2022	0	0	0	0	0	0	0	0
Public	2023	0	0	0	0	0	0	0	0
Public	2024	0	0	0	0	0	0	0	0
Public	2025	0	0	0	0	0	0	0	0
Public	2026	0	0	0	0	0	0	0	0
Public	2027	0	0	0	0	0	0	0	0
Public	2028	0	0	0	0	0	0	0	0
Public	2029	0	0	0	0	0	0	0	0
Public	2030	0	0	0	0	0	0	0	0
Public	2031	0	0	0	0	0	0	0	0
Public	2032	0	0	0	0	0	0	0	0
Public	2033	0	0	0	0	0	0	0	0
Public	2034	0	0	0	0	0	0	0	0
Public	2035	0	0	0	0	0	0	0	0
Public	2036	0	0	0	0	0	0	0	0

Public	2037	0	0	0	0	0	0	0	0
Public	2038	0	0	0	0	0	0	0	0
Public	2039	0	0	0	0	0	0	0	0
Public	2040	0	0	0	0	0	0	0	0
Public	2041	0	0	0	0	0	0	0	0
Public	2042	0	0	0	0	0	0	0	0
Public	2043	0	0	0	0	0	0	0	0
Public	2044	0	0	0	0	0	0	0	0
Public	2045	0	0	0	0	0	0	0	0
Public	2046	0	0	0	0	0	0	0	0
Public	2047	0	0	0	0	0	0	0	0
Public	2048	0	0	0	0	0	0	0	0
Public	2049	0	0	0	0	0	0	0	0
Public	2050	0	0	0	0	0	0	0	0
Public	2051	0	0	0	0	0	0	0	0
Public	2052	0	0	0	0	0	0	0	0
Public	2053	0	0	0	0	0	0	0	0
Public	2054	0	0	0	0	0	0	0	0
Public	2055	0	0	0	0	0	0	0	0
Public	2056	0	0	0	0	0	0	0	0
Public	2057	0	0	0	0	0	0	0	0
Public	2058	0	0	0	0	0	0	0	0
Public	2059	0	0	0	0	0	0	0	0
Public	2060	0	0	0	0	0	0	0	0
Public	2061	0	0	0	0	0	0	0	0
Public	2062	0	0	0	0	0	0	0	0
Public	2063	0	0	0	0	0	0	0	0
Public	2064	0	0	0	0	0	0	0	0
Public	2065	0	0	0	0	0	0	0	0
Public	2066	0	0	0	0	0	0	0	0
Public	2067	0	0	0	0	0	0	0	0
Public	2068	0	0	0	0	0	0	0	0
Public	2069	0	0	0	0	0	0	0	0
Public	2070	0	0	0	0	0	0	0	0
Public	2071	0	0	0	0	0	0	0	0
Public	2072	0	0	0	0	0	0	0	0
Public	2073	0	0	0	0	0	0	0	0
Public	2074	0	0	0	0	0	0	0	0
Public	2075	0	0	0	0	0	0	0	0
Public	2076	0	0	0	0	0	0	0	0
Public	2077	0	0	0	0	0	0	0	0
Public	2078	0	0	0	0	0	0	0	0
Public	2079	0	0	0	0	0	0	0	0
Public	2080	0	0	0	0	0	0	0	0
Public	2081	0	0	0	0	0	0	0	0
Public	2082	0	0	0	0	0	0	0	0
Public	2083	0	0	0	0	0	0	0	0

PRESENT_VALUE_COSTS
Scheme investment and operating costs (i.e. excluding grant/subsidy, developer contributions and delays) and differences. £000s.

Mode	Year	DM_scheme_costs	DS_scheme_costs	Difference
Highway	2011	0	0	0
Highway	2012	0	0	0
Highway	2013	0	0	0
Highway	2014	0	0	0
Highway	2015	0	4699	4699
Highway	2016	0	3043	3043
Highway	2017	0	2387	2387
Highway	2018	0	12341	12341
Highway	2019	0	29045	29045
Highway	2020	0	27950	27950
Highway	2021	0	67181	67181
Highway	2022	0	102412	102412
Highway	2023	0	100279	100279
Highway	2024	0	64872	64872
Highway	2025	0	14062	14062
Highway	2026	0	1644	1644
Highway	2027	0	1566	1566
Highway	2028	0	1492	1492

Highway	2029	0	1421	1421
Highway	2030	0	1353	1353
Highway	2031	0	1288	1288
Highway	2032	0	1227	1227
Highway	2033	0	1169	1169
Highway	2034	0	1113	1113
Highway	2035	0	1060	1060
Highway	2036	0	1010	1010
Highway	2037	0	961	961
Highway	2038	0	916	916
Highway	2039	0	872	872
Highway	2040	0	831	831
Highway	2041	0	791	791
Highway	2042	0	753	753
Highway	2043	0	717	717
Highway	2044	0	726	726
Highway	2045	0	691	691
Highway	2046	0	659	659
Highway	2047	0	627	627
Highway	2048	0	597	597
Highway	2049	0	569	569
Highway	2050	0	542	542
Highway	2051	0	516	516
Highway	2052	0	491	491
Highway	2053	0	468	468
Highway	2054	0	446	446
Highway	2055	0	424	424
Highway	2056	0	404	404
Highway	2057	0	385	385
Highway	2058	0	367	367
Highway	2059	0	349	349
Highway	2060	0	333	333
Highway	2061	0	317	317
Highway	2062	0	302	302
Highway	2063	0	287	287
Highway	2064	0	274	274
Highway	2065	0	261	261
Highway	2066	0	248	248
Highway	2067	0	236	236
Highway	2068	0	225	225
Highway	2069	0	214	214
Highway	2070	0	204	204
Highway	2071	0	194	194
Highway	2072	0	185	185
Highway	2073	0	176	176
Highway	2074	0	168	168
Highway	2075	0	160	160
Highway	2076	0	152	152
Highway	2077	0	145	145
Highway	2078	0	138	138
Highway	2079	0	132	132
Highway	2080	0	125	125
Highway	2081	0	119	119
Highway	2082	0	114	114
Highway	2083	0	108	108
Public	2011	0	0	0
Public	2012	0	0	0
Public	2013	0	0	0
Public	2014	0	0	0
Public	2015	0	0	0
Public	2016	0	0	0
Public	2017	0	0	0
Public	2018	0	0	0
Public	2019	0	0	0
Public	2020	0	0	0
Public	2021	0	0	0
Public	2022	0	0	0
Public	2023	0	0	0
Public	2024	0	0	0

Public	2025	0	0	0
Public	2026	0	0	0
Public	2027	0	0	0
Public	2028	0	0	0
Public	2029	0	0	0
Public	2030	0	0	0
Public	2031	0	0	0
Public	2032	0	0	0
Public	2033	0	0	0
Public	2034	0	0	0
Public	2035	0	0	0
Public	2036	0	0	0
Public	2037	0	0	0
Public	2038	0	0	0
Public	2039	0	0	0
Public	2040	0	0	0
Public	2041	0	0	0
Public	2042	0	0	0
Public	2043	0	0	0
Public	2044	0	0	0
Public	2045	0	0	0
Public	2046	0	0	0
Public	2047	0	0	0
Public	2048	0	0	0
Public	2049	0	0	0
Public	2050	0	0	0
Public	2051	0	0	0
Public	2052	0	0	0
Public	2053	0	0	0
Public	2054	0	0	0
Public	2055	0	0	0
Public	2056	0	0	0
Public	2057	0	0	0
Public	2058	0	0	0
Public	2059	0	0	0
Public	2060	0	0	0
Public	2061	0	0	0
Public	2062	0	0	0
Public	2063	0	0	0
Public	2064	0	0	0
Public	2065	0	0	0
Public	2066	0	0	0
Public	2067	0	0	0
Public	2068	0	0	0
Public	2069	0	0	0
Public	2070	0	0	0
Public	2071	0	0	0
Public	2072	0	0	0
Public	2073	0	0	0
Public	2074	0	0	0
Public	2075	0	0	0
Public	2076	0	0	0
Public	2077	0	0	0
Public	2078	0	0	0
Public	2079	0	0	0
Public	2080	0	0	0
Public	2081	0	0	0
Public	2082	0	0	0
Public	2083	0	0	0
Highway	Total	0	461536	461536
Public	Total	0	0	0

TRIP_MATRIX_TOTALS
Annualised total trip numbers(thousands)

Submode	Year	Time period	DO MIN	DO SOM
Car	2024	AM	88870	89133
Car	2024	LT	140045	140151
Car	2024	SR	187196	187395
Car	2024	PM	95818	96042

Car	2024	All	511929	512721
Car	2039	AM	93535	93880
Car	2039	LT	148246	148392
Car	2039	SR	197458	197730
Car	2039	PM	101102	101394
Car	2039	All	540342	541396
Car	2054	AM	96974	97356
Car	2054	LT	154627	154794
Car	2054	SR	205306	205587
Car	2054	PM	105172	105484
Car	2054	All	562079	563221
LGV	2024	AM	2423	2423
LGV	2024	LT	4943	4943
LGV	2024	SR	4766	4766
LGV	2024	PM	2205	2205
LGV	2024	All	14337	14337
LGV	2039	AM	3267	3267
LGV	2039	LT	6665	6665
LGV	2039	SR	6427	6427
LGV	2039	PM	2973	2973
LGV	2039	All	19333	19333
LGV	2054	AM	3267	3267
LGV	2054	LT	6665	6665
LGV	2054	SR	6427	6427
LGV	2054	PM	2973	2973
LGV	2054	All	19333	19333
OGV1	2024	AM	468	468
OGV1	2024	LT	1007	1007
OGV1	2024	SR	1115	1115
OGV1	2024	PM	411	411
OGV1	2024	All	3001	3001
OGV1	2039	AM	634	634
OGV1	2039	LT	1376	1376
OGV1	2039	SR	1534	1534
OGV1	2039	PM	559	559
OGV1	2039	All	4104	4104
OGV1	2054	AM	640	640
OGV1	2054	LT	1404	1404
OGV1	2054	SR	1579	1579
OGV1	2054	PM	566	566
OGV1	2054	All	4189	4189
OGV2	2024	AM	7	7
OGV2	2024	LT	41	41
OGV2	2024	SR	23	23
OGV2	2024	PM	13	13
OGV2	2024	All	85	85
OGV2	2039	AM	11	11
OGV2	2039	LT	59	58
OGV2	2039	SR	34	34
OGV2	2039	PM	19	19
OGV2	2039	All	122	122
OGV2	2054	AM	12	12
OGV2	2054	LT	64	64
OGV2	2054	SR	37	37
OGV2	2054	PM	20	20
OGV2	2054	All	133	133
Bus	2024	AM	6357	6251
Bus	2024	LT	4596	4583
Bus	2024	SR	9738	9665
Bus	2024	PM	5634	5537
Bus	2024	All	26326	26036
Bus	2039	AM	6984	6840
Bus	2039	LT	5490	5472
Bus	2039	SR	10774	10682
Bus	2039	PM	6193	6059
Bus	2039	All	29441	29053
Bus	2054	AM	7522	7356
Bus	2054	LT	5957	5939
Bus	2054	SR	11528	11422

Bus	2054	PM	6598	6442
Bus	2054	All	31605	31159
All	2024	AM	98125	98282
All	2024	LT	150631	150725
All	2024	SR	202839	202965
All	2024	PM	104082	104208
All	2024	All	555677	556180
All	2039	AM	104431	104633
All	2039	LT	161837	161963
All	2039	SR	216227	216407
All	2039	PM	110846	111004
All	2039	All	593341	594007
All	2054	AM	108415	108630
All	2054	LT	168716	168865
All	2054	SR	224877	225053
All	2054	PM	115330	115485
All	2054	All	617338	618034

DM&DS_USER_COSTS

Total value of user costs, DM and DS. £000s.

Mode	Year	DMtot_time	DMtot_charge	DMtot_fuel	DMtot_nonfuel	DStot_time	DStot_charge	DStot_fuel	DStot_nonfuel
Highway	2024	2080426	13469	7941	371296	2059078	13302	7774	374535
Highway	2039	1585196	17723	4375	202277	1567425	17979	4285	204422
Highway	2054	1120509	18154	2196	101702	1106842	18446	2147	102759
Public	2024	627046	65898	0	0	620286	65303	0	0
Public	2039	506330	38367	0	0	499856	37968	0	0
Public	2054	381405	20300	0	0	376288	20074	0	0

FUEL_CONSUMPTION

Total fuel consumption, DM and DS. kilounits.

		Do minimum		Do something	
Submode	Year	petrol	diesel	petrol	diesel
Car	2024	6680	3675	6542	3599
Car	2039	7334	4087	7189	4007
Car	2054	7717	4300	7552	4209
LGV	2024	192	1087	187	1060
LGV	2039	261	1479	254	1440
LGV	2054	262	1483	254	1442
OGV1	2024	119	676	117	662
OGV1	2039	164	932	161	910
OGV1	2054	166	942	162	918
OGV2	2024	0	42	0	41
OGV2	2039	0	61	0	59
OGV2	2054	0	63	0	61
Bus	2024	0	0	0	0
Bus	2039	0	0	0	0
Bus	2054	0	0	0	0
All	2024	6991	5481	6846	5363
All	2039	7759	6559	7604	6416
All	2054	8144	6789	7969	6630
Car	Total	456455	254336	446953	249042
LGV	Total	15395	87239	14980	84884
OGV1	Total	9740	55191	9499	53826
OGV2	Total	0	3648	0	3551
Bus	Total	0	0	0	0
All	Total	481590	400415	471431	391302

CO2_EMISSIONS_UNTRADED

		Emissions (tonnes)			cost (£000s, low)			cost (£000s, central)			cost (£000s, high)		
Submode	Year	DM	DS	Increase	DM	DS	Increase	DM	DS	Increase	DM	DS	Increase
Car	2024	6828	6687	-141	57	56	-1	20	20	-0	20	20	-0
Car	2039	7533	7385	-148	666	653	-13	11	11	-0	11	11	-0
Car	2054	7927	7758	-169	3624	3547	-77	6	5	-0	6	5	-0
LGV	2024	900	878	-23	7	7	-0	3	3	-0	3	3	-0
LGV	2039	1224	1192	-32	108	105	-3	2	2	-0	2	2	-0
LGV	2054	1228	1194	-34	561	546	-15	1	1	-0	1	1	-0
OGV1	2024	560	548	-12	5	5	-0	2	2	-0	2	2	-0
OGV1	2039	772	753	-18	68	67	-2	1	1	-0	1	1	-0
OGV1	2054	780	760	-20	357	347	-9	1	1	-0	1	1	-0

OGV2	2024	30	30	-1	0	0	-0	0	0	-0	0	0	-0
OGV2	2039	44	42	-1	4	4	-0	0	0	-0	0	0	-0
OGV2	2054	45	44	-1	21	20	-1	0	0	-0	0	0	-0
Bus	2024	0	0	0	0	0	0	0	0	0	0	0	0
Bus	2039	0	0	0	0	0	0	0	0	0	0	0	0
Bus	2054	0	0	0	0	0	0	0	0	0	0	0	0
All	2024	8318	8142	-176	69	68	-1	25	24	-1	25	24	-1
All	2025	8404	8227	-178	160	156	-3	24	24	-1	24	24	-1
All	2026	8488	8308	-179	154	150	-3	23	23	-0	23	23	-0
All	2027	8571	8390	-181	148	145	-3	22	22	-0	22	22	-0
All	2028	8655	8472	-182	142	139	-3	21	21	-0	21	21	-0
All	2029	8738	8554	-184	137	134	-3	21	20	-0	21	20	-0
All	2030	8822	8636	-186	460	450	-10	20	19	-0	20	19	-0
All	2031	8905	8718	-187	442	433	-9	19	19	-0	19	19	-0
All	2032	8989	8800	-189	425	416	-9	18	18	-0	18	18	-0
All	2033	9072	8882	-190	409	400	-9	18	17	-0	18	17	-0
All	2034	9156	8964	-192	393	385	-8	17	17	-0	17	17	-0
All	2035	9239	9046	-193	993	972	-21	16	16	-0	16	16	-0
All	2036	9322	9128	-195	954	934	-20	16	15	-0	16	15	-0
All	2037	9406	9209	-197	917	898	-19	15	15	-0	15	15	-0
All	2038	9489	9291	-198	881	863	-18	14	14	-0	14	14	-0
All	2039	9573	9373	-200	846	829	-18	14	14	-0	14	14	-0
All	2040	9600	9399	-201	1916	1876	-40	13	13	-0	13	13	-0
All	2041	9627	9424	-203	1830	1791	-39	13	12	-0	13	12	-0
All	2042	9654	9450	-204	1747	1710	-37	12	12	-0	12	12	-0
All	2043	9681	9475	-206	1669	1633	-36	11	11	-0	11	11	-0
All	2044	9709	9501	-208	1594	1560	-34	11	11	-0	11	11	-0
All	2045	9736	9526	-209	3273	3202	-70	10	10	-0	10	10	-0
All	2046	9763	9552	-211	3126	3058	-68	10	10	-0	10	10	-0
All	2047	9790	9577	-213	2985	2920	-65	10	9	-0	10	9	-0
All	2048	9817	9603	-214	2851	2789	-62	9	9	-0	9	9	-0
All	2049	9844	9628	-216	2723	2663	-60	9	9	-0	9	9	-0
All	2050	9871	9654	-217	5486	5365	-121	8	8	-0	8	8	-0
All	2051	9898	9679	-219	5239	5123	-116	8	8	-0	8	8	-0
All	2052	9926	9705	-221	5003	4892	-111	8	7	-0	8	7	-0
All	2053	9953	9730	-222	4778	4672	-107	7	7	-0	7	7	-0
All	2054	9980	9756	-224	4563	4461	-102	7	7	-0	7	7	-0
All	2055	9980	9756	-224	4346	4248	-97	7	6	-0	7	6	-0
All	2056	9980	9756	-224	4139	4046	-93	6	6	-0	6	6	-0
All	2057	9980	9756	-224	3942	3853	-88	6	6	-0	6	6	-0
All	2058	9980	9756	-224	3754	3670	-84	6	6	-0	6	6	-0
All	2059	9980	9756	-224	3575	3495	-80	5	5	-0	5	5	-0
All	2060	9980	9756	-224	3405	3329	-76	5	5	-0	5	5	-0
All	2061	9980	9756	-224	3243	3170	-73	5	5	-0	5	5	-0
All	2062	9980	9756	-224	3089	3019	-69	5	5	-0	5	5	-0
All	2063	9980	9756	-224	2941	2875	-66	4	4	-0	4	4	-0
All	2064	9980	9756	-224	2801	2739	-63	4	4	-0	4	4	-0
All	2065	9980	9756	-224	2668	2608	-60	4	4	-0	4	4	-0
All	2066	9980	9756	-224	2541	2484	-57	4	4	-0	4	4	-0
All	2067	9980	9756	-224	2420	2366	-54	4	4	-0	4	4	-0
All	2068	9980	9756	-224	2305	2253	-52	4	3	-0	4	3	-0
All	2069	9980	9756	-224	2195	2146	-49	3	3	-0	3	3	-0
All	2070	9980	9756	-224	2090	2044	-47	3	3	-0	3	3	-0
All	2071	9980	9756	-224	1991	1946	-45	3	3	-0	3	3	-0
All	2072	9980	9756	-224	1896	1854	-43	3	3	-0	3	3	-0
All	2073	9980	9756	-224	1806	1765	-41	3	3	-0	3	3	-0
All	2074	9980	9756	-224	1720	1681	-39	3	3	-0	3	3	-0
All	2075	9980	9756	-224	1638	1601	-37	2	2	-0	2	2	-0
All	2076	9980	9756	-224	1560	1525	-35	2	2	-0	2	2	-0
All	2077	9980	9756	-224	1486	1452	-33	2	2	-0	2	2	-0
All	2078	9980	9756	-224	1415	1383	-32	2	2	-0	2	2	-0
All	2079	9980	9756	-224	1348	1317	-30	2	2	-0	2	2	-0
All	2080	9980	9756	-224	1283	1255	-29	2	2	-0	2	2	-0
All	2081	9980	9756	-224	1222	1195	-27	2	2	-0	2	2	-0
All	2082	9980	9756	-224	1164	1138	-26	2	2	-0	2	2	-0
All	2083	9980	9756	-224	1109	1084	-25	2	2	-0	2	2	-0
All	2084	9980	9756	-224	1056	1032	-24	2	2	-0	2	2	-0
Car	Total	468855	459095	-9760	100335	98229	-2105	444	435	-9	444	435	-9
LGV	Total	72225	70275	-1950	15637	15210	-427	67	65	-2	67	65	-2

OGV1	Total	45692	44562	-1130	9915	9665	-250	42	41	-1	42	41	-1
OGV2	Total	2616	2546	-70	572	557	-16	2	2	-0	2	2	-0
Bus	Total	0	0	0	0	0	0	0	0	0	0	0	
All	Total	589389	576479	-12910	126459	123662	-2798	556	544	-12	556	544	-12

CO2_EMISSIONS_TRADED

		Emissions (tonnes)			cost (£000s, low)			cost (£000s, central)			cost (£000s, high)		
Submode	Year	DM	DS	Increase	DM	DS	Increase	DM	DS	Increase	DM	DS	Increase
Car	2024	0	0	0	0	0	0	0	0	0	0	0	0
Car	2039	0	0	0	0	0	0	0	0	0	0	0	0
Car	2054	0	0	0	0	0	0	0	0	0	0	0	0
LGV	2024	0	0	0	0	0	0	0	0	0	0	0	0
LGV	2039	0	0	0	0	0	0	0	0	0	0	0	0
LGV	2054	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	2024	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	2039	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	2054	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	2024	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	2039	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	2054	0	0	0	0	0	0	0	0	0	0	0	0
Bus	2024	0	0	0	0	0	0	0	0	0	0	0	0
Bus	2039	0	0	0	0	0	0	0	0	0	0	0	0
Bus	2054	0	0	0	0	0	0	0	0	0	0	0	0
All	2024	0	0	0	0	0	0	0	0	0	0	0	0
All	2025	0	0	0	0	0	0	0	0	0	0	0	0
All	2026	0	0	0	0	0	0	0	0	0	0	0	0
All	2027	0	0	0	0	0	0	0	0	0	0	0	0
All	2028	0	0	0	0	0	0	0	0	0	0	0	0
All	2029	0	0	0	0	0	0	0	0	0	0	0	0
All	2030	0	0	0	0	0	0	0	0	0	0	0	0
All	2031	0	0	0	0	0	0	0	0	0	0	0	0
All	2032	0	0	0	0	0	0	0	0	0	0	0	0
All	2033	0	0	0	0	0	0	0	0	0	0	0	0
All	2034	0	0	0	0	0	0	0	0	0	0	0	0
All	2035	0	0	0	0	0	0	0	0	0	0	0	0
All	2036	0	0	0	0	0	0	0	0	0	0	0	0
All	2037	0	0	0	0	0	0	0	0	0	0	0	0
All	2038	0	0	0	0	0	0	0	0	0	0	0	0
All	2039	0	0	0	0	0	0	0	0	0	0	0	0
All	2040	0	0	0	0	0	0	0	0	0	0	0	0
All	2041	0	0	0	0	0	0	0	0	0	0	0	0
All	2042	0	0	0	0	0	0	0	0	0	0	0	0
All	2043	0	0	0	0	0	0	0	0	0	0	0	0
All	2044	0	0	0	0	0	0	0	0	0	0	0	0
All	2045	0	0	0	0	0	0	0	0	0	0	0	0
All	2046	0	0	0	0	0	0	0	0	0	0	0	0
All	2047	0	0	0	0	0	0	0	0	0	0	0	0
All	2048	0	0	0	0	0	0	0	0	0	0	0	0
All	2049	0	0	0	0	0	0	0	0	0	0	0	0
All	2050	0	0	0	0	0	0	0	0	0	0	0	0
All	2051	0	0	0	0	0	0	0	0	0	0	0	0
All	2052	0	0	0	0	0	0	0	0	0	0	0	0
All	2053	0	0	0	0	0	0	0	0	0	0	0	0
All	2054	0	0	0	0	0	0	0	0	0	0	0	0
All	2055	0	0	0	0	0	0	0	0	0	0	0	0
All	2056	0	0	0	0	0	0	0	0	0	0	0	0
All	2057	0	0	0	0	0	0	0	0	0	0	0	0
All	2058	0	0	0	0	0	0	0	0	0	0	0	0
All	2059	0	0	0	0	0	0	0	0	0	0	0	0
All	2060	0	0	0	0	0	0	0	0	0	0	0	0
All	2061	0	0	0	0	0	0	0	0	0	0	0	0
All	2062	0	0	0	0	0	0	0	0	0	0	0	0
All	2063	0	0	0	0	0	0	0	0	0	0	0	0
All	2064	0	0	0	0	0	0	0	0	0	0	0	0
All	2065	0	0	0	0	0	0	0	0	0	0	0	0
All	2066	0	0	0	0	0	0	0	0	0	0	0	0
All	2067	0	0	0	0	0	0	0	0	0	0	0	0
All	2068	0	0	0	0	0	0	0	0	0	0	0	0

All	2069	0	0	0	0	0	0	0	0	0	0	0	0
All	2070	0	0	0	0	0	0	0	0	0	0	0	0
All	2071	0	0	0	0	0	0	0	0	0	0	0	0
All	2072	0	0	0	0	0	0	0	0	0	0	0	0
All	2073	0	0	0	0	0	0	0	0	0	0	0	0
All	2074	0	0	0	0	0	0	0	0	0	0	0	0
All	2075	0	0	0	0	0	0	0	0	0	0	0	0
All	2076	0	0	0	0	0	0	0	0	0	0	0	0
All	2077	0	0	0	0	0	0	0	0	0	0	0	0
All	2078	0	0	0	0	0	0	0	0	0	0	0	0
All	2079	0	0	0	0	0	0	0	0	0	0	0	0
All	2080	0	0	0	0	0	0	0	0	0	0	0	0
All	2081	0	0	0	0	0	0	0	0	0	0	0	0
All	2082	0	0	0	0	0	0	0	0	0	0	0	0
All	2083	0	0	0	0	0	0	0	0	0	0	0	0
All	2084	0	0	0	0	0	0	0	0	0	0	0	0
Car	Total	0	0	0	0	0	0	0	0	0	0	0	0
LGV	Total	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	Total	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	Total	0	0	0	0	0	0	0	0	0	0	0	0
Bus	Total	0	0	0	0	0	0	0	0	0	0	0	0
All	Total	0	0	0	0	0	0	0	0	0	0	0	0

CO2_EMISSIONS_BY_TIME_PERIOD_UNTRADED

		Emissions (tonnes)			cost (£000s, low)			cost (£000s, central)			cost (£000s, high)		
Submode	Year	DM	DS	Increase	DM	DS	Increase	DM	DS	Increase	DM	DS	Increase
AM	2024	1412	1363	-50	12	11	-0	4	4	-0	4	4	-0
AM	2039	1628	1566	-62	144	138	-5	2	2	-0	2	2	-0
AM	2054	1690	1625	-65	773	743	-30	1	1	-0	1	1	-0
LT	2024	2430	2401	-29	20	20	-0	7	7	-0	7	7	-0
LT	2039	2814	2773	-41	249	245	-4	4	4	-0	4	4	-0
LT	2054	2934	2891	-42	1341	1322	-19	2	2	-0	2	2	-0
SR	2024	2911	2854	-57	24	24	-0	9	9	-0	9	9	-0
SR	2039	3321	3286	-36	294	291	-3	5	5	-0	5	5	-0
SR	2054	3464	3416	-48	1584	1562	-22	2	2	-0	2	2	-0
PM	2024	1565	1525	-41	13	13	-0	5	5	-0	5	5	-0
PM	2039	1810	1748	-61	160	155	-5	3	3	-0	3	3	-0
PM	2054	1892	1824	-68	865	834	-31	1	1	-0	1	1	-0
AM	Total	99927	96131	-3796	21429	20607	-821	94	91	-4	94	91	-4
LT	Total	173135	170687	-2448	37170	36636	-534	163	161	-2	163	161	-2
SR	Total	204748	201918	-2830	43898	43306	-592	193	190	-3	193	190	-3
PM	Total	111579	107743	-3836	23962	23112	-850	105	102	-3	105	102	-3

NOTE: The cost of any EU Allowances (EUAs) purchased to cover traded emissions (i.e. emissions from sectors covered by the EU Emissions Trading System)
will be reflected in the purchase price of traded sector goods (such as electricity). Since the purchase price is used in the costs, considered in transport appraisal,
the cost of the relevant EUAs will be included in the cost benefit analysis, "internalising" the costs of emissions from traded sectors.
The CO2 EMISSIONS BY TIME PERIOD TRADED reported in the table below are therefore provided for information purposes only - they are not included in the
Economic Efficiency of the Transport System (TEE) table.
For further information, please refer to TAG Unit A-3 para. 4.1.5 and 4.2.9

CO2_EMISSIONS_BY_TIME_PERIOD_TRADED

		Emissions (tonnes)			cost (£000s, low)			cost (£000s, central)			cost (£000s, high)		
Submode	Year	DM	DS	Increase	DM	DS	Increase	DM	DS	Increase	DM	DS	Increase
AM	2024	0	0	0	0	0	0	0	0	0	0	0	0
AM	2039	0	0	0	0	0	0	0	0	0	0	0	0
AM	2054	0	0	0	0	0	0	0	0	0	0	0	0
LT	2024	0	0	0	0	0	0	0	0	0	0	0	0
LT	2039	0	0	0	0	0	0	0	0	0	0	0	0
LT	2054	0	0	0	0	0	0	0	0	0	0	0	0
SR	2024	0	0	0	0	0	0	0	0	0	0	0	0
SR	2039	0	0	0	0	0	0	0	0	0	0	0	0
SR	2054	0	0	0	0	0	0	0	0	0	0	0	0
PM	2024	0	0	0	0	0	0	0	0	0	0	0	0
PM	2039	0	0	0	0	0	0	0	0	0	0	0	0
PM	2054	0	0	0	0	0	0	0	0	0	0	0	0
AM	Total	0	0	0	0	0	0	0	0	0	0	0	0

LT	Total	0	0	0	0	0	0	0	0	0	0	0	0
SR	Total	0	0	0	0	0	0	0	0	0	0	0	0
PM	Total	0	0	0	0	0	0	0	0	0	0	0	0

MODE

User benefits and changes in revenues by mode, all years. £000s.

Mode	Year	User Time	User_Charges PT_fares_(pri	National_toll	Vehicle_Operating_Cost Fuel	Non_fuel	Operator_Revenue PT_fares_(pri	National_toll	Indirect Taxes
Highway	2024	48074	0	134	276	-2617	0	-110	39
Highway	2025	47552	0	114	266	-2587	0	-88	38
Highway	2026	47025	0	96	257	-2553	0	-68	37
Highway	2027	46493	0	79	248	-2517	0	-50	35
Highway	2028	45958	0	64	239	-2479	0	-33	34
Highway	2029	45420	0	50	230	-2438	0	-17	33
Highway	2030	44879	0	38	222	-2396	0	-3	32
Highway	2031	44335	0	26	214	-2352	0	10	30
Highway	2032	43790	0	15	207	-2307	0	21	29
Highway	2033	43244	0	6	199	-2261	0	31	28
Highway	2034	42697	0	-3	192	-2214	0	41	27
Highway	2035	42149	0	-11	185	-2166	0	49	26
Highway	2036	41601	0	-18	178	-2118	0	57	25
Highway	2037	41054	0	-25	172	-2070	0	63	24
Highway	2038	40507	0	-31	165	-2021	0	69	23
Highway	2039	39962	0	-36	159	-1972	0	75	22
Highway	2040	39161	0	-35	153	-1881	0	72	21
Highway	2041	38376	0	-34	146	-1794	0	69	20
Highway	2042	37605	0	-32	140	-1711	0	66	19
Highway	2043	36849	0	-31	135	-1632	0	63	18
Highway	2044	36106	0	-30	129	-1556	0	61	17
Highway	2045	35378	0	-29	124	-1484	0	58	16
Highway	2046	34663	0	-28	118	-1416	0	56	15
Highway	2047	33961	0	-27	114	-1350	0	54	14
Highway	2048	33272	0	-26	109	-1288	0	52	13
Highway	2049	32597	0	-26	104	-1228	0	49	12
Highway	2050	31934	0	-25	100	-1171	0	47	11
Highway	2051	31284	0	-24	96	-1117	0	46	11
Highway	2052	30646	0	-23	92	-1065	0	44	10
Highway	2053	30020	0	-22	88	-1016	0	42	10
Highway	2054	29406	0	-21	84	-969	0	40	9
Highway	2055	28650	0	-20	80	-923	0	38	9
Highway	2056	27913	0	-19	76	-879	0	36	8
Highway	2057	27195	0	-19	73	-837	0	35	8
Highway	2058	26496	0	-18	69	-797	0	33	7
Highway	2059	25815	0	-17	66	-759	0	31	7
Highway	2060	25151	0	-16	63	-723	0	30	7
Highway	2061	24504	0	-15	60	-689	0	29	6
Highway	2062	23874	0	-15	57	-656	0	27	6
Highway	2063	23260	0	-14	54	-625	0	26	6
Highway	2064	22662	0	-13	52	-595	0	25	5
Highway	2065	22079	0	-13	49	-567	0	23	5
Highway	2066	21511	0	-12	47	-540	0	22	5
Highway	2067	20958	0	-11	45	-514	0	21	5
Highway	2068	20419	0	-11	43	-489	0	20	5
Highway	2069	19894	0	-10	41	-466	0	19	4
Highway	2070	19383	0	-10	39	-444	0	18	4
Highway	2071	18884	0	-9	37	-423	0	18	4
Highway	2072	18399	0	-9	35	-403	0	17	4
Highway	2073	17926	0	-8	33	-383	0	16	4
Highway	2074	17465	0	-8	32	-365	0	15	3
Highway	2075	17016	0	-8	30	-348	0	14	3
Highway	2076	16578	0	-7	29	-331	0	14	3
Highway	2077	16152	0	-7	27	-315	0	13	3
Highway	2078	15736	0	-7	26	-300	0	12	3
Highway	2079	15332	0	-6	25	-286	0	12	3
Highway	2080	14938	0	-6	24	-273	0	11	3
Highway	2081	14553	0	-6	23	-260	0	11	2
Highway	2082	14179	0	-5	21	-247	0	10	2
Highway	2083	13815	0	-5	20	-235	0	10	2
Highway	2084	13459	0	-5	19	-224	0	9	2

Public	2024	309	5	0	0	0	-702	0	107
Public	2025	321	5	0	0	0	-686	0	104
Public	2026	333	5	0	0	0	-670	0	102
Public	2027	345	5	0	0	0	-654	0	99
Public	2028	355	5	0	0	0	-638	0	97
Public	2029	365	4	0	0	0	-622	0	94
Public	2030	374	4	0	0	0	-606	0	92
Public	2031	382	4	0	0	0	-590	0	89
Public	2032	389	4	0	0	0	-574	0	87
Public	2033	396	4	0	0	0	-558	0	84
Public	2034	403	4	0	0	0	-543	0	82
Public	2035	408	3	0	0	0	-528	0	80
Public	2036	413	3	0	0	0	-513	0	77
Public	2037	418	3	0	0	0	-498	0	75
Public	2038	422	3	0	0	0	-484	0	73
Public	2039	426	3	0	0	0	-469	0	71
Public	2040	415	2	0	0	0	-452	0	68
Public	2041	404	1	0	0	0	-436	0	66
Public	2042	393	1	0	0	0	-420	0	63
Public	2043	383	-0	0	0	0	-404	0	61
Public	2044	373	-1	0	0	0	-390	0	59
Public	2045	363	-1	0	0	0	-375	0	57
Public	2046	353	-2	0	0	0	-361	0	55
Public	2047	344	-2	0	0	0	-348	0	53
Public	2048	335	-3	0	0	0	-335	0	51
Public	2049	326	-3	0	0	0	-322	0	49
Public	2050	317	-3	0	0	0	-310	0	47
Public	2051	309	-4	0	0	0	-299	0	45
Public	2052	301	-4	0	0	0	-287	0	44
Public	2053	293	-4	0	0	0	-277	0	42
Public	2054	285	-4	0	0	0	-266	0	41
Public	2055	278	-4	0	0	0	-253	0	39
Public	2056	271	-4	0	0	0	-241	0	37
Public	2057	264	-4	0	0	0	-230	0	35
Public	2058	257	-4	0	0	0	-219	0	33
Public	2059	250	-3	0	0	0	-208	0	32
Public	2060	244	-3	0	0	0	-199	0	30
Public	2061	238	-3	0	0	0	-189	0	29
Public	2062	232	-3	0	0	0	-180	0	27
Public	2063	226	-3	0	0	0	-172	0	26
Public	2064	220	-3	0	0	0	-163	0	25
Public	2065	214	-3	0	0	0	-156	0	24
Public	2066	209	-2	0	0	0	-148	0	23
Public	2067	203	-2	0	0	0	-141	0	22
Public	2068	198	-2	0	0	0	-134	0	20
Public	2069	193	-2	0	0	0	-128	0	20
Public	2070	188	-2	0	0	0	-122	0	19
Public	2071	183	-2	0	0	0	-116	0	18
Public	2072	179	-2	0	0	0	-111	0	17
Public	2073	174	-2	0	0	0	-105	0	16
Public	2074	169	-2	0	0	0	-100	0	15
Public	2075	165	-2	0	0	0	-95	0	15
Public	2076	161	-1	0	0	0	-91	0	14
Public	2077	157	-1	0	0	0	-87	0	13
Public	2078	153	-1	0	0	0	-82	0	13
Public	2079	149	-1	0	0	0	-79	0	12
Public	2080	145	-1	0	0	0	-75	0	11
Public	2081	141	-1	0	0	0	-71	0	11
Public	2082	138	-1	0	0	0	-68	0	10
Public	2083	134	-1	0	0	0	-65	0	10
Public	2084	131	-1	0	0	0	-62	0	9
Highway	Total	1820193	0	-245	6435	-72644	0	1482	836
Public	Total	17114	-29	0	0	0	-18706	0	2834

SUBMODE

User benefits and changes in revenues by submode/vehicle type, modelled years and total. £000s.

Submode	Year	User Time	User_Charges PT_fares_(pri	National_toll	Vehicle_Operating_Cost Fuel	Non_fuel	Operator_Revenue PT_fares_(pri	National_toll	Indirect Taxes
Car	2024	40538	0	91	246	-2895	0	-63	51

Car	2039	32016	0	-23	138	-2149	0	61	34
Car	2054	23752	0	-11	73	-1062	0	30	15
LGV	2024	4662	0	32	19	-8	0	-36	-6
LGV	2039	4801	0	-0	13	-15	0	0	-7
LGV	2054	3388	0	-0	7	-7	0	0	-4
OGV1	2024	2798	0	11	10	272	0	-11	-5
OGV1	2039	3052	0	-12	7	180	0	12	-4
OGV1	2054	2198	0	-10	4	93	0	10	-2
OGV2	2024	75	0	0	0	14	0	-0	-0
OGV2	2039	93	0	-1	0	11	0	1	-0
OGV2	2054	68	0	-1	0	6	0	1	-0
Bus	2024	309	5	0	0	0	-702	0	107
Bus	2039	426	3	0	0	0	-469	0	71
Bus	2054	285	-4	0	0	0	-266	0	41
All	2024	48382	5	134	276	-2617	-702	-110	146
All	2039	40387	3	-36	159	-1972	-469	75	93
All	2054	29691	-4	-21	84	-969	-266	40	50
Car	Total	1478385	0	-46	5632	-79573	0	1310	1234
LGV	Total	206453	0	197	506	-465	0	-224	-242
OGV1	Total	131387	0	-360	281	6967	0	360	-147
OGV2	Total	3966	0	-37	16	426	0	37	-8
Bus	Total	17114	-29	0	0	0	-18706	0	2834
All	Total	1837306	-29	-245	6435	-72644	-18706	1482	3670

PERSON_TYPES

User benefits and changes in revenues by person type, modelled years and total. £000s.

Person_type	Year	User Time	User_Charges PT_fares_(pri	National_toll	Vehicle_Operating_Cost Fuel	Non_fuel	Operator_Revenue PT_fares_(pri	National_toll	Indirect Taxes
All	2024	47410	0	134	276	-2617	0	-112	40
All	2039	39457	0	-36	159	-1972	0	74	23
All	2054	29029	0	-21	84	-969	0	40	9
Passenger	2024	973	5	-0	0	0	-702	1	107
Passenger	2039	930	3	-0	0	0	-469	1	70
Passenger	2054	662	-4	-0	0	0	-266	0	41
All	Total	1796645	0	-243	6435	-72644	0	1460	840
Passenger	Total	40661	-29	-2	0	0	-18706	23	2831

PURPOSE

User benefits and changes in revenues by trip purpose, modelled years and total. £000s.

Purpose	Year	User Time	User_Charges PT_fares_(pri	National_toll	Vehicle_Operating_Cost Fuel	Non_fuel	Operator_Revenue PT_fares_(pri	National_toll	Indirect Taxes
Business	2024	12681	2	-24	39	436	-13	34	-15
Business	2039	9563	1	-15	21	300	-13	16	-9
Business	2054	6754	-2	-12	11	155	-4	12	-5
Commuting	2024	13795	-1	124	100	-1235	-307	-117	75
Commuting	2039	12173	0	-8	60	-882	-210	34	39
Commuting	2054	9054	-1	-3	32	-433	-127	16	22
Other	2024	21907	4	33	137	-1819	-382	-27	86
Other	2039	18651	1	-12	78	-1390	-246	25	63
Other	2054	13883	-1	-6	42	-691	-135	12	32
Business	Total	435570	-28	-698	850	11485	-385	778	-357
Commuting	Total	551286	-30	581	2406	-32897	-8528	181	1661
Other	Total	850452	29	-128	3180	-51232	-9792	523	2366

PERIOD

User benefits and changes in revenues by time period, modelled years and total. £000s.

Period	Year	User Time	User_Charges PT_fares_(pri	National_toll	Vehicle_Operating_Cost Fuel	Non_fuel	Operator_Revenue PT_fares_(pri	National_toll	Indirect Taxes
AM	2024	14077	9	-15	77	-702	-267	32	39
AM	2039	12067	4	-8	47	-479	-180	19	29
AM	2054	8533	2	-4	24	-230	-102	9	16
LT	2024	8643	-2	-22	47	-587	-22	34	9
LT	2039	8307	1	-10	31	-388	-20	16	7
LT	2054	6064	-3	-6	16	-234	-6	9	5
SR	2024	14881	1	186	87	-668	-162	-206	58
SR	2039	9541	0	-10	36	-702	-95	22	31
SR	2054	7427	-2	-7	20	-311	-56	12	14
PM	2024	10781	-3	-15	66	-661	-251	30	40
PM	2039	10472	-3	-8	45	-403	-174	18	26

PM	2054	7667	-1	-4	24	-193	-102	9	14
AM	Total	536250	185	-331	1849	-17948	-7161	741	1116
LT	Total	367318	-79	-460	1192	-15866	-606	714	299
SR	Total	470826	-44	869	1653	-23295	-3976	-689	1216
PM	Total	462912	-91	-323	1741	-15535	-6963	716	1039

NON MONETISED TIME BENEFITS BY TIME SAVING

Time benefits (thousands of person hrs) by size of time saving

Vehicle type	Purpose	Year	< -5 mins	-5 to -2 mins	-2 to 0 mins	0 to 2 mins	2 to 5 mins	> 5 mins
Car	Business	2024	-0	-2	-10	41	82	180
Car	Business	2039	-0	-4	-11	36	77	146
Car	Business	2054	-0	-4	-10	37	77	156
Car	Business	Total	-5	-229	-638	2259	4739	9554
Car	Commuting	2024	-26	-5	-29	94	268	847
Car	Commuting	2039	-0	-9	-30	86	282	1146
Car	Commuting	2054	-0	-12	-28	93	296	1280
Car	Commuting	Total	-219	-646	-1730	5548	17629	72616
Car	Other	2024	-5	-19	-100	382	611	1085
Car	Other	2039	-1	-38	-121	369	695	1493
Car	Other	2054	-1	-48	-117	411	734	1670
Car	Other	Total	-100	-2539	-7066	24204	43205	94549
LGV	Business	2024	-1	-1	-4	11	25	35
LGV	Business	2039	-0	-1	-5	13	38	57
LGV	Business	2054	-0	-2	-5	13	40	59
LGV	Business	Total	-5	-80	-279	765	2267	3383
LGV	Commuting	2024	-0	-0	-4	10	27	50
LGV	Commuting	2039	-0	-2	-4	12	40	82
LGV	Commuting	2054	-0	-2	-4	12	42	84
LGV	Commuting	Total	-4	-115	-250	697	2406	4810
LGV	Other	2024	-2	-2	-11	32	74	101
LGV	Other	2039	-0	-4	-14	37	108	162
LGV	Other	2054	-0	-5	-14	38	114	170
LGV	Other	Total	-18	-259	-823	2253	6558	9684
OGV1	Business	2024	-2	-2	-1	8	22	77
OGV1	Business	2039	-0	-1	-2	9	30	131
OGV1	Business	2054	-0	-1	-2	10	25	145
OGV1	Business	Total	-16	-80	-115	572	1568	8073
OGV1	Commuting	2024	0	0	0	0	0	0
OGV1	Commuting	2039	0	0	0	0	0	0
OGV1	Commuting	2054	0	0	0	0	0	0
OGV1	Commuting	Total	0	0	0	0	0	0
OGV1	Other	2024	0	0	0	0	0	0
OGV1	Other	2039	0	0	0	0	0	0
OGV1	Other	2054	0	0	0	0	0	0
OGV1	Other	Total	0	0	0	0	0	0
OGV2	Business	2024	-0	-0	-0	0	0	2
OGV2	Business	2039	-0	-0	-0	0	1	4
OGV2	Business	2054	-0	-0	-0	0	0	5
OGV2	Business	Total	-0	-2	-1	9	24	276
OGV2	Commuting	2024	0	0	0	0	0	0
OGV2	Commuting	2039	0	0	0	0	0	0
OGV2	Commuting	2054	0	0	0	0	0	0
OGV2	Commuting	Total	0	0	0	0	0	0
OGV2	Other	2024	0	0	0	0	0	0
OGV2	Other	2039	0	0	0	0	0	0
OGV2	Other	2054	0	0	0	0	0	0
OGV2	Other	Total	0	0	0	0	0	0
Bus	Business	2024	-0	-0	-1	2	1	1
Bus	Business	2039	-1	-1	-2	4	2	2
Bus	Business	2054	-5	-1	-4	4	3	3
Bus	Business	Total	-200	-67	-188	213	148	134
Bus	Commuting	2024	-4	-3	-5	6	4	9
Bus	Commuting	2039	-5	-4	-5	8	7	14
Bus	Commuting	2054	-7	-5	-6	8	6	21
Bus	Commuting	Total	-374	-276	-349	446	368	1086
Bus	Other	2024	-15	-17	-22	24	18	30
Bus	Other	2039	-25	-25	-25	36	27	50
Bus	Other	2054	-28	-27	-26	35	26	64
Bus	Other	Total	-1546	-1523	-1525	2075	1525	3410

MONETISED TIME BENEFITS BY TIME SAVING

Time benefits (£000s) by size of time saving

Vehicle type	Purpose	Year	< -5 mins	-5 to -2 mins	-2 to 0 mins	0 to 2 mins	2 to 5 mins	> 5 mins
Car	Business	2024	-0	-47	-263	1115	2243	4914
Car	Business	2039	-2	-65	-208	664	1414	2687
Car	Business	2054	-1	-53	-129	457	962	1945
Car	Business	Total	-62	-2898	-8835	31541	65925	133395
Car	Commuting	2024	-284	-53	-318	1042	2988	9427
Car	Commuting	2039	-2	-68	-224	645	2126	8632
Car	Commuting	2054	-2	-63	-141	472	1509	6527
Car	Commuting	Total	-2097	-3287	-9859	31181	98259	391556
Car	Other	2024	-51	-189	-1012	3862	6183	10981
Car	Other	2039	-7	-261	-827	2525	4762	10225
Car	Other	2054	-5	-222	-543	1904	3399	7737
Car	Other	Total	-630	-11872	-35850	122243	217024	462652
LGV	Business	2024	-16	-14	-100	295	682	954
LGV	Business	2039	-0	-23	-89	233	696	1046
LGV	Business	2054	-0	-19	-58	161	493	739
LGV	Business	Total	-116	-997	-3784	10397	30010	44577
LGV	Commuting	2024	-5	-6	-42	112	298	554
LGV	Commuting	2039	-0	-12	-33	88	304	615
LGV	Commuting	2054	-0	-12	-21	59	213	428
LGV	Commuting	Total	-36	-571	-1414	3886	13043	25947
LGV	Other	2024	-22	-16	-110	324	748	1027
LGV	Other	2039	-0	-28	-99	255	742	1106
LGV	Other	2054	-0	-23	-63	175	529	786
LGV	Other	Total	-157	-1209	-4164	11368	32274	47400
OGV1	Business	2024	-43	-49	-38	207	612	2110
OGV1	Business	2039	-1	-22	-37	159	544	2409
OGV1	Business	2054	-1	-16	-24	125	310	1803
OGV1	Business	Total	-348	-1149	-1550	7597	21821	105016
OGV1	Commuting	2024	0	0	0	0	0	0
OGV1	Commuting	2039	0	0	0	0	0	0
OGV1	Commuting	2054	0	0	0	0	0	0
OGV1	Commuting	Total	0	0	0	0	0	0
OGV1	Other	2024	0	0	0	0	0	0
OGV1	Other	2039	0	0	0	0	0	0
OGV1	Other	2054	0	0	0	0	0	0
OGV1	Other	Total	0	0	0	0	0	0
OGV2	Business	2024	-1	-1	-1	4	9	66
OGV2	Business	2039	-0	-0	-0	3	12	78
OGV2	Business	2054	-0	-0	-0	2	4	63
OGV2	Business	Total	-4	-25	-18	121	360	3532
OGV2	Commuting	2024	0	0	0	0	0	0
OGV2	Commuting	2039	0	0	0	0	0	0
OGV2	Commuting	2054	0	0	0	0	0	0
OGV2	Commuting	Total	0	0	0	0	0	0
OGV2	Other	2024	0	0	0	0	0	0
OGV2	Other	2039	0	0	0	0	0	0
OGV2	Other	2054	0	0	0	0	0	0
OGV2	Other	Total	0	0	0	0	0	0
Bus	Business	2024	-13	-8	-38	59	24	21
Bus	Business	2039	-22	-21	-39	77	38	31
Bus	Business	2054	-58	-16	-48	44	36	34
Bus	Business	Total	-2161	-837	-2271	2889	1821	1623
Bus	Commuting	2024	-41	-33	-51	62	42	103
Bus	Commuting	2039	-39	-33	-38	57	49	107
Bus	Commuting	2054	-36	-25	-32	39	32	107
Bus	Commuting	Total	-1945	-1481	-1878	2450	2001	5530
Bus	Other	2024	-153	-168	-224	245	180	302
Bus	Other	2039	-172	-171	-172	245	182	345
Bus	Other	2054	-128	-124	-118	164	120	295
Bus	Other	Total	-7486	-7458	-7711	10323	7600	16106

TOTAL BENEFITS BY TIME SAVING

Total benefits (£000s) by size of time saving

Vehicle type	Purpose	Year	< -5 mins	-5 to -2 mins	-2 to 0 mins	0 to 2 mins	2 to 5 mins	> 5 mins
Car	Business	2024	-0	-49	-273	1134	2293	4988

Car	Business	2039	-2	-66	-213	685	1453	2750
Car	Business	2054	-1	-55	-131	467	981	1977
Car	Business	Total	-60	-2962	-9035	32276	67359	135687
Car	Commuting	2024	-58	-33	-16	1446	2869	7579
Car	Commuting	2039	-2	-58	-64	878	2099	7427
Car	Commuting	2054	-1	-57	-61	609	1500	5907
Car	Commuting	Total	-619	-2849	-3340	40957	96835	344845
Car	Other	2024	4	-125	-466	4265	5719	8702
Car	Other	2039	-6	-220	-524	2777	4429	8641
Car	Other	2054	-5	-197	-380	2043	3243	6913
Car	Other	Total	-249	-10197	-23414	132347	204825	401990
LGV	Business	2024	-8	-13	-99	296	684	953
LGV	Business	2039	-0	-22	-89	234	697	1046
LGV	Business	2054	-0	-19	-58	161	494	739
LGV	Business	Total	-64	-991	-3785	10433	30077	44560
LGV	Commuting	2024	0	-5	-41	113	299	550
LGV	Commuting	2039	-0	-12	-33	88	306	612
LGV	Commuting	2054	-0	-11	-20	59	213	426
LGV	Commuting	Total	-4	-563	-1397	3909	13083	25840
LGV	Other	2024	2	-15	-108	326	751	1021
LGV	Other	2039	-0	-27	-99	256	744	1099
LGV	Other	2054	-0	-22	-63	176	530	783
LGV	Other	Total	-6	-1182	-4149	11425	32340	47165
OGV1	Business	2024	-13	-40	-36	229	672	2279
OGV1	Business	2039	-1	-22	-39	171	577	2541
OGV1	Business	2054	-1	-16	-25	132	325	1870
OGV1	Business	Total	-151	-1098	-1574	8110	23089	109901
OGV1	Commuting	2024	0	0	0	0	0	0
OGV1	Commuting	2039	0	0	0	0	0	0
OGV1	Commuting	2054	0	0	0	0	0	0
OGV1	Commuting	Total	0	0	0	0	0	0
OGV1	Other	2024	0	0	0	0	0	0
OGV1	Other	2039	0	0	0	0	0	0
OGV1	Other	2054	0	0	0	0	0	0
OGV1	Other	Total	0	0	0	0	0	0
OGV2	Business	2024	-0	-1	-1	5	10	77
OGV2	Business	2039	-0	-0	-0	4	14	87
OGV2	Business	2054	-0	-0	-0	2	4	68
OGV2	Business	Total	-3	-25	-16	142	406	3867
OGV2	Commuting	2024	0	0	0	0	0	0
OGV2	Commuting	2039	0	0	0	0	0	0
OGV2	Commuting	2054	0	0	0	0	0	0
OGV2	Commuting	Total	0	0	0	0	0	0
OGV2	Other	2024	0	0	0	0	0	0
OGV2	Other	2039	0	0	0	0	0	0
OGV2	Other	2054	0	0	0	0	0	0
OGV2	Other	Total	0	0	0	0	0	0
Bus	Business	2024	-15	-8	-38	61	25	22
Bus	Business	2039	-24	-21	-38	79	39	32
Bus	Business	2054	-65	-16	-48	45	37	36
Bus	Business	Total	-2374	-863	-2258	2958	1872	1700
Bus	Commuting	2024	-38	-32	-52	62	42	100
Bus	Commuting	2039	-37	-32	-37	56	50	104
Bus	Commuting	2054	-34	-25	-32	39	32	104
Bus	Commuting	Total	-1848	-1450	-1870	2445	2005	5366
Bus	Other	2024	-142	-165	-223	246	181	289
Bus	Other	2039	-165	-168	-170	245	182	335
Bus	Other	2054	-123	-123	-118	163	119	290
Bus	Other	Total	-7191	-7373	-7658	10295	7571	15757

NON MONETISED TIME BENEFITS BY DISTANCE

Time benefits (thousands of person hrs) by distance

Vehicle type	Purpose	Year	< 1 kms	1 to 5 kms	5 to 10 kms	10 to 15 kms	15 to 20 kms	20 to 50 kms	50 to 100 kms	>100 kms
Car	Business	2024	0	34	55	40	28	82	31	21
Car	Business	2039	1	45	59	38	23	42	18	19
Car	Business	2054	1	44	59	39	24	48	19	22
Car	Business	Total	31	2627	3557	2388	1479	3103	1222	1272
Car	Commuting	2024	1	91	157	146	97	326	203	129

Car	Commuting	2039	1	104	176	167	116	436	287	186
Car	Commuting	2054	1	113	187	175	130	488	341	194
Car	Commuting	Total	61	6571	10993	10341	7441	27704	18878	11209
Car	Other	2024	7	388	411	239	160	314	170	265
Car	Other	2039	8	407	457	275	193	421	252	386
Car	Other	2054	9	460	498	302	213	473	263	431
Car	Other	Total	534	26678	29049	17509	12251	26790	15145	24298
LGV	Business	2024	0	10	9	5	4	15	14	9
LGV	Business	2039	0	16	14	8	5	21	21	16
LGV	Business	2054	0	17	14	9	5	21	22	17
LGV	Business	Total	12	979	827	494	315	1235	1255	936
LGV	Commuting	2024	0	12	9	5	4	17	21	14
LGV	Commuting	2039	0	21	14	8	6	24	30	25
LGV	Commuting	2054	0	21	14	8	6	25	30	26
LGV	Commuting	Total	17	1192	818	476	359	1431	1773	1477
LGV	Other	2024	0	31	28	16	11	43	39	24
LGV	Other	2039	1	47	41	24	16	59	57	43
LGV	Other	2054	1	51	43	26	16	61	59	46
LGV	Other	Total	36	2891	2486	1488	926	3563	3413	2590
OGV1	Business	2024	0	6	7	1	0	-0	33	56
OGV1	Business	2039	0	8	10	2	0	-0	55	90
OGV1	Business	2054	0	9	11	2	0	0	53	101
OGV1	Business	Total	0	516	631	103	1	2	3097	5651
OGV1	Commuting	2024	0	0	0	0	0	0	0	0
OGV1	Commuting	2039	0	0	0	0	0	0	0	0
OGV1	Commuting	2054	0	0	0	0	0	0	0	0
OGV1	Commuting	Total	0	0	0	0	0	0	0	0
OGV1	Other	2024	0	0	0	0	0	0	0	0
OGV1	Other	2039	0	0	0	0	0	0	0	0
OGV1	Other	2054	0	0	0	0	0	0	0	0
OGV1	Other	Total	0	0	0	0	0	0	0	0
OGV2	Business	2024	0	0	-0	0	-0	-0	2	1
OGV2	Business	2039	0	0	0	0	0	0	3	2
OGV2	Business	2054	0	0	0	0	0	0	2	3
OGV2	Business	Total	0	0	0	0	0	0	139	166
OGV2	Commuting	2024	0	0	0	0	0	0	0	0
OGV2	Commuting	2039	0	0	0	0	0	0	0	0
OGV2	Commuting	2054	0	0	0	0	0	0	0	0
OGV2	Commuting	Total	0	0	0	0	0	0	0	0
OGV2	Other	2024	0	0	0	0	0	0	0	0
OGV2	Other	2039	0	0	0	0	0	0	0	0
OGV2	Other	2054	0	0	0	0	0	0	0	0
OGV2	Other	Total	0	0	0	0	0	0	0	0
Bus	Business	2024	0	0	0	0	-0	0	0	1
Bus	Business	2039	0	0	1	0	-0	0	1	1
Bus	Business	2054	0	0	1	0	0	0	1	-3
Bus	Business	Total	0	25	30	6	-0	17	37	-74
Bus	Commuting	2024	0	1	2	0	-0	3	0	1
Bus	Commuting	2039	0	1	2	1	-0	6	1	3
Bus	Commuting	2054	0	1	3	1	-0	7	2	5
Bus	Commuting	Total	0	61	148	32	-17	363	79	236
Bus	Other	2024	0	4	7	-2	-2	7	1	3
Bus	Other	2039	0	5	9	-1	-2	14	3	9
Bus	Other	2054	0	6	9	-2	-1	19	6	9
Bus	Other	Total	1	319	545	-115	-104	994	278	498

MONETISED TIME BENEFITS BY DISTANCE

Time benefits (£000s) by distance

Vehicle type	Purpose	Year	< 1 kms	1 to 5 kms	5 to 10 kms	10 to 15 kms	15 to 20 kms	20 to 50 kms	50 to 100 kms	>100 kms
Car	Business	2024	9	938	1490	1095	763	2242	854	571
Car	Business	2039	10	821	1082	706	418	776	325	352
Car	Business	2054	7	553	735	490	300	595	232	268
Car	Business	Total	417	35516	48812	33022	20671	45381	17888	17359
Car	Commuting	2024	9	1012	1745	1623	1077	3635	2260	1442
Car	Commuting	2039	7	787	1325	1260	876	3285	2164	1404
Car	Commuting	2054	5	574	953	894	660	2489	1737	990
Car	Commuting	Total	333	36154	60761	57178	40535	149488	100399	60904
Car	Other	2024	73	3932	4160	2414	1616	3173	1721	2686

Car	Other	2039	54	2784	3126	1885	1319	2881	1728	2640
Car	Other	2054	44	2130	2305	1398	985	2191	1219	1998
Car	Other	Total	2631	133357	145382	87235	60730	131231	74597	118404
LGV	Business	2024	4	276	249	141	98	398	388	245
LGV	Business	2039	4	299	256	147	98	379	389	290
LGV	Business	2054	3	215	179	109	68	266	271	206
LGV	Business	Total	162	12871	10968	6476	4199	16462	16693	12256
LGV	Commuting	2024	2	133	100	54	46	191	229	156
LGV	Commuting	2039	2	154	104	59	46	181	227	187
LGV	Commuting	2054	2	106	72	43	32	125	155	133
LGV	Commuting	Total	93	6429	4438	2556	1953	7819	9670	7898
LGV	Other	2024	5	313	287	161	108	433	396	248
LGV	Other	2039	4	323	284	165	107	405	391	298
LGV	Other	2054	3	236	199	122	74	284	273	212
LGV	Other	Total	179	14125	12270	7257	4584	17662	16861	12575
OGV1	Business	2024	0	152	201	25	0	-1	892	1529
OGV1	Business	2039	0	148	191	31	0	-0	1017	1665
OGV1	Business	2054	0	115	137	23	0	1	659	1263
OGV1	Business	Total	2	6742	8387	1334	6	17	41316	73583
OGV1	Commuting	2024	0	0	0	0	0	0	0	0
OGV1	Commuting	2039	0	0	0	0	0	0	0	0
OGV1	Commuting	2054	0	0	0	0	0	0	0	0
OGV1	Commuting	Total	0	0	0	0	0	0	0	0
OGV1	Other	2024	0	0	0	0	0	0	0	0
OGV1	Other	2039	0	0	0	0	0	0	0	0
OGV1	Other	2054	0	0	0	0	0	0	0	0
OGV1	Other	Total	0	0	0	0	0	0	0	0
OGV2	Business	2024	0	0	-0	0	-0	-0	42	34
OGV2	Business	2039	0	0	0	0	0	0	51	41
OGV2	Business	2054	0	0	0	0	0	0	28	40
OGV2	Business	Total	0	1	1	2	1	2	1904	2055
OGV2	Commuting	2024	0	0	0	0	0	0	0	0
OGV2	Commuting	2039	0	0	0	0	0	0	0	0
OGV2	Commuting	2054	0	0	0	0	0	0	0	0
OGV2	Commuting	Total	0	0	0	0	0	0	0	0
OGV2	Other	2024	0	0	0	0	0	0	0	0
OGV2	Other	2039	0	0	0	0	0	0	0	0
OGV2	Other	2054	0	0	0	0	0	0	0	0
OGV2	Other	Total	0	0	0	0	0	0	0	0
Bus	Business	2024	0	8	8	1	-1	0	13	17
Bus	Business	2039	0	8	10	2	-0	5	15	27
Bus	Business	2054	0	5	6	1	0	4	7	-33
Bus	Business	Total	2	325	394	77	-5	199	525	-453
Bus	Commuting	2024	0	8	18	2	-5	39	4	15
Bus	Commuting	2039	0	7	18	5	-3	42	8	26
Bus	Commuting	2054	0	5	13	3	-1	34	8	23
Bus	Commuting	Total	2	329	794	169	-111	1911	392	1192
Bus	Other	2024	0	40	70	-22	-24	76	8	35
Bus	Other	2039	0	36	65	-9	-15	98	22	60
Bus	Other	2054	0	26	42	-9	-6	88	27	41
Bus	Other	Total	5	1583	2738	-580	-587	4628	1200	2386

TOTAL BENEFITS BY DISTANCE

Total benefits (£000s) by distance

Vehicle type	Purpose	Year	< 1 kms	1 to 5 kms	5 to 10 kms	10 to 15 kms	15 to 20 kms	20 to 50 kms	50 to 100 kms	>100 kms
Car	Business	2024	10	974	1540	1118	783	2283	856	529
Car	Business	2039	11	845	1114	722	429	796	333	358
Car	Business	2054	7	565	751	498	306	606	236	272
Car	Business	Total	427	36432	50033	33630	21119	46224	18129	17271
Car	Commuting	2024	9	1042	1762	1561	1008	3016	1819	1570
Car	Commuting	2039	8	804	1335	1233	838	2875	1816	1370
Car	Commuting	2054	6	582	957	880	641	2286	1569	977
Car	Commuting	Total	345	36827	61123	55995	39000	133878	87799	60862
Car	Other	2024	78	4068	4079	2185	1338	2143	1462	2746
Car	Other	2039	58	2862	3078	1759	1156	2169	1441	2574
Car	Other	2054	45	2166	2283	1341	913	1853	1051	1963
Car	Other	Total	2765	136400	143537	82323	54501	104770	64131	116876
LGV	Business	2024	4	278	250	142	98	399	389	253

LGV	Business	2039	4	301	257	147	98	380	389	290
LGV	Business	2054	3	215	179	109	68	266	271	206
LGV	Business	Total	162	12920	10993	6482	4205	16484	16693	12290
LGV	Commuting	2024	2	135	101	54	46	191	228	159
LGV	Commuting	2039	2	156	105	59	46	181	226	186
LGV	Commuting	2054	2	106	73	43	32	125	155	132
LGV	Commuting	Total	93	6470	4456	2557	1955	7819	9650	7868
LGV	Other	2024	5	316	288	160	108	434	396	269
LGV	Other	2039	4	325	285	164	107	405	389	294
LGV	Other	2054	3	237	200	122	74	284	272	211
LGV	Other	Total	180	14218	12295	7247	4582	17654	16791	12627
OGV1	Business	2024	0	169	221	28	0	-1	972	1701
OGV1	Business	2039	0	159	206	33	0	-0	1075	1754
OGV1	Business	2054	0	121	144	24	0	1	683	1311
OGV1	Business	Total	2	7189	8934	1421	6	20	43366	77337
OGV1	Commuting	2024	0	0	0	0	0	0	0	0
OGV1	Commuting	2039	0	0	0	0	0	0	0	0
OGV1	Commuting	2054	0	0	0	0	0	0	0	0
OGV1	Commuting	Total	0	0	0	0	0	0	0	0
OGV1	Other	2024	0	0	0	0	0	0	0	0
OGV1	Other	2039	0	0	0	0	0	0	0	0
OGV1	Other	2054	0	0	0	0	0	0	0	0
OGV1	Other	Total	0	0	0	0	0	0	0	0
OGV2	Business	2024	0	0	-0	0	0	-0	50	40
OGV2	Business	2039	0	0	0	0	0	0	58	46
OGV2	Business	2054	0	0	0	0	0	0	30	43
OGV2	Business	Total	0	1	1	2	1	3	2114	2250
OGV2	Commuting	2024	0	0	0	0	0	0	0	0
OGV2	Commuting	2039	0	0	0	0	0	0	0	0
OGV2	Commuting	2054	0	0	0	0	0	0	0	0
OGV2	Commuting	Total	0	0	0	0	0	0	0	0
OGV2	Other	2024	0	0	0	0	0	0	0	0
OGV2	Other	2039	0	0	0	0	0	0	0	0
OGV2	Other	2054	0	0	0	0	0	0	0	0
OGV2	Other	Total	0	0	0	0	0	0	0	0
Bus	Business	2024	0	7	8	1	-1	0	15	17
Bus	Business	2039	0	7	10	2	-0	5	15	27
Bus	Business	2054	0	5	6	1	0	4	7	-35
Bus	Business	Total	2	323	395	82	-5	197	535	-492
Bus	Commuting	2024	0	8	18	2	-5	39	6	12
Bus	Commuting	2039	0	7	18	5	-3	42	9	26
Bus	Commuting	2054	0	5	13	3	-1	34	8	22
Bus	Commuting	Total	1	325	787	174	-108	1914	410	1143
Bus	Other	2024	0	39	69	-21	-24	74	15	33
Bus	Other	2039	0	36	65	-9	-15	97	23	61
Bus	Other	2054	0	25	42	-9	-6	87	27	42
Bus	Other	Total	4	1579	2718	-554	-589	4595	1254	2395

SENSITIVITY

Total user benefits as a percentage of total DM user costs

	Modelled Years		
Mode	2024	2039	2054
Highway	1.85%	2.11%	2.29%
Public	0.05%	0.08%	0.07%

Economy:Economic Efficiency of the Transport System(TEE)

Consumer - Commuting user benefits	All Modes	Highway	Public
Travel Time	551286	546609	4677
Vehicle operating costs	-30492	-30492	0
User charges	551	581	-30
During Construction & Maintenance	0	0	0
NET CONSUMER - COMMUTING BENEFITS	521346	516698	4647

Consumer - Other user benefits	All Modes	Highway	Public
Travel Time	850452	839079	11373
Vehicle operating costs	-48053	-48053	0
User charges	-99	-128	29
During Construction & Maintenance	0	0	0

NET CONSUMER - OTHER BENEFITS	802300

Business	All Modes	Road Personal	Road Freight	Bus Personal	Bus Freight
Travel Time	435570	299153	135353	1064	0
Vehicle operating costs	12335	4644	7691	0	0
User charges	-726	-302	-396	-28	0
During Construction & Maintenance	0	0	0	0	0
Subtotal	447179	303495	142648	1036	0

Private Sector Provider Impacts	
Revenue	-18706
Operating costs	0
Investment costs	0
Grant/subsidy	0
Subtotal	-18706

Other business Impacts	
Developer contributions	0
NET BUSINESS IMPACT	428473

TOTAL
Present Value of Transport Economic Efficiency Benefits (TEE) 1752119

Note: Benefits appear as positive numbers, while costs appear as negative numbers.
Note: All entries are present values discounted to 2011, in 2011 prices

Public Accounts Local Government Funding	ALL MODES	Highway	Public
Revenue	0	0	0
Operating Costs	0	0	0
Investment Costs	0	0	0
Developer Contributions	0	0	0
Grant/Subsidy Payments	0	0	0
NET IMPACT	0	0	0

Central Government Funding: Transport	ALL MODES	Highway	Public
Revenue	-1482	-1482	0
Operating costs	36804	36804	0
Investment costs	424732	424732	0
Developer Contributions	0	0	0
Grant/Subsidy Payments	0	0	0
NET IMPACT	460054	460054	0

Central Government Funding: Non-Transport

Indirect Tax Revenues	-3670	-836	-2834

TOTALS

Broad Transport Budget	460054	460054	0
Wider Public Finances	-3670	-836	-2834

Note: Costs appear as positive numbers, while revenues and developer contributions appear as negative numbers.
Note: All entries are present values discounted to 2011, in 2011 prices

Analysis of Monetised Costs and Benefits

Greenhouse Gases	12
Economic Efficiency: Consumer Users (Commuting)	521346
Economic Efficiency: Consumer Users (Other)	802300
Economic Efficiency: Business Users and Providers	428473
Wider Public Finances (Indirect Taxation Revenues)	3670
Present Value of Benefits (PVB)	1755801
Broad Transport Budget	460054
Present Value of Costs (PVC)	460054

OVERALL IMPACTS

Net Present Value (NPV) 1295747
Benefit to Cost Ratio (BCR) 3.817

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.

TUBA Run Information
- calculations completed

File Summary
- Scheme File : Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\1_Parameters\GTP_TUBA_Scheme_Input_Central_Growth_TSB_60y_3Run_ExtendedCostsNoInf.txt
- Economic File : Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\1_Parameters\GTP_NTA_Economics_Input.txt
- Output File : Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\4_Runs\3_High_Growth\TotalBudget\High_2_v5_TSB_60y_3Run_ExtendedCostsNoInf.OUT

Elapsed time :

GTS – Total Scheme Budget – 60 years

Transport User Benefit Appraisal TUBA (64-BIT) 1.9.5(1xB)
Program run on Wed Feb 22, 2017 at 16:42:36

ERRORS AND WARNINGS

942563 Warnings found

Warning (7481 serious): Ratio of DM to DS travel time lower than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	DM_time	DS_time	Ratio	DM_trips	DS_trips
75	692	1	Car	Business	All	2039	0.056	1.057	0.053	0.001	0.001
75	692	1	Car	Business	All	2054	0.056	1.058	0.053	0.001	0.000
75	692	3	Car	Business	All	2054	0.055	1.042	0.053	0.001	0.001
75	692	3	Car	Business	All	2039	0.055	1.041	0.053	0.001	0.001
692	75	4	Car	Other	All	2054	0.055	1.028	0.053	0.004	0.004
692	75	4	Car	Other	All	2039	0.055	1.027	0.053	0.004	0.003
692	75	3	Car	Business	All	2039	0.055	1.025	0.053	0.001	0.002
692	75	2	Car	Business	All	2054	0.055	1.025	0.053	0.002	0.002
692	75	2	Car	Business	All	2039	0.055	1.024	0.053	0.001	0.002
692	75	3	Car	Business	All	2054	0.055	1.025	0.053	0.002	0.002
692	75	3	Car	Other	All	2039	0.055	0.993	0.055	0.006	0.006
692	75	2	Car	Other	All	2054	0.055	0.993	0.055	0.006	0.006
692	75	2	Car	Other	All	2039	0.055	0.992	0.055	0.007	0.007
692	75	3	Car	Other	All	2054	0.055	0.993	0.055	0.006	0.006
75	692	4	Car	Other	All	2054	0.056	1.002	0.055	0.001	0.001
75	692	4	Car	Other	All	2039	0.056	1.002	0.055	0.001	0.001
75	692	3	Car	Other	All	2054	0.055	0.992	0.056	0.003	0.004
75	692	3	Car	Other	All	2039	0.055	0.992	0.056	0.004	0.004
75	692	2	Car	Other	All	2054	0.055	0.991	0.056	0.003	0.003
75	692	2	Car	Other	All	2039	0.055	0.991	0.056	0.004	0.003
75	692	1	Car	Other	All	2039	0.056	0.999	0.056	0.007	0.007

75	692	1	Car	Other	All	2054	0.056	0.999	0.056	0.007	0.007
692	91	4	Car	Other	All	2054	0.066	1.039	0.064	0.008	0.008
692	91	4	Car	Other	All	2039	0.066	1.039	0.064	0.008	0.008
692	91	3	Car	Business	All	2054	0.066	1.036	0.064	0.002	0.002
692	91	3	Car	Business	All	2039	0.066	1.036	0.064	0.001	0.002
692	91	2	Car	Business	All	2039	0.066	1.036	0.064	0.003	0.003
692	91	2	Car	Business	All	2054	0.066	1.036	0.064	0.003	0.003
91	692	3	Car	Business	All	2054	0.068	1.055	0.064	0.003	0.003
91	692	3	Car	Business	All	2039	0.068	1.054	0.065	0.002	0.003
91	692	2	Car	Business	All	2054	0.068	1.049	0.065	0.002	0.001
91	692	2	Car	Business	All	2039	0.068	1.049	0.065	0.002	0.001
692	91	3	Car	Other	All	2054	0.066	1.005	0.066	0.013	0.012
692	91	3	Car	Other	All	2039	0.066	1.005	0.066	0.013	0.013
692	91	2	Car	Other	All	2054	0.066	1.004	0.066	0.013	0.013
692	91	2	Car	Other	All	2039	0.066	1.004	0.066	0.013	0.013
91	692	1	Car	Business	All	2039	0.071	1.070	0.067	0.001	0.001
91	692	2	Car	Commuting	All	2039	0.068	1.011	0.067	0.001	0.000
91	692	4	Car	Other	All	2039	0.068	1.014	0.067	0.001	0.001
91	692	4	Car	Other	All	2054	0.068	1.015	0.067	0.001	0.002
91	692	2	Car	Other	All	2054	0.068	1.003	0.068	0.008	0.007
91	692	2	Car	Other	All	2039	0.068	1.003	0.068	0.008	0.008
91	692	3	Car	Other	All	2054	0.068	1.004	0.068	0.009	0.010
91	692	3	Car	Other	All	2039	0.068	1.004	0.068	0.009	0.009
91	692	1	Car	Business	All	2054	0.073	1.071	0.068	0.001	0.001
91	692	1	Car	Other	All	2039	0.071	1.012	0.070	0.017	0.017
115	692	4	Car	Other	All	2039	0.072	1.003	0.072	0.003	0.003
91	692	1	Car	Other	All	2054	0.073	1.013	0.072	0.017	0.017
115	692	4	Car	Other	All	2054	0.072	1.003	0.072	0.003	0.003
115	692	2	Car	Business	All	2039	0.073	1.003	0.073	0.009	0.008

Displayed 50 warnings of a total of 49044 of this type.

Warning (3133 serious): Ratio of DM to DS travel time higher than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	DM_time	DS_time	Ratio	DM_trips	DS_trips
471	692	1	Car	Commuting	All	2054	1.115	0.114	9.776	0.340	0.338
471	692	1	Car	Other	All	2054	1.115	0.114	9.776	1.923	1.923
471	692	1	Car	Business	Passenger	2054	1.113	0.114	9.759	0.024	0.024
471	692	1	Car	Commuting	Passenger	2054	1.113	0.114	9.759	0.024	0.024
471	692	1	Car	Business	All	2054	1.113	0.114	9.759	0.059	0.059
471	692	1	Car	Other	Passenger	2054	1.113	0.114	9.759	0.024	0.024
471	692	1	Car	Commuting	All	2039	1.107	0.114	9.706	0.342	0.341
471	692	1	Car	Other	All	2039	1.107	0.114	9.706	2.346	2.346
471	692	1	Car	Business	Passenger	2039	1.106	0.114	9.694	0.034	0.035
471	692	1	Car	Commuting	Passenger	2039	1.106	0.114	9.694	0.034	0.035
471	692	1	Car	Business	All	2039	1.106	0.114	9.694	0.060	0.060
471	692	1	Car	Other	Passenger	2039	1.106	0.114	9.694	0.034	0.035
471	692	1	Car	Other	All	2054	1.106	0.114	9.693	0.008	0.009
471	692	1	Car	Other	All	2039	1.099	0.114	9.628	0.009	0.009
692	471	4	Car	Business	Passenger	2054	1.109	0.117	9.458	0.005	0.005
692	471	4	Car	Commuting	Passenger	2054	1.109	0.117	9.458	0.005	0.005
692	471	4	Car	Other	Passenger	2054	1.109	0.117	9.458	0.005	0.005
692	471	4	Car	Business	Passenger	2039	1.104	0.117	9.418	0.005	0.005
692	471	4	Car	Other	Passenger	2039	1.104	0.117	9.418	0.005	0.005
692	471	4	Car	Commuting	Passenger	2039	1.104	0.117	9.418	0.005	0.005
469	692	1	Car	Other	All	2054	1.120	0.119	9.415	1.467	1.466
469	692	1	Car	Commuting	All	2054	1.120	0.119	9.415	0.261	0.260
469	692	1	Car	Commuting	Passenger	2054	1.118	0.119	9.398	0.022	0.022
469	692	1	Car	Other	Passenger	2054	1.118	0.119	9.398	0.022	0.022
469	692	1	Car	Business	All	2054	1.118	0.119	9.398	0.073	0.073
469	692	1	Car	Business	Passenger	2054	1.118	0.119	9.398	0.022	0.022
469	692	1	Car	Other	All	2039	1.112	0.119	9.349	1.820	1.820
469	692	1	Car	Commuting	All	2039	1.112	0.119	9.349	0.264	0.264
692	471	3	Car	Business	All	2054	1.076	0.115	9.345	0.041	0.042
692	471	3	Car	Commuting	Passenger	2054	1.076	0.115	9.345	0.004	0.004
692	471	3	Car	Business	Passenger	2054	1.076	0.115	9.345	0.004	0.004
692	471	3	Car	Other	Passenger	2054	1.076	0.115	9.345	0.004	0.004
692	471	3	Car	Commuting	All	2054	1.075	0.115	9.341	0.087	0.087
469	692	1	Car	Commuting	Passenger	2039	1.111	0.119	9.337	0.030	0.031
469	692	1	Car	Business	All	2039	1.111	0.119	9.337	0.074	0.073
469	692	1	Car	Other	Passenger	2039	1.111	0.119	9.337	0.030	0.031

469	692	1	Car	Business	Passenger	2039	1.111	0.119	9.337	0.030	0.031
692	471	4	Car	Other	All	2054	1.075	0.115	9.336	0.738	0.737
469	692	1	Car	Other	All	2054	1.111	0.119	9.336	0.007	0.007
692	471	3	Car	Commuting	Passenger	2039	1.073	0.115	9.325	0.012	0.012
692	471	3	Car	Other	Passenger	2039	1.073	0.115	9.325	0.012	0.012
692	471	3	Car	Business	All	2039	1.073	0.115	9.325	0.041	0.042
692	471	3	Car	Business	Passenger	2039	1.073	0.115	9.325	0.012	0.012
692	471	3	Car	Commuting	All	2039	1.073	0.115	9.319	0.087	0.087
692	471	4	Car	Other	All	2039	1.069	0.115	9.285	0.740	0.740
692	469	4	Car	Business	Passenger	2054	1.111	0.120	9.275	0.003	0.003
692	469	4	Car	Other	Passenger	2054	1.111	0.120	9.275	0.003	0.003
692	469	4	Car	Commuting	Passenger	2054	1.111	0.120	9.275	0.003	0.003
469	692	1	Car	Other	All	2039	1.104	0.119	9.274	0.007	0.007
692	471	1	Car	Business	Passenger	2054	1.086	0.117	9.269	0.001	0.001

Displayed 50 warnings of a total of 547038 of this type.

Warning (8487 serious): Ratio of DM to DS travel distance lower than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	DM_dist	DS_dist	Ratio	DM_trips	DS_trips
692	75	2	Car	Other	All	2039	2.170	93.332	0.023	0.007	0.007
692	75	3	Car	Other	All	2039	2.170	93.332	0.023	0.006	0.006
692	75	2	Car	Other	All	2054	2.170	93.332	0.023	0.006	0.006
692	75	3	Car	Other	All	2054	2.170	93.332	0.023	0.006	0.006
75	692	2	Car	Other	All	2054	2.170	93.084	0.023	0.003	0.003
75	692	3	Car	Other	All	2054	2.170	93.084	0.023	0.003	0.004
75	692	3	Car	Other	All	2039	2.170	93.084	0.023	0.004	0.004
75	692	2	Car	Other	All	2039	2.170	93.084	0.023	0.004	0.003
75	692	1	Car	Other	All	2054	2.170	90.821	0.024	0.007	0.007
75	692	1	Car	Other	All	2039	2.170	90.815	0.024	0.007	0.007
75	692	4	Car	Other	All	2054	2.170	90.689	0.024	0.001	0.001
75	692	4	Car	Other	All	2039	2.170	90.639	0.024	0.001	0.001
692	91	2	Car	Other	All	2039	2.352	93.514	0.025	0.013	0.013
692	91	3	Car	Other	All	2039	2.352	93.514	0.025	0.013	0.013
692	91	3	Car	Other	All	2054	2.352	93.514	0.025	0.013	0.012
692	91	2	Car	Other	All	2054	2.352	93.514	0.025	0.013	0.013
91	692	2	Car	Other	All	2039	2.352	93.266	0.025	0.008	0.008
91	692	2	Car	Other	All	2054	2.352	93.266	0.025	0.008	0.007
91	692	3	Car	Other	All	2054	2.352	93.266	0.025	0.009	0.010
91	692	3	Car	Other	All	2039	2.352	93.266	0.025	0.009	0.009
91	692	1	Car	Other	All	2054	2.352	91.003	0.026	0.017	0.017
91	692	1	Car	Other	All	2039	2.352	90.997	0.026	0.017	0.017
91	692	2	Car	Commuting	All	2039	2.352	90.952	0.026	0.001	0.000
91	692	4	Car	Other	All	2054	2.352	90.871	0.026	0.001	0.002
91	692	4	Car	Other	All	2039	2.352	90.821	0.026	0.001	0.001
692	75	3	Car	Business	All	2054	2.170	81.679	0.027	0.002	0.002
692	75	4	Car	Other	All	2039	2.170	81.679	0.027	0.004	0.003
692	75	2	Car	Business	All	2039	2.170	81.679	0.027	0.001	0.002
692	75	2	Car	Business	All	2054	2.170	81.679	0.027	0.002	0.002
692	75	4	Car	Other	All	2054	2.170	81.679	0.027	0.004	0.004
692	75	3	Car	Business	All	2039	2.170	81.678	0.027	0.001	0.002
75	692	3	Car	Business	All	2054	2.170	81.659	0.027	0.001	0.001
75	692	3	Car	Business	All	2039	2.170	81.659	0.027	0.001	0.001
75	692	1	Car	Business	All	2039	2.170	80.516	0.027	0.001	0.001
75	692	1	Car	Business	All	2054	2.170	80.516	0.027	0.001	0.000
115	692	3	Car	Other	All	2039	2.360	84.511	0.028	0.015	0.015
115	692	2	Car	Other	All	2054	2.360	84.511	0.028	0.015	0.015
115	692	2	Car	Other	All	2039	2.360	84.511	0.028	0.015	0.015
115	692	3	Car	Other	All	2054	2.360	84.511	0.028	0.015	0.015
692	115	3	Car	Other	All	2039	2.360	84.451	0.028	0.025	0.025
692	115	2	Car	Other	All	2054	2.360	84.451	0.028	0.026	0.026
692	115	2	Car	Other	All	2039	2.360	84.451	0.028	0.026	0.026
692	115	3	Car	Other	All	2054	2.360	84.451	0.028	0.025	0.025
115	692	1	Car	Business	All	2039	2.360	82.254	0.029	0.007	0.006
115	692	3	Car	Business	All	2039	2.360	82.254	0.029	0.007	0.007
115	692	1	Car	Other	All	2039	2.360	82.254	0.029	0.030	0.030
115	692	3	Car	Business	All	2054	2.360	82.254	0.029	0.007	0.007
115	692	2	Car	Business	All	2039	2.360	82.254	0.029	0.009	0.008
115	692	1	Car	Other	All	2054	2.360	82.254	0.029	0.029	0.029
115	692	1	Car	Business	All	2054	2.360	82.254	0.029	0.006	0.007

Displayed 50 warnings of a total of 80471 of this type.

Warning (22888 serious): Ratio of DM to DS travel distance higher than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	DM_dist	DS_dist	Ratio	DM_trips	DS_trips
471	692	2	Car	Other	All	2039	96.175	8.771	10.965	0.606	0.606
471	692	3	Car	Other	All	2054	96.175	8.771	10.965	0.456	0.456
471	692	2	Car	Other	All	2054	96.175	8.771	10.965	0.604	0.604
471	692	3	Car	Other	All	2039	96.175	8.771	10.965	0.455	0.456
692	471	3	Car	Other	All	2054	95.911	8.835	10.856	1.046	1.046
692	471	3	Car	Other	All	2039	95.906	8.835	10.855	1.420	1.420
692	471	2	Car	Other	All	2054	95.893	8.835	10.854	0.005	0.004
692	471	2	Car	Other	All	2054	95.893	8.835	10.854	1.163	1.163
692	471	2	Car	Other	All	2039	95.887	8.835	10.853	1.167	1.167
692	471	2	Car	Other	All	2039	95.887	8.835	10.853	0.005	0.004
692	471	1	Car	Other	All	2039	95.782	8.835	10.841	0.004	0.004
692	471	1	Car	Other	All	2054	95.646	8.835	10.826	0.004	0.004
469	692	2	Car	Other	All	2054	96.313	8.909	10.811	0.440	0.440
469	692	2	Car	Other	All	2039	96.313	8.909	10.811	0.443	0.443
469	692	3	Car	Other	All	2054	96.313	8.909	10.811	0.276	0.276
469	692	3	Car	Other	All	2039	96.313	8.909	10.811	0.276	0.276
692	469	3	Car	Other	All	2054	96.033	8.957	10.722	0.710	0.709
692	469	3	Car	Other	All	2039	96.028	8.957	10.721	1.020	1.020
692	469	2	Car	Other	All	2054	96.015	8.957	10.720	0.002	0.002
692	469	2	Car	Other	All	2054	96.015	8.957	10.720	0.795	0.794
692	469	2	Car	Other	All	2039	96.009	8.957	10.719	0.800	0.800
692	469	2	Car	Other	All	2039	96.009	8.957	10.719	0.002	0.002
692	469	1	Car	Other	All	2039	95.904	8.957	10.707	0.004	0.005
692	469	1	Car	Other	All	2054	95.768	8.957	10.692	0.005	0.005
692	471	1	Car	Commuting	All	2039	93.525	8.835	10.586	0.179	0.178
692	471	1	Car	Other	All	2039	93.525	8.835	10.586	0.053	0.053
692	471	1	Car	Commuting	All	2054	92.938	8.835	10.519	0.178	0.176
692	469	1	Car	Commuting	All	2039	93.647	8.957	10.455	0.150	0.149
692	469	1	Car	Other	All	2039	93.647	8.957	10.455	0.082	0.082
692	469	1	Car	Commuting	All	2054	93.060	8.957	10.390	0.148	0.147
692	471	4	Car	Other	All	2054	89.095	8.835	10.084	0.738	0.737
692	471	4	Car	Other	All	2039	88.829	8.835	10.054	0.740	0.740
692	469	4	Car	Other	All	2054	89.217	8.957	9.961	0.496	0.496
692	469	4	Car	Other	All	2039	88.951	8.957	9.931	0.499	0.498
471	692	1	Car	Other	All	2054	86.410	8.771	9.852	0.008	0.009
471	692	1	Car	Other	All	2039	86.225	8.771	9.831	0.009	0.009
692	471	1	Car	Other	All	2054	86.802	8.835	9.825	0.052	0.052
469	692	1	Car	Other	All	2054	86.548	8.909	9.715	0.007	0.007
692	469	1	Car	Other	All	2054	86.924	8.957	9.705	0.080	0.081
469	692	1	Car	Other	All	2039	86.363	8.909	9.694	0.007	0.007
471	692	2	Car	Commuting	Passenger	2039	84.522	8.771	9.637	0.004	0.003
471	692	3	Car	Business	All	2054	84.522	8.771	9.637	0.022	0.021
471	692	2	Car	Business	All	2054	84.522	8.771	9.637	0.022	0.021
471	692	2	Car	Commuting	Passenger	2054	84.522	8.771	9.637	0.004	0.004
471	692	2	Car	Business	Passenger	2054	84.522	8.771	9.637	0.004	0.004
471	692	4	Car	Business	All	2039	84.522	8.771	9.637	0.099	0.097
471	692	3	Car	Business	All	2039	84.522	8.771	9.637	0.021	0.021
471	692	4	Car	Business	All	2054	84.522	8.771	9.637	0.102	0.100
471	692	2	Car	Commuting	All	2039	84.522	8.771	9.637	0.150	0.149
471	692	2	Car	Other	Passenger	2039	84.522	8.771	9.637	0.004	0.003

Displayed 50 warnings of a total of 22888 of this type.

Warning: DM speeds less than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	DM_dist	DM_time	Speed	DM_trips
6	37	4	Car	Business	All	2054	0.186	0.065	2.853	0.202
6	37	4	Car	Business	All	2039	0.185	0.062	2.970	0.333
6	37	4	Car	Other	All	2024	0.163	0.053	3.081	3.280
6	37	4	Car	Commuting	All	2024	0.165	0.053	3.119	0.548
6	37	4	Car	Other	All	2054	0.231	0.065	3.548	3.473
6	37	4	Car	Commuting	All	2054	0.231	0.065	3.548	0.400
127	61	4	Car	Business	All	2054	0.716	0.193	3.708	0.113
52	53	1	Car	Business	All	2054	0.502	0.135	3.719	0.802
52	53	1	Car	Other	All	2054	0.502	0.135	3.719	0.001
52	53	1	LGV	Other	All	2054	0.502	0.135	3.719	0.002
52	53	1	LGV	Business	All	2054	0.502	0.135	3.719	0.001
52	53	1	LGV	Commuting	All	2054	0.502	0.135	3.719	0.002

52	53	1	Car	Other	All	2054	0.502	0.135	3.719	3.626
52	53	1	Car	Commuting	All	2054	0.502	0.135	3.719	0.404
6	37	4	Car	Commuting	All	2039	0.231	0.062	3.720	0.465
6	37	4	Car	Other	All	2039	0.231	0.062	3.720	3.386
6	37	4	Car	Other	All	2054	0.245	0.065	3.763	0.000
6	37	4	LGV	Other	All	2054	0.245	0.065	3.763	1.242
6	37	4	LGV	Business	All	2054	0.245	0.065	3.763	0.386
6	37	4	LGV	Commuting	All	2054	0.245	0.065	3.763	1.058
6	37	4	Car	Other	All	2039	0.234	0.062	3.768	0.001
6	37	4	LGV	Business	All	2039	0.234	0.062	3.768	0.386
6	37	4	LGV	Other	All	2039	0.234	0.062	3.768	1.242
6	37	4	LGV	Commuting	All	2039	0.234	0.062	3.768	1.058
6	37	3	LGV	Business	All	2054	0.161	0.042	3.824	0.055
6	37	3	Car	Other	All	2054	0.161	0.042	3.824	0.001
6	37	3	LGV	Other	All	2054	0.161	0.042	3.824	0.180
6	37	3	Car	Commuting	All	2054	0.161	0.042	3.824	0.119
6	37	3	Car	Other	All	2054	0.161	0.042	3.824	3.425
6	37	3	LGV	Commuting	All	2054	0.161	0.042	3.824	0.038
6	37	3	Car	Business	All	2054	0.161	0.042	3.824	0.212
127	61	4	Car	Commuting	All	2039	0.716	0.182	3.943	0.644
127	61	4	Car	Other	All	2039	0.716	0.182	3.943	0.346
127	61	4	Car	Business	All	2039	0.716	0.182	3.943	0.141
127	61	4	Car	Other	All	2039	0.716	0.182	3.943	0.000
6	37	4	Car	Business	All	2024	0.209	0.053	3.943	0.230
6	37	4	LGV	Commuting	All	2024	0.209	0.053	3.943	0.785
6	37	4	LGV	Business	All	2024	0.209	0.053	3.943	0.287
6	37	4	LGV	Other	All	2024	0.209	0.053	3.943	0.922
6	37	3	LGV	Other	All	2024	0.161	0.040	4.025	0.133
6	37	3	Car	Business	All	2039	0.161	0.040	4.025	0.246
6	37	3	LGV	Commuting	All	2039	0.161	0.040	4.025	0.038
6	37	3	Car	Other	All	2039	0.161	0.040	4.025	3.354
6	37	3	LGV	Commuting	All	2024	0.161	0.040	4.025	0.028
6	37	3	LGV	Business	All	2039	0.161	0.040	4.025	0.055
6	37	3	Car	Other	All	2039	0.161	0.040	4.025	0.001
6	37	3	Car	Commuting	All	2039	0.161	0.040	4.025	0.134
6	37	3	Car	Other	All	2024	0.161	0.040	4.025	0.001
6	37	3	Car	Commuting	All	2024	0.161	0.040	4.025	0.155
6	37	3	Car	Other	All	2024	0.161	0.040	4.025	3.325

Displayed 50 warnings of a total of 233 of this type.

Warning: DM speeds greater than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	DM_dist	DM_time	Speed	DM_trips
213	661	3	Car	Other	All	2039	88.602	0.751	118.057	0.004
213	661	2	Car	Commuting	All	2054	88.602	0.751	118.057	0.002
213	661	1	Car	Business	All	2024	88.602	0.751	118.057	0.003
213	661	3	LGV	Commuting	All	2024	88.602	0.751	118.057	0.000
213	661	3	Car	Commuting	All	2054	88.602	0.751	118.057	0.009
213	661	4	Car	Other	All	2039	88.602	0.751	118.057	0.003
213	661	1	Car	Other	All	2054	88.602	0.751	118.057	0.002
213	661	2	Car	Other	All	2054	88.602	0.751	118.057	0.005
213	661	3	Car	Commuting	All	2039	88.602	0.751	118.057	0.008
213	661	4	Car	Commuting	All	2054	88.602	0.751	118.057	0.012
213	661	4	LGV	Commuting	All	2024	88.602	0.751	118.057	0.004
213	661	1	LGV	Other	All	2024	88.602	0.751	118.057	0.006
213	661	4	Car	Business	All	2024	88.602	0.751	118.057	0.002
213	661	2	LGV	Other	All	2024	88.602	0.751	118.057	0.002
213	661	3	LGV	Other	All	2024	88.602	0.751	118.057	0.001
213	661	2	Car	Business	All	2024	88.602	0.751	118.057	0.004
213	661	3	Car	Other	All	2054	88.602	0.751	118.057	0.005
213	661	3	Car	Commuting	All	2024	88.602	0.751	118.057	0.004
213	661	4	Car	Commuting	All	2039	88.602	0.751	118.057	0.014
213	661	4	LGV	Other	All	2024	88.602	0.751	118.057	0.005
213	661	1	LGV	Business	All	2039	88.602	0.751	118.057	0.004
213	661	2	LGV	Business	All	2039	88.602	0.751	118.057	0.001
213	661	3	LGV	Business	All	2039	88.602	0.751	118.057	0.000
213	661	4	LGV	Business	All	2039	88.602	0.751	118.057	0.002
213	661	1	LGV	Commuting	All	2039	88.602	0.751	118.057	0.008
213	661	2	LGV	Commuting	All	2039	88.602	0.751	118.057	0.000
213	661	3	LGV	Commuting	All	2039	88.602	0.751	118.057	0.000

213	661	4	LGV	Commuting	All	2039	88.602	0.751	118.057	0.006
213	661	1	LGV	Other	All	2039	88.602	0.751	118.057	0.008
213	661	2	LGV	Other	All	2039	88.602	0.751	118.057	0.003
213	661	1	Car	Commuting	All	2039	88.602	0.751	118.057	0.035
213	661	4	Car	Other	All	2054	88.602	0.751	118.057	0.004
213	661	1	Car	Commuting	All	2054	88.602	0.751	118.057	0.042
213	661	3	LGV	Other	All	2039	88.602	0.751	118.057	0.001
213	661	4	LGV	Other	All	2039	88.602	0.751	118.057	0.007
213	661	2	Car	Other	All	2024	88.602	0.751	118.057	0.002
213	661	2	Car	Commuting	All	2039	88.602	0.751	118.057	0.002
213	661	1	LGV	Business	All	2024	88.602	0.751	118.057	0.003
213	661	1	LGV	Business	All	2054	88.602	0.751	118.057	0.004
213	661	3	Car	Other	All	2024	88.602	0.751	118.057	0.002
213	661	2	LGV	Business	All	2024	88.602	0.751	118.057	0.001
213	661	2	LGV	Business	All	2054	88.602	0.751	118.057	0.001
213	661	1	Car	Other	All	2039	88.602	0.751	118.057	0.001
213	661	3	LGV	Business	All	2024	88.602	0.751	118.057	0.000
213	661	3	LGV	Business	All	2054	88.602	0.751	118.057	0.000
213	661	4	LGV	Business	All	2024	88.602	0.751	118.057	0.002
213	661	2	Car	Other	All	2039	88.602	0.751	118.057	0.005
213	661	1	LGV	Commuting	All	2024	88.602	0.751	118.057	0.006
213	661	2	LGV	Commuting	All	2024	88.602	0.751	118.057	0.000
213	661	4	LGV	Business	All	2054	88.602	0.751	118.057	0.002

Displayed 50 warnings of a total of 27982 of this type.

Warning: DS speeds less than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	DS_dist	DS_time	Speed	DS_trips
44	46	4	LGV	Business	All	2039	0.290	0.147	1.975	0.040
44	46	4	LGV	Commuting	All	2039	0.290	0.147	1.975	0.109
44	46	4	OGV1	Commuting	All	2039	0.290	0.147	1.975	0.000
44	46	4	Car	Commuting	All	2039	0.290	0.147	1.975	0.003
44	46	4	LGV	Other	All	2039	0.290	0.147	1.975	0.128
44	46	4	OGV1	Other	All	2039	0.290	0.147	1.975	0.000
44	46	4	Car	Business	All	2039	0.290	0.147	1.975	0.074
44	46	4	Car	Other	All	2039	0.290	0.147	1.975	0.381
44	46	4	OGV1	Business	All	2039	0.290	0.147	1.975	0.000
44	46	4	LGV	Other	All	2054	0.292	0.148	1.976	0.128
44	46	4	LGV	Commuting	All	2054	0.292	0.148	1.976	0.109
44	46	4	Car	Other	All	2054	0.292	0.148	1.976	0.396
44	46	4	Car	Commuting	All	2054	0.292	0.148	1.976	0.003
44	46	4	OGV1	Commuting	All	2054	0.292	0.148	1.976	0.000
44	46	4	OGV1	Other	All	2054	0.292	0.148	1.976	0.000
44	46	4	LGV	Business	All	2054	0.292	0.148	1.976	0.040
44	46	4	OGV1	Business	All	2054	0.292	0.148	1.976	0.000
44	46	4	Car	Business	All	2054	0.292	0.148	1.976	0.072
44	46	3	LGV	Business	All	2054	0.272	0.106	2.554	0.011
44	46	3	OGV1	Business	All	2054	0.272	0.106	2.554	0.000
44	46	3	LGV	Commuting	All	2054	0.272	0.106	2.554	0.007
44	46	3	LGV	Other	All	2054	0.272	0.106	2.554	0.035
44	46	3	Car	Commuting	All	2054	0.272	0.106	2.554	0.000
44	46	3	OGV1	Other	All	2054	0.272	0.106	2.554	0.000
44	46	3	Car	Business	All	2054	0.272	0.106	2.554	0.006
44	46	3	Car	Other	All	2054	0.272	0.106	2.554	0.244
44	46	3	OGV1	Commuting	All	2054	0.272	0.106	2.554	0.000
44	46	3	Car	Business	All	2039	0.272	0.103	2.643	0.006
44	46	3	OGV1	Commuting	All	2039	0.272	0.103	2.643	0.000
44	46	3	OGV1	Business	All	2039	0.272	0.103	2.643	0.000
44	46	3	OGV1	Other	All	2039	0.272	0.103	2.643	0.000
44	46	3	Car	Commuting	All	2039	0.272	0.103	2.643	0.000
44	46	3	LGV	Commuting	All	2039	0.273	0.103	2.653	0.007
44	46	3	LGV	Other	All	2039	0.273	0.103	2.653	0.035
44	46	3	LGV	Business	All	2039	0.273	0.103	2.653	0.011
44	46	3	Car	Other	All	2039	0.273	0.103	2.653	0.237
44	46	2	LGV	Business	All	2039	0.274	0.097	2.836	0.015
44	46	2	OGV1	Commuting	All	2039	0.274	0.097	2.836	0.000
44	46	2	Car	Other	All	2039	0.274	0.097	2.836	0.199
44	46	2	Car	Commuting	All	2039	0.274	0.097	2.836	0.002
44	46	2	LGV	Commuting	All	2039	0.274	0.097	2.836	0.004
44	46	2	OGV1	Business	All	2039	0.274	0.097	2.836	0.000

44	46	2	LGV	Other	All	2039	0.274	0.097	2.836	0.035
44	46	2	OGV1	Other	All	2039	0.274	0.097	2.836	0.000
44	46	2	Car	Business	All	2039	0.274	0.097	2.836	0.009
44	46	2	Car	Business	All	2054	0.274	0.094	2.903	0.009
44	46	2	Car	Other	All	2054	0.275	0.094	2.913	0.218
44	46	2	LGV	Commuting	All	2054	0.275	0.094	2.913	0.004
44	46	2	OGV1	Commuting	All	2054	0.275	0.094	2.913	0.000
44	46	2	Car	Commuting	All	2054	0.275	0.094	2.913	0.002

Displayed 50 warnings of a total of 215 of this type.

Warning: DS speeds greater than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	DS_dist	DS_time	Speed	DS_trips
213	661	3	LGV	Commuting	All	2024	88.602	0.751	118.057	0.000
213	661	2	Car	Commuting	All	2054	88.602	0.751	118.057	0.002
213	661	3	Car	Other	All	2039	88.602	0.751	118.057	0.005
213	661	3	Car	Business	All	2024	88.602	0.751	118.057	0.004
213	661	3	Car	Commuting	All	2054	88.602	0.751	118.057	0.009
213	661	4	LGV	Commuting	All	2024	88.602	0.751	118.057	0.004
213	661	2	Car	Business	All	2024	88.602	0.751	118.057	0.003
213	661	4	Car	Other	All	2039	88.602	0.751	118.057	0.004
213	661	3	Car	Commuting	All	2039	88.602	0.751	118.057	0.007
213	661	4	Car	Commuting	All	2054	88.602	0.751	118.057	0.012
213	661	1	Car	Other	All	2054	88.602	0.751	118.057	0.001
213	661	1	LGV	Other	All	2024	88.602	0.751	118.057	0.006
213	661	2	Car	Other	All	2054	88.602	0.751	118.057	0.005
213	661	2	LGV	Other	All	2024	88.602	0.751	118.057	0.002
213	661	3	LGV	Other	All	2024	88.602	0.751	118.057	0.001
213	661	4	LGV	Other	All	2024	88.602	0.751	118.057	0.005
213	661	1	LGV	Business	All	2039	88.602	0.751	118.057	0.004
213	661	2	LGV	Business	All	2039	88.602	0.751	118.057	0.001
213	661	1	Car	Commuting	All	2039	88.602	0.751	118.057	0.033
213	661	3	LGV	Business	All	2039	88.602	0.751	118.057	0.000
213	661	4	LGV	Business	All	2039	88.602	0.751	118.057	0.002
213	661	3	Car	Other	All	2054	88.602	0.751	118.057	0.005
213	661	1	LGV	Commuting	All	2039	88.602	0.751	118.057	0.008
213	661	4	Car	Business	All	2024	88.602	0.751	118.057	0.002
213	661	4	Car	Commuting	All	2039	88.602	0.751	118.057	0.013
213	661	2	LGV	Commuting	All	2039	88.602	0.751	118.057	0.000
213	661	3	LGV	Commuting	All	2039	88.602	0.751	118.057	0.000
213	661	4	LGV	Commuting	All	2039	88.602	0.751	118.057	0.006
213	661	1	Car	Business	All	2024	88.602	0.751	118.057	0.002
213	661	1	LGV	Other	All	2039	88.602	0.751	118.057	0.008
213	661	2	LGV	Other	All	2039	88.602	0.751	118.057	0.003
213	661	3	LGV	Other	All	2039	88.602	0.751	118.057	0.001
213	661	4	LGV	Other	All	2039	88.602	0.751	118.057	0.007
213	661	2	Car	Other	All	2024	88.602	0.751	118.057	0.003
213	661	4	Car	Other	All	2054	88.602	0.751	118.057	0.004
213	661	1	LGV	Business	All	2054	88.602	0.751	118.057	0.004
213	661	1	LGV	Business	All	2024	88.602	0.751	118.057	0.003
213	661	2	LGV	Business	All	2054	88.602	0.751	118.057	0.001
213	661	3	Car	Other	All	2024	88.602	0.751	118.057	0.002
213	661	2	Car	Commuting	All	2039	88.602	0.751	118.057	0.002
213	661	2	LGV	Business	All	2024	88.602	0.751	118.057	0.001
213	661	1	Car	Commuting	All	2054	88.602	0.751	118.057	0.039
213	661	3	LGV	Business	All	2054	88.602	0.751	118.057	0.000
213	661	3	LGV	Business	All	2024	88.602	0.751	118.057	0.000
213	661	4	LGV	Business	All	2054	88.602	0.751	118.057	0.002
213	661	1	Car	Other	All	2039	88.602	0.751	118.057	0.001
213	661	4	LGV	Business	All	2024	88.602	0.751	118.057	0.002
213	661	2	Car	Other	All	2039	88.602	0.751	118.057	0.005
213	661	1	LGV	Commuting	All	2024	88.602	0.751	118.057	0.006
213	661	2	LGV	Commuting	All	2024	88.602	0.751	118.057	0.000

Displayed 50 warnings of a total of 28940 of this type.

Warning: DM time greater than limit for the following:

Origin	Destination	Time_slice	Veh_type	Purpose	Person_type	Year	Time	File name
740	742	1	Bus	Commuting	Passenger	2054	15.639	¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T

740 606 1 Bus Commuting Passenger 2054 15.610
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 606 1 Bus Other Passenger 2054 15.610
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 606 1 Bus Other Passenger 2039 15.605
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
740 606 1 Bus Commuting Passenger 2039 15.605
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
740 606 1 Bus Commuting Passenger 2024 15.587
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
740 606 1 Bus Other Passenger 2024 15.587
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
740 706 1 Bus Commuting Passenger 2024 15.566
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
740 706 1 Bus Commuting Passenger 2039 15.559
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
740 706 1 Bus Commuting Passenger 2054 15.538
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 742 1 Bus Commuting Passenger 2024 15.528
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
740 742 1 Bus Commuting Passenger 2039 15.521
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
689 322 2 Bus Other Passenger 2054 15.507
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
689 322 2 Bus Other Passenger 2024 15.507
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
689 322 2 Bus Other Passenger 2039 15.507
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
740 705 1 Bus Commuting Passenger 2054 15.471
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
688 322 2 Bus Other Passenger 2054 15.461
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
688 322 2 Bus Other Passenger 2024 15.461
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
688 322 2 Bus Other Passenger 2039 15.461
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
744 605 1 Bus Other Passenger 2054 15.413
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
744 605 1 Bus Other Passenger 2039 15.409
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
744 706 1 Bus Commuting Passenger 2054 15.376
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 705 1 Bus Commuting Passenger 2024 15.360
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
740 705 1 Bus Commuting Passenger 2039 15.353
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
744 742 1 Bus Commuting Passenger 2054 15.338
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
744 606 1 Bus Commuting Passenger 2054 15.309
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
744 606 1 Bus Other Passenger 2054 15.309
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
744 606 1 Bus Other Passenger 2039 15.304
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
744 606 1 Bus Commuting Passenger 2039 15.304
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
744 605 1 Bus Other Passenger 2024 15.301
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 606 1 Bus Other Passenger 2024 15.285
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 606 1 Bus Commuting Passenger 2024 15.285
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 706 1 Bus Commuting Passenger 2024 15.265
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 706 1 Bus Commuting Passenger 2039 15.258
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
706 322 1 Bus Commuting Passenger 2054 15.227
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T

744 742 1 Bus Commuting Passenger 2024 15.227
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
706 322 1 Bus Commuting Passenger 2039 15.227
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
706 322 1 Bus Commuting Passenger 2024 15.224
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 742 1 Bus Commuting Passenger 2039 15.220
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744 705 1 Bus Commuting Passenger 2024 15.059
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
689 324 2 Bus Other Passenger 2054 15.056
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
689 324 2 Bus Other Passenger 2039 15.056
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
689 324 2 Bus Other Passenger 2024 15.056
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 705 1 Bus Commuting Passenger 2039 15.052
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DM04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
361 706 3 Bus Commuting Passenger 2039 15.046
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361 706 3 Bus Commuting Passenger 2054 15.041
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
361 706 3 Bus Commuting Passenger 2024 15.036
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DM04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 705 1 Bus Commuting Passenger 2054 15.031
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 583 1 Bus Commuting Passenger 2054 15.024
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DM04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
688 324 2 Bus Other Passenger 2054 15.010
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Displayed 50 warnings of a total of 92875 of this type.

Warning: DS time greater than limit for the following:
Origin Destination Time_slice Veh_type Purpose Person_type Year Time File name
740 606 1 Bus Other Passenger 2054 15.642
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 606 1 Bus Commuting Passenger 2054 15.639
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 742 1 Bus Commuting Passenger 2054 15.639
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 606 1 Bus Other Passenger 2039 15.637
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
740 606 1 Bus Commuting Passenger 2039 15.637
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
740 606 1 Bus Other Passenger 2024 15.617
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
740 606 1 Bus Commuting Passenger 2024 15.617
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
740 706 1 Bus Commuting Passenger 2024 15.566
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
740 706 1 Bus Commuting Passenger 2054 15.552
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 706 1 Bus Commuting Passenger 2039 15.548
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
740 742 1 Bus Commuting Passenger 2024 15.528
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
740 742 1 Bus Commuting Passenger 2039 15.510
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
689 322 2 Bus Other Passenger 2024 15.507
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
689 322 2 Bus Other Passenger 2039 15.507
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
689 322 2 Bus Other Passenger 2054 15.507
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 705 1 Bus Commuting Passenger 2054 15.471
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
688 322 2 Bus Other Passenger 2039 15.461
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T

688 322 2 Bus Other Passenger 2024 15.461
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
688 322 2 Bus Other Passenger 2054 15.461
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
744 605 1 Bus Other Passenger 2054 15.441
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
744 706 1 Bus Commuting Passenger 2054 15.376
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 705 1 Bus Commuting Passenger 2024 15.360
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
740 705 1 Bus Commuting Passenger 2039 15.342
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
744 606 1 Bus Other Passenger 2054 15.341
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744 606 1 Bus Commuting Passenger 2054 15.338
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
744 742 1 Bus Commuting Passenger 2054 15.338
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
744 605 1 Bus Other Passenger 2039 15.336
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
744 606 1 Bus Other Passenger 2039 15.336
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
744 606 1 Bus Commuting Passenger 2039 15.336
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
744 605 1 Bus Other Passenger 2024 15.327
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 606 1 Bus Commuting Passenger 2024 15.316
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 606 1 Bus Other Passenger 2024 15.316
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 706 1 Bus Commuting Passenger 2024 15.265
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 706 1 Bus Commuting Passenger 2039 15.247
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
706 322 1 Bus Commuting Passenger 2039 15.233
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
706 322 1 Bus Commuting Passenger 2054 15.233
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
706 322 1 Bus Commuting Passenger 2024 15.233
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 742 1 Bus Commuting Passenger 2024 15.227
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
744 742 1 Bus Commuting Passenger 2039 15.209
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
744 705 1 Bus Commuting Passenger 2054 15.170
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
744 705 1 Bus Commuting Passenger 2024 15.059
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
689 324 2 Bus Other Passenger 2024 15.056
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
689 324 2 Bus Other Passenger 2039 15.056
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
689 324 2 Bus Other Passenger 2054 15.056
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 583 1 Bus Commuting Passenger 2054 15.052
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\54\DS04_TII_C\OUTPUT\WRM54_TII_C\Appraisal_T
740 583 1 Bus Commuting Passenger 2039 15.048
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744 705 1 Bus Commuting Passenger 2039 15.041
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
361 706 3 Bus Commuting Passenger 2054 15.040
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361 706 3 Bus Commuting Passenger 2039 15.039
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\39\DS04_TII_C\OUTPUT\WRM39_TII_C\Appraisal_T
361 706 3 Bus Commuting Passenger 2024 15.037
¤Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\3_Skims\2_Central_Growth\24\DS04_TII_C\OUTPUT\WRM24_TII_C\Appraisal_T
Displayed 50 warnings of a total of 92872 of this type.

TUBA ECONOMICS FILE DIFFERENCES

PARAMETERS - (used)
TUBA_version 1.9.5
base_year 2011
pres_val_year 2011
GDP_base 100.00 0.00 0.00
av_ind_tax 18.30 0.00 0.00
nt_carbdxvalues 5.66 5.66 5.66
t_carbdxvalues 5.66 5.66 5.66

PARAMETERS - (std)
TUBA_version 1.9.5
base_year 2010
pres_val_year 2010
GDP_base 100.00 0.00 0.00
av_ind_tax 19.00 0.00 0.00
nt_carbdxvalues 26.64 79.92 53.28
t_carbdxvalues 11.81 11.81 11.81

MODES - (used)
*no. description
1 Highway
2 Public

MODES - (std)
*no. description
1 Road
2 Bus
3 Rail

VEHICLE_TYPE/SUBMODE - (used)
*no. mode new_mode P&R type description
1 1 N N per Car
2 1 N N per LGV
3 1 N N fre OGV1
4 1 N N fre OGV2
5 2 N N per Bus
6 2 N N per Light Rail
7 2 N N per Heavy Rail

VEHICLE_TYPE/SUBMODE - (std)
*no. mode new_mode P&R type description
1 1 N N per Car
2 1 N N per LGV Personal
3 1 N N fre LGV Freight
4 1 N N fre OGV1
5 1 N N fre OGV2
6 2 N N per Bus
7 3 N N per Light Rail
8 3 N N per Heavy rail

FUEL_TYPE - (used)
*no. name
1 petrol
2 diesel

FUEL_TYPE - (std)
*no. name
1 Petrol
2 Diesel
3 Electric

TIME_PERIODS - (used)
*no. description comments
1 AM 0800-0900
2 LT 1000-1300
3 SR 1300-1600
4 PM 1700-1800

TIME_PERIODS - (std)
*no. description comments
1 AM peak (7-10 weekdays)
2 PM peak (4-7 weekdays)
3 Inter-peak (10-4 weekdays)
4 Off-peak (7-7 weekdays)
5 Weekend (weekend)

DISCOUNT_RATE - (used)
*% change p.a.
*Start_yr End_yr Rate
1 100 5.00

DISCOUNT_RATE - (std)
*% change p.a.
*Start_yr End_yr Rate
1 30 3.50
31 75 3.00
76 80 2.50

VALUE_OF_TIME - (used)
*pence per hour
*Vtype/submode Person_type VOT_purpose1 VOT_purpose2 VOT_purpose3 ..
1 1 2902.0 1403.0 1275.0
1 2 2902.0 1403.0 1275.0
2 1 2902.0 1403.0 1275.0
2 2 2902.0 1403.0 1275.0
3 1 2902.0 0.0 0.0
3 2 2902.0 0.0 0.0
4 1 2902.0 0.0 0.0
4 2 2902.0 0.0 0.0
5 1 2902.0 0.0 0.0
5 2 2902.0 1403.0 1275.0
6 1 2902.0 0.0 0.0
6 2 2902.0 1403.0 1275.0
7 1 2902.0 0.0 0.0
7 2 2902.0 1403.0 1275.0

VALUE_OF_TIME - (std)
*pence per hour
*Vtype/submode Person_type VOT_purpose1 VOT_purpose2 VOT_purpose3 ..
1 1 2274.0 681.0 604.0
1 2 1725.0 681.0 604.0
2 1 1024.0 681.0 604.0
2 2 1024.0 681.0 604.0
3 1 1024.0 0.0 0.0
3 2 1024.0 0.0 0.0
4 1 1206.0 0.0 0.0
4 2 1206.0 0.0 0.0
5 1 1206.0 0.0 0.0
5 2 1206.0 0.0 0.0
6 1 1232.0 0.0 0.0
6 2 1397.0 681.0 604.0
7 1 0.0 0.0 0.0
7 2 2208.0 681.0 604.0
8 1 0.0 0.0 0.0
8 2 2686.0 681.0 604.0

VALUE_OF_TIME_GROWTH - (used)
*% change p.a.
*Start_yr End_yr VOT_Gr_purpose1 VOT_Gr_purpose2 VOT_Gr_purpose3 ..
2012 2014 4.00 4.00 4.00
2015 2019 3.60 3.60 3.60
2020 2024 2.20 2.20 2.20
2025 2100 2.30 2.30 2.30

VALUE_OF_TIME_GROWTH - (std)
*% change p.a.
*Start_yr End_yr VOT_Gr_purpose1 VOT_Gr_purpose2 VOT_Gr_purpose3 ..

2011	2011	0.80	0.80	0.80
2012	2012	-0.00	-0.00	-0.00
2013	2013	1.09	1.09	1.09
2014	2014	2.05	2.05	2.05
2015	2015	1.67	1.67	1.67
2016	2016	1.95	1.95	1.95
2017	2017	1.99	1.99	1.99
2018	2018	1.90	1.90	1.90
2019	2019	1.91	1.91	1.91
2020	2020	1.90	1.90	1.90
2021	2021	1.88	1.88	1.88
2022	2022	1.87	1.87	1.87
2023	2023	1.89	1.89	1.89
2024	2024	1.90	1.90	1.90
2025	2025	1.92	1.92	1.92
2026	2026	1.94	1.94	1.94
2027	2027	1.95	1.95	1.95
2028	2028	1.97	1.97	1.97
2029	2029	1.99	1.99	1.99
2030	2030	2.01	2.01	2.01
2031	2031	2.02	2.02	2.02
2032	2032	2.04	2.04	2.04
2033	2033	2.05	2.05	2.05
2034	2034	2.06	2.06	2.06
2035	2035	2.07	2.07	2.07
2036	2036	2.08	2.08	2.08
2037	2037	2.09	2.09	2.09
2038	2038	2.10	2.10	2.10
2039	2039	2.10	2.10	2.10
2040	2040	2.10	2.10	2.10
2041	2041	2.10	2.10	2.10
2042	2042	2.12	2.12	2.12
2043	2043	2.12	2.12	2.12
2044	2044	2.12	2.12	2.12
2045	2045	2.12	2.12	2.12
2046	2046	2.12	2.12	2.12
2047	2047	2.15	2.15	2.15
2048	2048	2.15	2.15	2.15
2049	2049	2.15	2.15	2.15
2050	2050	2.15	2.15	2.15
2051	2051	2.15	2.15	2.15
2052	2052	2.19	2.19	2.19
2053	2053	2.19	2.19	2.19
2054	2054	2.19	2.19	2.19
2055	2055	2.19	2.19	2.19
2056	2056	2.19	2.19	2.19
2057	2057	2.21	2.21	2.21
2058	2058	2.21	2.21	2.21
2059	2059	2.21	2.21	2.21
2060	2060	2.21	2.21	2.21
2061	2061	2.21	2.21	2.21
2062	2062	2.22	2.22	2.22
2063	2063	2.21	2.21	2.21
2064	2064	2.21	2.21	2.21
2065	2065	2.21	2.21	2.21
2066	2066	2.21	2.21	2.21
2067	2067	2.20	2.20	2.20
2068	2068	2.20	2.20	2.20
2069	2069	2.20	2.20	2.20
2070	2070	2.20	2.20	2.20
2071	2071	2.20	2.20	2.20
2072	2072	2.17	2.17	2.17
2073	2073	2.17	2.17	2.17
2074	2074	2.17	2.17	2.17
2075	2075	2.17	2.17	2.17
2076	2076	2.17	2.17	2.17
2077	2077	2.17	2.17	2.17
2078	2078	2.17	2.17	2.17
2079	2079	2.17	2.17	2.17

2080	2080	2.17	2.17	2.17
2081	2081	2.17	2.17	2.17
2082	2082	2.17	2.17	2.17
2083	2083	2.17	2.17	2.17
2084	2084	2.17	2.17	2.17
2085	2085	2.17	2.17	2.17
2086	2086	2.17	2.17	2.17
2087	2087	2.17	2.17	2.17
2088	2088	2.18	2.18	2.18
2089	2089	2.18	2.18	2.18
2090	2090	2.18	2.18	2.18
2091	2091	2.18	2.18	2.18
2092	2092	2.18	2.18	2.18
2093	2093	2.18	2.18	2.18
2094	2094	2.18	2.18	2.18
2095	2095	2.18	2.18	2.18
2096	2096	2.18	2.18	2.18
2097	2097	2.18	2.18	2.18
2098	2098	2.18	2.18	2.18
2099	2099	2.18	2.18	2.18
2100	2100	2.18	2.18	2.18

AV_IND_TAX_CHANGES - (used)
*% change p.a.

*Start_yr	End_yr	Growth
2012	2080	0.00

AV_IND_TAX_CHANGES - (std)
*% change p.a.

*Start_yr	End_yr	Growth
2011	2050	0.00

CHARGE_TAX_RATES - (used)
*%

*charge	final	intermediate
1	0.0	0.0
2	0.0	0.0
3	0.0	0.0
4	0.0	0.0
5	0.0	0.0
6	0.0	0.0
7	0.0	0.0

CHARGE_TAX_RATES - (std)
*%

*charge	final	intermediate
1	0.0	0.0
2	0.0	0.0
3	0.0	0.0
4	0.0	0.0
5	17.5	0.0
6	0.0	0.0
7	17.5	0.0
8	17.5	0.0

CHARGE_TAX_RATES_CHANGES - (used)
*% change p.a.

*Start_yr	End_yr	charge	final	intermediate
2012	2083	1	0.00	0.00
2012	2083	2	0.00	0.00
2012	2083	3	0.00	0.00
2012	2083	4	0.00	0.00
2012	2083	5	0.00	0.00
2012	2083	6	0.00	0.00
2012	2083	7	0.00	0.00

CHARGE_TAX_RATES_CHANGES - (std)
*% change p.a.

*Start_yr	End_yr	charge	final	intermediate

2011	2011	1	0.00	0.00
2011	2011	2	0.00	0.00
2011	2011	3	0.00	0.00
2011	2011	4	0.00	0.00
2011	2011	5	14.29	0.00
2011	2011	6	0.00	0.00
2011	2011	7	14.29	0.00
2011	2011	8	14.29	0.00
2012	2100	1	0.00	0.00
2012	2100	2	0.00	0.00
2012	2100	3	0.00	0.00
2012	2100	4	0.00	0.00
2012	2100	5	0.00	0.00
2012	2100	6	0.00	0.00
2012	2100	7	0.00	0.00
2012	2100	8	0.00	0.00

FUEL_COST - (used)

*type	resource(p/unit)	duty(p/unit)	VAT(%)	CO2_grammes/unit (unit=litre for fuel types 1 & 2; unit=KWH for electric)
1	63.0	57.6	21.0	627.57
2	70.0	46.6	21.0	717.15

FUEL_COST - (std)

*type	resource(p/unit)	duty(p/unit)	VAT(%)	CO2_grammes/unit (unit=litre for fuel types 1 & 2; unit=KWH for electric)
1	42.8	57.5	17.5	2230.00
2	44.6	57.5	17.5	2562.00
3	11.9	0.0	5.0	381.00

FUEL_COST_CHANGES - (used)

*% change p.a.

*Start_yr	End_yr	fuel_type	resource	duty	VAT	CO2_Den_change
2012	2012	1	10.70	0.00	2.00	0.00
2012	2012	2	3.90	0.00	0.00	0.00
2013	2013	1	-5.70	0.00	0.00	0.00
2013	2013	2	-5.20	0.00	0.00	0.00
2014	2014	1	0.00	0.00	0.00	0.00
2014	2014	2	-3.30	0.00	0.00	0.00
2015	2015	1	-30.60	2.00	0.00	0.00
2015	2015	2	-32.60	2.90	0.00	0.00
2016	2080	1	0.00	0.00	0.00	0.00
2016	2080	2	0.00	0.00	0.00	0.00

FUEL_COST_CHANGES - (std)

*% change p.a.

*Start_yr	End_yr	fuel_type	resource	duty	VAT	CO2_Den_change
2011	2011	1	21.94	-0.53	14.29	-0.84
2012	2012	1	1.98	-2.11	0.00	-0.02
2013	2013	1	-3.27	-1.58	0.00	-0.44
2014	2014	1	-7.05	-2.25	0.00	-0.54
2015	2015	1	-6.73	-0.72	0.00	0.00
2016	2016	1	-3.27	1.38	0.00	0.00
2017	2017	1	-1.04	1.67	0.00	-1.35
2018	2018	1	1.05	1.76	0.00	-1.37
2019	2019	1	0.95	1.86	0.00	-1.39
2020	2020	1	2.23	1.47	0.00	-1.41
2021	2021	1	1.85	1.27	0.00	0.00
2022	2022	1	1.90	1.08	0.00	0.00
2023	2023	1	1.86	1.08	0.00	0.00
2024	2024	1	1.83	1.08	0.00	0.00
2025	2025	1	1.87	1.08	0.00	0.00
2026	2026	1	1.92	1.08	0.00	0.00
2027	2027	1	1.88	1.08	0.00	0.00
2028	2028	1	1.92	1.08	0.00	0.00
2029	2029	1	1.88	1.08	0.00	0.00
2030	2030	1	1.92	1.08	0.00	0.00
2031	2031	1	1.95	1.08	0.00	0.00
2032	2032	1	1.91	1.08	0.00	0.00
2033	2033	1	1.88	1.08	0.00	0.00
2034	2034	1	1.98	1.08	0.00	0.00

2035	2035	1	1.94	1.08	0.00	0.00
2036	2100	1	0.00	1.08	0.00	0.00
2011	2011	2	26.62	-0.53	14.29	0.19
2012	2012	2	3.19	-2.11	0.00	1.64
2013	2013	2	-3.51	-1.58	0.00	-0.44
2014	2014	2	-5.36	-2.25	0.00	0.15
2015	2015	2	-6.94	-0.72	0.00	0.00
2016	2016	2	-3.38	1.38	0.00	0.00
2017	2017	2	-1.08	1.67	0.00	-1.74
2018	2018	2	1.09	1.76	0.00	-1.77
2019	2019	2	0.99	1.86	0.00	-1.81
2020	2020	2	2.31	1.47	0.00	-1.84
2021	2021	2	1.91	1.27	0.00	0.00
2022	2022	2	1.96	1.08	0.00	0.00
2023	2023	2	1.92	1.08	0.00	0.00
2024	2024	2	1.88	1.08	0.00	0.00
2025	2025	2	1.93	1.08	0.00	0.00
2026	2026	2	1.97	1.08	0.00	0.00
2027	2027	2	1.93	1.08	0.00	0.00
2028	2028	2	1.97	1.08	0.00	0.00
2029	2029	2	1.94	1.08	0.00	0.00
2030	2030	2	1.97	1.08	0.00	0.00
2031	2031	2	2.01	1.08	0.00	0.00
2032	2032	2	1.97	1.08	0.00	0.00
2033	2033	2	1.93	1.08	0.00	0.00
2034	2034	2	2.03	1.08	0.00	0.00
2035	2035	2	1.99	1.08	0.00	0.00
2036	2100	2	0.00	1.08	0.00	0.00
2011	2011	3	4.79	0.00	0.00	-1.88
2012	2012	3	4.56	0.00	0.00	-2.03
2013	2013	3	5.59	0.00	0.00	-2.18
2014	2014	3	3.84	0.00	0.00	-2.36
2015	2015	3	-1.71	0.00	0.00	-2.55
2016	2016	3	6.63	0.00	0.00	-2.76
2017	2017	3	6.29	0.00	0.00	-2.99
2018	2018	3	0.79	0.00	0.00	-3.26
2019	2019	3	6.44	0.00	0.00	-3.56
2020	2020	3	-0.05	0.00	0.00	-3.89
2021	2021	3	3.66	0.00	0.00	-4.27
2022	2022	3	1.73	0.00	0.00	-4.71
2023	2023	3	-0.03	0.00	0.00	-5.22
2024	2024	3	2.06	0.00	0.00	-5.81
2025	2025	3	2.63	0.00	0.00	-6.51
2026	2026	3	2.19	0.00	0.00	-7.35
2027	2027	3	-0.76	0.00	0.00	-8.38
2028	2028	3	-0.02	0.00	0.00	-9.65
2029	2029	3	-0.57	0.00	0.00	-11.27
2030	2030	3	1.17	0.00	0.00	-13.41
2031	2031	3	-0.01	0.00	0.00	-8.72
2032	2032	3	-0.05	0.00	0.00	-8.72
2033	2033	3	-0.08	0.00	0.00	-8.72
2034	2034	3	-0.10	0.00	0.00	-8.72
2035	2035	3	-0.12	0.00	0.00	-8.72
2036	2036	3	-0.13	0.00	0.00	-8.72
2037	2037	3	-0.14	0.00	0.00	-8.72
2038	2038	3	-0.15	0.00	0.00	-8.72
2039	2039	3	-0.16	0.00	0.00	-8.72
2040	2040	3	-0.16	0.00	0.00	-8.72
2041	2041	3	-0.25	0.00	0.00	-10.95
2042	2042	3	0.08	0.00	0.00	-2.34
2043	2043	3	-0.27	0.00	0.00	-11.26
2044	2044	3	-0.23	0.00	0.00	-10.72
2045	2045	3	0.22	0.00	0.00	2.70
2046	2046	3	-0.13	0.00	0.00	-7.38
2047	2047	3	-0.17	0.00	0.00	-8.59
2048	2048	3	0.67	0.00	0.00	17.69
2049	2049	3	-0.31	0.00	0.00	-11.32
2050	2050	3	0.12	0.00	0.00	0.00
2051	2051	3	0.12	0.00	0.00	0.00

2052	2052	3	0.12	0.00	0.00	0.00
2053	2053	3	0.12	0.00	0.00	0.00
2054	2054	3	0.12	0.00	0.00	0.00
2055	2055	3	0.12	0.00	0.00	0.00
2056	2056	3	0.12	0.00	0.00	0.00
2057	2057	3	0.11	0.00	0.00	0.00
2058	2058	3	0.11	0.00	0.00	0.00
2059	2059	3	0.11	0.00	0.00	0.00
2060	2060	3	0.11	0.00	0.00	0.00
2061	2061	3	0.08	0.00	0.00	0.00
2062	2062	3	0.08	0.00	0.00	0.00
2063	2063	3	0.08	0.00	0.00	0.00
2064	2064	3	0.07	0.00	0.00	0.00
2065	2065	3	0.06	0.00	0.00	0.00
2066	2066	3	0.06	0.00	0.00	0.00
2067	2067	3	0.05	0.00	0.00	0.00
2068	2068	3	0.05	0.00	0.00	0.00
2069	2069	3	0.04	0.00	0.00	0.00
2070	2070	3	0.03	0.00	0.00	0.00
2071	2071	3	0.03	0.00	0.00	0.00
2072	2072	3	0.03	0.00	0.00	0.00
2073	2073	3	0.02	0.00	0.00	0.00
2074	2074	3	0.01	0.00	0.00	0.00
2075	2075	3	0.01	0.00	0.00	0.00
2076	2076	3	0.00	0.00	0.00	0.00
2077	2077	3	0.00	0.00	0.00	0.00
2078	2078	3	-0.01	0.00	0.00	0.00
2079	2079	3	-0.01	0.00	0.00	0.00
2080	2080	3	-0.02	0.00	0.00	0.00
2081	2081	3	-0.00	0.00	0.00	0.00
2082	2082	3	-0.01	0.00	0.00	0.00
2083	2083	3	-0.02	0.00	0.00	0.00
2084	2084	3	-0.02	0.00	0.00	0.00
2085	2085	3	-0.02	0.00	0.00	0.00
2086	2086	3	-0.03	0.00	0.00	0.00
2087	2087	3	-0.03	0.00	0.00	0.00
2088	2088	3	-0.03	0.00	0.00	0.00
2089	2089	3	-0.04	0.00	0.00	0.00
2090	2090	3	-0.04	0.00	0.00	0.00
2091	2091	3	-0.03	0.00	0.00	0.00
2092	2092	3	-0.03	0.00	0.00	0.00
2093	2093	3	-0.04	0.00	0.00	0.00
2094	2094	3	-0.04	0.00	0.00	0.00
2095	2095	3	-0.04	0.00	0.00	0.00
2096	2096	3	-0.05	0.00	0.00	0.00
2097	2097	3	-0.04	0.00	0.00	0.00
2098	2098	3	-0.05	0.00	0.00	0.00
2099	2099	3	-0.05	0.00	0.00	0.00
2100	2100	3	-0.05	0.00	0.00	0.00

CARBDX_VALUE_CHANGES - (used)
*relative (%p.a.) or absolute (£p.a.) growth; either absolute or relative may be defined, not both
*same growth applies to low, central and high CO2 values

*Start_yr	End_yr	Rel.(%)	Abs.(£/tonne/year)
2012	2012	2.000	0.000
2013	2013	0.000	0.000
2014	2014	0.000	0.000
2015	2015	4.000	0.000
2016	2016	5.000	0.000
2017	2017	5.000	0.000
2018	2019	0.000	0.000
2020	2020	137.000	0.000
2025	2025	140.000	0.000
2030	2030	250.000	0.000
2035	2035	163.000	0.000
2040	2040	137.000	0.000
2045	2045	115.000	0.000
2050	2050	111.000	0.000

CARBDX_VALUE_CHANGES - (std)
*relative (%p.a.) or absolute (£p.a.) growth; either absolute or relative may be defined, not both
*same growth applies to low, central and high CO2 values

*Start_yr	End_yr	Rel.(%)	Abs.(£/tonne/year)
2011	2011	1.506	0.000
2012	2012	1.500	0.000
2013	2013	1.500	0.000
2014	2014	1.500	0.000
2015	2015	1.500	0.000
2016	2016	1.500	0.000
2017	2017	1.500	0.000
2018	2018	1.500	0.000
2019	2019	1.500	0.000
2020	2020	1.500	0.000
2021	2021	1.667	0.000
2022	2022	1.639	0.000
2023	2023	1.613	0.000
2024	2024	1.587	0.000
2025	2025	1.562	0.000
2026	2026	1.538	0.000
2027	2027	1.515	0.000
2028	2028	1.492	0.000
2029	2029	1.471	0.000
2030	2030	1.449	0.000
2031	2031	9.286	0.000
2032	2032	8.497	0.000
2033	2033	7.832	0.000
2034	2034	7.263	0.000
2035	2035	6.771	0.000
2036	2036	6.341	0.000
2037	2037	5.963	0.000
2038	2038	5.628	0.000
2039	2039	5.328	0.000
2040	2040	5.058	0.000
2041	2041	4.815	0.000
2042	2042	4.594	0.000
2043	2043	4.392	0.000
2044	2044	4.207	0.000
2045	2045	4.037	0.000
2046	2046	3.881	0.000
2047	2047	3.736	0.000
2048	2048	3.601	0.000
2049	2049	3.476	0.000
2050	2050	3.359	0.000
2051	2051	2.501	0.000
2052	2052	2.265	0.000
2053	2053	2.165	0.000
2054	2054	2.056	0.000
2055	2055	1.856	0.000
2056	2056	1.779	0.000
2057	2057	1.589	0.000
2058	2058	1.446	0.000
2059	2059	1.330	0.000
2060	2060	1.201	0.000
2061	2061	0.673	0.000
2062	2062	0.618	0.000
2063	2063	0.401	0.000
2064	2064	0.283	0.000
2065	2065	0.079	0.000
2066	2066	0.033	0.000
2067	2067	-0.193	0.000
2068	2068	-0.302	0.000
2069	2069	-0.461	0.000
2070	2070	-0.585	0.000
2071	2071	-0.609	0.000
2072	2072	-0.738	0.000
2073	2073	-0.837	0.000
2074	2074	-1.033	0.000
2075	2075	-1.037	0.000

2076	2076	-1.310	0.000
2077	2077	-1.316	0.000
2078	2078	-1.493	0.000
2079	2079	-1.571	0.000
2080	2080	-1.769	0.000
2081	2081	-1.478	0.000
2082	2082	-1.672	0.000
2083	2083	-1.769	0.000
2084	2084	-1.854	0.000
2085	2085	-1.834	0.000
2086	2086	-2.050	0.000
2087	2087	-2.154	0.000
2088	2088	-2.198	0.000
2089	2089	-2.321	0.000
2090	2100	0.000	0.000

FLEET - (used)

*veh_type	%petrol	%diesel
1	70.20	29.80
2	15.00	85.00
3	15.00	85.00
4	0.00	100.00
5	0.00	100.00
6	0.00	100.00
7	0.00	100.00

FLEET - (std)

*veh_type	%Petrol	%Diesel	%Electric
1	59.27	40.73	0.00
2	5.86	94.14	0.00
3	5.86	94.14	0.00
4	0.00	100.00	0.00
5	0.00	100.00	0.00
6	0.00	100.00	0.00
7	0.00	100.00	0.00
8	0.00	100.00	0.00

FLEET_CHANGES - (used)

*% p.a.

*Start_yr	End_yr	Veh_type	%Change_petrol	%Change_diesel
2012	2012	1	-3.430	0.000
2013	2013	1	-3.360	0.000
2014	2014	1	-3.690	0.000
2015	2015	1	-3.700	0.000
2016	2025	1	-1.270	0.000
2026	2040	1	0.000	0.000

FLEET_CHANGES - (std)

*% p.a.

*Start_yr	End_yr	Veh_type	%Change_Petrol	%Change_Diesel	%Change_Electric
2011	2011	1	-3.814	5.472	5352.089
2012	2012	1	-3.966	5.188	100.000
2013	2013	1	-4.130	4.932	50.000
2014	2014	1	-4.308	4.700	33.333
2015	2015	1	-4.502	4.489	25.000
2016	2016	1	-1.777	1.335	97.788
2017	2017	1	-1.809	1.317	49.441
2018	2018	1	-1.842	1.300	33.084
2019	2019	1	-1.877	1.283	24.859
2020	2020	1	-1.913	1.267	19.910
2021	2021	1	0.323	-0.826	32.794
2022	2022	1	0.322	-0.833	24.695
2023	2023	1	0.321	-0.840	19.804
2024	2024	1	0.320	-0.847	16.531
2025	2025	1	0.319	-0.854	14.186
2026	2026	1	0.021	-1.060	21.755
2027	2027	1	0.021	-1.071	17.868
2028	2028	1	0.021	-1.083	15.159
2029	2029	1	0.021	-1.095	13.164

2030	2030	1	0.021	-1.107	11.632
2011	2011	2	-7.579	0.472	0.000
2012	2012	2	-8.200	0.470	0.000
2013	2013	2	-8.932	0.468	0.000
2014	2014	2	-9.809	0.465	0.000
2015	2015	2	-10.875	0.463	0.000
2016	2016	2	-9.634	0.364	0.000
2017	2017	2	-10.661	0.363	0.000
2018	2018	2	-11.933	0.361	0.000
2019	2019	2	-13.550	0.360	0.000
2020	2020	2	-15.674	0.359	0.000
2021	2021	2	-8.979	0.173	0.000
2022	2022	2	-9.865	0.172	0.000
2023	2023	2	-10.945	0.172	0.000
2024	2024	2	-12.290	0.172	0.000
2025	2025	2	-14.012	0.171	0.000
2026	2026	2	-4.888	0.051	0.000
2027	2027	2	-5.139	0.051	0.000
2028	2028	2	-5.418	0.051	0.000
2029	2029	2	-5.728	0.051	0.000
2030	2030	2	-6.076	0.051	0.000
2011	2011	3	0.000	0.000	0.000
2012	2012	3	0.000	0.000	0.000
2013	2013	3	0.000	0.000	0.000
2014	2014	3	0.000	0.000	0.000
2015	2015	3	0.000	0.000	0.000
2016	2016	3	0.000	0.000	0.000
2017	2017	3	0.000	0.000	0.000
2018	2018	3	0.000	0.000	0.000
2019	2019	3	0.000	0.000	0.000
2020	2020	3	0.000	0.000	0.000
2021	2021	3	0.000	0.000	0.000
2022	2022	3	0.000	0.000	0.000
2023	2023	3	0.000	0.000	0.000
2024	2024	3	0.000	0.000	0.000
2025	2025	3	0.000	0.000	0.000
2026	2026	3	0.000	0.000	0.000
2027	2027	3	0.000	0.000	0.000
2028	2028	3	0.000	0.000	0.000
2029	2029	3	0.000	0.000	0.000
2030	2030	3	0.000	0.000	0.000

FUEL_CONSUMPTION - (used)

*veh_type	fuel_type	a_fuel	b_fuel	c_fuel	d_fuel	cut-off_speed(km/h)
1	1	0.1605	-0.00269	0.18233E-04	0.00000E+00	140
1	2	0.1605	-0.00269	0.18233E-04	0.00000E+00	140
2	1	0.2177	-0.00352	0.28259E-04	0.00000E+00	140
2	2	0.2177	-0.00352	0.28259E-04	0.00000E+00	140
3	1	0.4448	-0.00718	0.52184E-04	0.00000E+00	96
3	2	0.4448	-0.00718	0.52184E-04	0.00000E+00	96
4	2	0.9029	-0.01401	0.95540E-04	0.00000E+00	96
5	2	0.7247	-0.01136	0.71605E-04	0.00000E+00	96
6	2	0.7247	-0.01136	0.71605E-04	0.00000E+00	96
7	2	0.7247	-0.01136	0.71605E-04	0.00000E+00	96

FUEL_CONSUMPTION - (std)

*veh_type	fuel_type	a_fuel	b_fuel	c_fuel	d_fuel	cut-off_speed(km/h)
1	1	1.1193	0.04400	-0.81383E-04	0.24490E-05	140
1	2	0.4921	0.06218	-0.59098E-03	0.46470E-05	140
1	3	0.0000	0.12564	0.00000E+00	0.00000E+00	140
2	1	1.9508	0.03453	0.67987E-04	0.37149E-05	140
2	2	1.3969	0.03348	-0.22998E-03	0.76732E-05	140
3	1	1.9508	0.03453	0.67987E-04	0.37149E-05	140
3	2	1.3969	0.03348	-0.22998E-03	0.76732E-05	140
4	2	1.4314	0.25802	-0.39066E-02	0.33623E-04	96
5	2	2.6701	0.55716	-0.79761E-02	0.60035E-04	96
6	2	5.9801	0.24528	-0.30650E-02	0.30615E-04	96

FUEL_EFFICIENCY - (used)

*% p.a.

*Start_yr	End_yr	veh_type	fuel_type	change
2012	2024	1	1	-2.00
2012	2024	1	2	-2.00
2025	2080	1	1	0.00
2025	2080	1	2	0.00
2012	2080	2	1	0.00
2012	2080	2	2	0.00
2012	2080	3	1	0.00
2012	2080	3	2	0.00
2012	2080	4	2	0.00
2012	2080	5	2	0.00
2012	2080	6	2	0.00
2012	2080	7	2	0.00

FUEL_EFFICIENCY - (std)

*% p.a.

*Start_yr	End_yr	veh_type	fuel_type	change
2011	2015	1	1	1.81
2011	2015	1	2	2.23
2011	2015	1	3	-0.10
2011	2015	2	1	0.11
2011	2015	2	2	2.71
2011	2015	3	1	0.11
2011	2015	3	2	2.71
2016	2020	1	1	3.32
2016	2020	1	2	2.22
2016	2020	1	3	0.02
2016	2020	2	1	2.35
2016	2020	2	2	2.35
2016	2020	3	1	2.35
2016	2020	3	2	2.35
2021	2025	1	1	3.16
2021	2025	1	2	2.02
2021	2025	1	3	0.12
2021	2025	2	1	2.85
2021	2025	2	2	1.65
2021	2025	3	1	2.85
2021	2025	3	2	1.65
2026	2030	1	1	1.56
2026	2030	1	2	1.19
2026	2030	1	3	0.00
2026	2030	2	1	2.40
2026	2030	2	2	0.74
2026	2030	3	1	2.40
2026	2030	3	2	0.74
2031	2035	1	1	0.57
2031	2035	1	2	0.52
2031	2035	1	3	-0.08
2031	2035	2	1	0.54
2031	2035	2	2	0.22
2031	2035	3	1	0.54
2031	2035	3	2	0.22
2036	2100	1	1	0.00
2036	2100	1	2	0.00
2036	2100	1	3	0.00
2036	2100	2	1	0.00
2036	2100	2	2	0.00
2036	2100	3	1	0.00
2036	2100	3	2	0.00

NON_FUEL_VOC - (used)

*veh_type	a_nonfuel_wrk	b_nonfuel_wrk	a_nonfuel_nw	b_nonfuel_nw
1	7.218	197.577	6.345	0.000
1	7.218	197.577	6.345	0.000
2	10.483	81.002	11.898	0.000
3	11.544	453.584	0.000	0.000
3	11.544	453.584	0.000	0.000
4	22.456	874.315	0.000	0.000

5	52.372	1194.145	0.000	0.000
6	0.000	0.000	0.000	0.000
7	0.000	0.000	0.000	0.000

NON_FUEL_VOC - (std)

*veh_type	a_nonfuel_wrk	b_nonfuel_wrk	a_nonfuel_nw	b_nonfuel_nw
1	4.966	135.946	3.846	0.000
1	4.966	135.946	3.846	0.000
1	1.157	135.946	1.157	0.000
2	7.213	47.113	7.213	0.000
2	7.213	47.113	7.213	0.000
3	7.213	47.113	7.213	0.000
3	7.213	47.113	7.213	0.000
4	6.714	263.817	0.000	0.000
5	13.061	508.525	0.000	0.000
6	30.461	694.547	0.000	0.000

NON_FUEL_VOC_CHANGES - (used)

*% p.a.

*Start_yr	End_yr	veh_type	gnf
2012	2080	1	0.000
2012	2080	2	0.000
2012	2080	3	0.000
2012	2080	4	0.000
2012	2080	5	0.000

NON_FUEL_VOC_CHANGES - (std)

*% p.a.

*Start_yr	End_yr	veh_type	gnf
2011	2100	1	0.000
2011	2100	2	0.000
2011	2100	3	0.000
2011	2100	4	0.000
2011	2100	5	0.000
2011	2100	6	0.000
2011	2100	7	0.000
2011	2100	8	0.000

NON_FUEL_TAX_RATES - (used)

*%

*submode	final	intermediate
1	21.5	0.0
2	21.5	0.0
3	21.5	0.0
4	21.5	0.0
5	21.5	0.0
6	21.5	0.0
7	21.5	0.0

NON_FUEL_TAX_RATES - (std)

*%

*submode	final	intermediate
1	17.5	0.0
2	17.5	0.0
3	17.5	0.0
4	17.5	0.0
5	17.5	0.0
6	17.5	0.0
7	0.0	0.0
8	0.0	0.0

NON_FUEL_TAX_RATES_CHANGES - (used)

*% change p.a.

*Start_yr	End_yr	Submode	final	intermediate
2012	2012	1	5.7	7.9
2013	2080	1	0.0	0.0
2012	2012	2	7.9	10.3
2013	2080	2	0.0	0.0
2012	2012	3	7.9	10.3

2013	2080	3	0.0	0.0
2012	2012	4	7.9	10.3
2013	2080	4	0.0	0.0
2012	2012	5	7.9	10.3
2013	2080	5	0.0	0.0
2012	2012	6	7.9	10.3
2013	2080	6	0.0	0.0
2012	2012	7	0.0	0.0
2013	2080	7	0.0	0.0

NON_FUEL_TAX_RATES_CHANGES - (std)
*% change p.a.

*Start_yr	End_yr	Submode	final	intermediate
2011	2011	1	14.3	0.0
2011	2011	2	14.3	0.0
2011	2011	3	14.3	0.0
2011	2011	4	14.3	0.0
2011	2011	5	14.3	0.0
2011	2011	6	14.3	0.0
2011	2011	7	0.0	0.0
2011	2011	8	0.0	0.0
2012	2100	1	0.0	0.0
2012	2100	2	0.0	0.0
2012	2100	3	0.0	0.0
2012	2100	4	0.0	0.0
2012	2100	5	0.0	0.0
2012	2100	6	0.0	0.0
2012	2100	7	0.0	0.0
2012	2100	8	0.0	0.0

DEFAULT_PURPOSE_SPLIT - (used)

*Vtype/submode	purpose	Period1	Period2	Period3	Period4	Period5
1	1	1.5	5.9	2.5	3.5	
1	2	37.9	7.1	11.3	37.5	
1	3	60.6	87.0	86.2	59.0	
2	1	18.9	27.9	20.0	14.4	
2	2	39.8	7.0	14.0	39.4	
2	3	41.3	65.1	66.0	46.2	
3	1	100.0	100.0	100.0	100.0	
3	2	0.0	0.0	0.0	0.0	
3	3	0.0	0.0	0.0	0.0	
4	1	100.0	100.0	100.0	100.0	
4	2	0.0	0.0	0.0	0.0	
4	3	0.0	0.0	0.0	0.0	
5	1	1.5	1.7	0.5	3.8	
5	2	7.8	8.7	3.1	7.1	
5	3	90.7	89.6	96.4	89.1	
6	1	1.5	1.7	0.5	3.8	
6	2	7.8	8.7	3.1	7.1	
6	3	90.7	89.6	96.4	89.1	
7	1	1.5	1.7	0.5	3.8	
7	2	7.8	8.7	3.1	7.1	
7	3	90.7	89.6	96.4	89.1	

DEFAULT_PURPOSE_SPLIT - (std)

*Vtype/submode	purpose	Period1	Period2	Period3	Period4	Period5
1	1	18.1	13.0	19.9	12.3	3.2
1	2	46.0	40.8	11.4	36.2	8.5
1	3	35.9	46.2	68.7	51.5	88.3
2	1	0.0	0.0	0.0	0.0	0.0
2	2	0.0	0.0	0.0	0.0	0.0
2	3	100.0	100.0	100.0	100.0	100.0
3	1	100.0	100.0	100.0	100.0	100.0
3	2	0.0	0.0	0.0	0.0	0.0
3	3	0.0	0.0	0.0	0.0	0.0
4	1	100.0	100.0	100.0	100.0	100.0
4	2	0.0	0.0	0.0	0.0	0.0
4	3	0.0	0.0	0.0	0.0	0.0
5	1	100.0	100.0	100.0	100.0	100.0

5	2	0.0	0.0	0.0	0.0	0.0
5	3	0.0	0.0	0.0	0.0	0.0
6	1	3.9	3.9	2.0	5.7	1.5
6	2	30.0	36.6	11.1	38.1	6.4
6	3	66.1	59.5	86.9	56.2	92.1
7	1	1.9	1.8	0.2	2.3	0.4
7	2	82.4	75.7	8.5	28.9	23.3
7	3	15.7	22.5	91.3	68.8	76.3
8	1	14.1	16.4	22.4	23.2	6.3
8	2	51.9	55.9	10.2	53.1	4.3
8	3	34.0	27.7	67.4	23.7	89.4

DEFAULT_PERSON_FACTORS - (used)

*Vtype/submode	purpose	person_type	FactorPer1	FactorPer2..
1	1	1.00	1.00	1.00	1.00
1	2	0.14	0.14	0.18	0.27
2	1	1.00	1.00	1.00	1.00
2	2	0.08	0.09	0.10	0.11
3	1	1.00	1.00	1.00	1.00
3	2	0.91	0.23	0.54	0.49
1	1	1.00	1.00	1.00	1.00
1	2	0.37	0.32	0.32	0.38
2	1	1.00	1.00	1.00	1.00
2	2	0.40	0.41	0.41	0.40
3	1	1.00	1.00	1.00	1.00
3	2	0.49	0.45	0.45	0.48
1	1	1.00	1.00	1.00	1.00
1	2	0.09	0.09	0.09	0.09
2	1	1.00	1.00	1.00	1.00
2	2	0.24	0.28	0.28	0.24
3	1	1.00	1.00	1.00	1.00
3	2	0.26	0.33	0.33	0.27
1	1	1.00	1.00	1.00	1.00
1	2	0.03	0.03	0.03	0.03
2	1	1.00	1.00	1.00	1.00
2	2	0.11	0.14	0.14	0.08
3	1	1.00	1.00	1.00	1.00
3	2	0.11	0.12	0.12	0.16
1	1	1.00	1.00	1.00	1.00
1	2	0.35	0.35	0.35	0.35
2	1	1.00	1.00	1.00	1.00
2	2	1.50	1.50	1.50	1.50
3	1	1.00	1.00	1.00	1.00
3	2	8.35	8.35	8.35	8.35

DEFAULT_PERSON_FACTORS - (std)

*Vtype/submode	purpose	person_type	FactorPer1	FactorPer2..	
1	1	1.00	1.00	1.00	1.00	1.00
1	2	0.22	0.16	0.18	0.17	0.27
2	1	1.00	1.00	1.00	1.00	1.00
2	2	0.15	0.12	0.14	0.12	0.13
3	1	1.00	1.00	1.00	1.00	1.00
3	2	0.66	0.78	0.73	0.73	0.92
2	1	1.00	1.00	1.00	1.00	1.00
2	2	0.46	0.46	0.46	0.46	1.03
3	1	1.00	1.00	1.00	1.00	1.00
3	2	0.46	0.46	0.46	0.46	1.03
1	1	1.00	1.00	1.00	1.00	1.00
1	2	0.20	0.20	0.20	0.20	0.26
1	1	1.00	1.00	1.00	1.00	1.00
1	1	1.00	1.00	1.00	1.00	1.00

DEFAULT_PERSON_FACTORS_CHANGE - (used)

*% change p.a.

*Start_yr	End_yr	Submode	Purpose	Person_type	ChangePer1	ChangePer2	ChangePer3	ChangePer4	ChangePer5
2011	2080	1	1	2	0.00	0.00	0.00	0.00	
2011	2080	1	2	2	0.00	0.00	0.00	0.00	

DEFAULT_PERSON_FACTORS_CHANGE - (std)

*% change p.a.

*Start_yr	End_yr	Submode	Purpose	Person_type	ChangePer1	ChangePer2	ChangePer3	ChangePer4	ChangePer5
2011	2036	1	1	2	-0.48	-0.62	-0.40	-0.50	-0.48
2011	2036	1	2	2	-0.67	-0.53	-0.65	-0.47	-0.52
2011	2036	1	3	2	-0.67	-0.53	-0.65	-0.47	-0.52

PREPARATION&SUPERVISION - (used)
* total preparation (by stage) and supervision costs as % of land and construction costs

*Mode	*Prep:SI	Prep:PC	Prep:PR	Prep:OP	Prep: WC	Super
1	12.0	9.0	9.0	6.0	2.0	5.0
2	12.0	9.0	9.0	6.0	2.0	5.0

PREPARATION&SUPERVISION - (std)
* total preparation (by stage) and supervision costs as % of land and construction costs

*Mode	*Prep:SI	Prep:PC	Prep:PR	Prep:OP	Prep: WC	Super
1	12.0	9.0	9.0	6.0	2.0	5.0
2	12.0	9.0	9.0	6.0	2.0	5.0
3	12.0	9.0	9.0	6.0	2.0	5.0

INPUT_SUMMARY
Run name GCOB_Phase_3_60years
DM scheme Do_Min
DS scheme Do_Something

Economic parameter file Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\1_Parameters\GTP_NTA_Economics_Input.txt
Scheme parameter file Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\1_Parameters\GTP_TUBA_Scheme_Input_Central_Growth_TSB_60y_3Run_ExtendedCostsNoInf.txt

First year of scheme costs 2011
First Appraisal Year 2024
Last Appraisal Year 2084
Modelled years 2024 2039 2054

Time period	Total hours
AM	593
LT	1485
SR	1485
PM	691
Total	4254

Note: All monetary values are in 2011 market prices. All monetary values discounted to 2011 unless otherwise stated.

DM_SCHEME_COSTS
Do minimum scheme costs. Undiscounted £000s

Mode	Year	Prep.	Superv.	Constr.	Land	Maint.	Oper.	Grant/Sub.	Dev._Cont
Highway	2011	0	0	0	0	0	0	0	0
Highway	2012	0	0	0	0	0	0	0	0
Highway	2013	0	0	0	0	0	0	0	0
Highway	2014	0	0	0	0	0	0	0	0
Highway	2015	0	0	0	0	0	0	0	0
Highway	2016	0	0	0	0	0	0	0	0
Highway	2017	0	0	0	0	0	0	0	0
Highway	2018	0	0	0	0	0	0	0	0
Highway	2019	0	0	0	0	0	0	0	0
Highway	2020	0	0	0	0	0	0	0	0
Highway	2021	0	0	0	0	0	0	0	0
Highway	2022	0	0	0	0	0	0	0	0
Highway	2023	0	0	0	0	0	0	0	0
Highway	2024	0	0	0	0	0	0	0	0
Highway	2025	0	0	0	0	0	0	0	0
Highway	2026	0	0	0	0	0	0	0	0
Highway	2027	0	0	0	0	0	0	0	0
Highway	2028	0	0	0	0	0	0	0	0
Highway	2029	0	0	0	0	0	0	0	0
Highway	2030	0	0	0	0	0	0	0	0
Highway	2031	0	0	0	0	0	0	0	0
Highway	2032	0	0	0	0	0	0	0	0

Highway	2033	0	0	0	0	0	0	0	0
Highway	2034	0	0	0	0	0	0	0	0
Highway	2035	0	0	0	0	0	0	0	0
Highway	2036	0	0	0	0	0	0	0	0
Highway	2037	0	0	0	0	0	0	0	0
Highway	2038	0	0	0	0	0	0	0	0
Highway	2039	0	0	0	0	0	0	0	0
Highway	2040	0	0	0	0	0	0	0	0
Highway	2041	0	0	0	0	0	0	0	0
Highway	2042	0	0	0	0	0	0	0	0
Highway	2043	0	0	0	0	0	0	0	0
Highway	2044	0	0	0	0	0	0	0	0
Highway	2045	0	0	0	0	0	0	0	0
Highway	2046	0	0	0	0	0	0	0	0
Highway	2047	0	0	0	0	0	0	0	0
Highway	2048	0	0	0	0	0	0	0	0
Highway	2049	0	0	0	0	0	0	0	0
Highway	2050	0	0	0	0	0	0	0	0
Highway	2051	0	0	0	0	0	0	0	0
Highway	2052	0	0	0	0	0	0	0	0
Highway	2053	0	0	0	0	0	0	0	0
Highway	2054	0	0	0	0	0	0	0	0
Highway	2055	0	0	0	0	0	0	0	0
Highway	2056	0	0	0	0	0	0	0	0
Highway	2057	0	0	0	0	0	0	0	0
Highway	2058	0	0	0	0	0	0	0	0
Highway	2059	0	0	0	0	0	0	0	0
Highway	2060	0	0	0	0	0	0	0	0
Highway	2061	0	0	0	0	0	0	0	0
Highway	2062	0	0	0	0	0	0	0	0
Highway	2063	0	0	0	0	0	0	0	0
Highway	2064	0	0	0	0	0	0	0	0
Highway	2065	0	0	0	0	0	0	0	0
Highway	2066	0	0	0	0	0	0	0	0
Highway	2067	0	0	0	0	0	0	0	0
Highway	2068	0	0	0	0	0	0	0	0
Highway	2069	0	0	0	0	0	0	0	0
Highway	2070	0	0	0	0	0	0	0	0
Highway	2071	0	0	0	0	0	0	0	0
Highway	2072	0	0	0	0	0	0	0	0
Highway	2073	0	0	0	0	0	0	0	0
Highway	2074	0	0	0	0	0	0	0	0
Highway	2075	0	0	0	0	0	0	0	0
Highway	2076	0	0	0	0	0	0	0	0
Highway	2077	0	0	0	0	0	0	0	0
Highway	2078	0	0	0	0	0	0	0	0
Highway	2079	0	0	0	0	0	0	0	0
Highway	2080	0	0	0	0	0	0	0	0
Highway	2081	0	0	0	0	0	0	0	0
Highway	2082	0	0	0	0	0	0	0	0
Highway	2083	0	0	0	0	0	0	0	0
Public	2011	0	0	0	0	0	0	0	0
Public	2012	0	0	0	0	0	0	0	0
Public	2013	0	0	0	0	0	0	0	0
Public	2014	0	0	0	0	0	0	0	0
Public	2015	0	0	0	0	0	0	0	0
Public	2016	0	0	0	0	0	0	0	0
Public	2017	0	0	0	0	0	0	0	0
Public	2018	0	0	0	0	0	0	0	0
Public	2019	0	0	0	0	0	0	0	0
Public	2020	0	0	0	0	0	0	0	0
Public	2021	0	0	0	0	0	0	0	0
Public	2022	0	0	0	0	0	0	0	0
Public	2023	0	0	0	0	0	0	0	0
Public	2024	0	0	0	0	0	0	0	0
Public	2025	0	0	0	0	0	0	0	0
Public	2026	0	0	0	0	0	0	0	0
Public	2027	0	0	0	0	0	0	0	0
Public	2028	0	0	0	0	0	0	0	0

Public	2029	0	0	0	0	0	0	0	0
Public	2030	0	0	0	0	0	0	0	0
Public	2031	0	0	0	0	0	0	0	0
Public	2032	0	0	0	0	0	0	0	0
Public	2033	0	0	0	0	0	0	0	0
Public	2034	0	0	0	0	0	0	0	0
Public	2035	0	0	0	0	0	0	0	0
Public	2036	0	0	0	0	0	0	0	0
Public	2037	0	0	0	0	0	0	0	0
Public	2038	0	0	0	0	0	0	0	0
Public	2039	0	0	0	0	0	0	0	0
Public	2040	0	0	0	0	0	0	0	0
Public	2041	0	0	0	0	0	0	0	0
Public	2042	0	0	0	0	0	0	0	0
Public	2043	0	0	0	0	0	0	0	0
Public	2044	0	0	0	0	0	0	0	0
Public	2045	0	0	0	0	0	0	0	0
Public	2046	0	0	0	0	0	0	0	0
Public	2047	0	0	0	0	0	0	0	0
Public	2048	0	0	0	0	0	0	0	0
Public	2049	0	0	0	0	0	0	0	0
Public	2050	0	0	0	0	0	0	0	0
Public	2051	0	0	0	0	0	0	0	0
Public	2052	0	0	0	0	0	0	0	0
Public	2053	0	0	0	0	0	0	0	0
Public	2054	0	0	0	0	0	0	0	0
Public	2055	0	0	0	0	0	0	0	0
Public	2056	0	0	0	0	0	0	0	0
Public	2057	0	0	0	0	0	0	0	0
Public	2058	0	0	0	0	0	0	0	0
Public	2059	0	0	0	0	0	0	0	0
Public	2060	0	0	0	0	0	0	0	0
Public	2061	0	0	0	0	0	0	0	0
Public	2062	0	0	0	0	0	0	0	0
Public	2063	0	0	0	0	0	0	0	0
Public	2064	0	0	0	0	0	0	0	0
Public	2065	0	0	0	0	0	0	0	0
Public	2066	0	0	0	0	0	0	0	0
Public	2067	0	0	0	0	0	0	0	0
Public	2068	0	0	0	0	0	0	0	0
Public	2069	0	0	0	0	0	0	0	0
Public	2070	0	0	0	0	0	0	0	0
Public	2071	0	0	0	0	0	0	0	0
Public	2072	0	0	0	0	0	0	0	0
Public	2073	0	0	0	0	0	0	0	0
Public	2074	0	0	0	0	0	0	0	0
Public	2075	0	0	0	0	0	0	0	0
Public	2076	0	0	0	0	0	0	0	0
Public	2077	0	0	0	0	0	0	0	0
Public	2078	0	0	0	0	0	0	0	0
Public	2079	0	0	0	0	0	0	0	0
Public	2080	0	0	0	0	0	0	0	0
Public	2081	0	0	0	0	0	0	0	0
Public	2082	0	0	0	0	0	0	0	0
Public	2083	0	0	0	0	0	0	0	0

DS_SCHEME_COSTS
Do something scheme costs. Undiscounted £000s

Mode	Year	Prep.	Superv.	Constr.	Land	Maint.	Oper.	Grant/Sub.	Dev._Cont
Highway	2011	0	0	0	0	0	0	0	0
Highway	2012	0	0	0	0	0	0	0	0
Highway	2013	0	0	0	0	0	0	0	0
Highway	2014	0	0	0	0	0	0	0	0
Highway	2015	5712	0	0	0	0	0	0	0
Highway	2016	3884	0	0	0	0	0	0	0
Highway	2017	3198	0	0	0	0	0	0	0
Highway	2018	2970	0	0	14395	0	0	0	0
Highway	2019	2285	0	2240	38387	0	0	0	0
Highway	2020	2285	0	2688	38387	0	0	0	0

Highway	2021	2513	1772	66758	38387	0	0	0	0
Highway	2022	0	3544	130829	40787	0	0	0	0
Highway	2023	0	3544	135757	40787	0	0	0	0
Highway	2024	0	3544	98570	16794	3419	0	0	0
Highway	2025	0	1227	11201	11996	3419	0	0	0
Highway	2026	0	0	0	0	3419	0	0	0
Highway	2027	0	0	0	0	3419	0	0	0
Highway	2028	0	0	0	0	3419	0	0	0
Highway	2029	0	0	0	0	3419	0	0	0
Highway	2030	0	0	0	0	3419	0	0	0
Highway	2031	0	0	0	0	3419	0	0	0
Highway	2032	0	0	0	0	3419	0	0	0
Highway	2033	0	0	0	0	3419	0	0	0
Highway	2034	0	0	0	0	3419	0	0	0
Highway	2035	0	0	0	0	3419	0	0	0
Highway	2036	0	0	0	0	3419	0	0	0
Highway	2037	0	0	0	0	3419	0	0	0
Highway	2038	0	0	0	0	3419	0	0	0
Highway	2039	0	0	0	0	3419	0	0	0
Highway	2040	0	0	0	0	3419	0	0	0
Highway	2041	0	0	0	0	3419	0	0	0
Highway	2042	0	0	0	0	3419	0	0	0
Highway	2043	0	0	0	0	3419	0	0	0
Highway	2044	0	0	0	0	3632	0	0	0
Highway	2045	0	0	0	0	3632	0	0	0
Highway	2046	0	0	0	0	3632	0	0	0
Highway	2047	0	0	0	0	3632	0	0	0
Highway	2048	0	0	0	0	3632	0	0	0
Highway	2049	0	0	0	0	3632	0	0	0
Highway	2050	0	0	0	0	3632	0	0	0
Highway	2051	0	0	0	0	3632	0	0	0
Highway	2052	0	0	0	0	3632	0	0	0
Highway	2053	0	0	0	0	3632	0	0	0
Highway	2054	0	0	0	0	3632	0	0	0
Highway	2055	0	0	0	0	3632	0	0	0
Highway	2056	0	0	0	0	3632	0	0	0
Highway	2057	0	0	0	0	3632	0	0	0
Highway	2058	0	0	0	0	3632	0	0	0
Highway	2059	0	0	0	0	3632	0	0	0
Highway	2060	0	0	0	0	3632	0	0	0
Highway	2061	0	0	0	0	3632	0	0	0
Highway	2062	0	0	0	0	3632	0	0	0
Highway	2063	0	0	0	0	3632	0	0	0
Highway	2064	0	0	0	0	3632	0	0	0
Highway	2065	0	0	0	0	3632	0	0	0
Highway	2066	0	0	0	0	3632	0	0	0
Highway	2067	0	0	0	0	3632	0	0	0
Highway	2068	0	0	0	0	3632	0	0	0
Highway	2069	0	0	0	0	3632	0	0	0
Highway	2070	0	0	0	0	3632	0	0	0
Highway	2071	0	0	0	0	3632	0	0	0
Highway	2072	0	0	0	0	3632	0	0	0
Highway	2073	0	0	0	0	3632	0	0	0
Highway	2074	0	0	0	0	3632	0	0	0
Highway	2075	0	0	0	0	3632	0	0	0
Highway	2076	0	0	0	0	3632	0	0	0
Highway	2077	0	0	0	0	3632	0	0	0
Highway	2078	0	0	0	0	3632	0	0	0
Highway	2079	0	0	0	0	3632	0	0	0
Highway	2080	0	0	0	0	3632	0	0	0
Highway	2081	0	0	0	0	3632	0	0	0
Highway	2082	0	0	0	0	3632	0	0	0
Highway	2083	0	0	0	0	3632	0	0	0
Public	2011	0	0	0	0	0	0	0	0
Public	2012	0	0	0	0	0	0	0	0
Public	2013	0	0	0	0	0	0	0	0
Public	2014	0	0	0	0	0	0	0	0
Public	2015	0	0	0	0	0	0	0	0
Public	2016	0	0	0	0	0	0	0	0

Public	2017	0	0	0	0	0	0	0	0
Public	2018	0	0	0	0	0	0	0	0
Public	2019	0	0	0	0	0	0	0	0
Public	2020	0	0	0	0	0	0	0	0
Public	2021	0	0	0	0	0	0	0	0
Public	2022	0	0	0	0	0	0	0	0
Public	2023	0	0	0	0	0	0	0	0
Public	2024	0	0	0	0	0	0	0	0
Public	2025	0	0	0	0	0	0	0	0
Public	2026	0	0	0	0	0	0	0	0
Public	2027	0	0	0	0	0	0	0	0
Public	2028	0	0	0	0	0	0	0	0
Public	2029	0	0	0	0	0	0	0	0
Public	2030	0	0	0	0	0	0	0	0
Public	2031	0	0	0	0	0	0	0	0
Public	2032	0	0	0	0	0	0	0	0
Public	2033	0	0	0	0	0	0	0	0
Public	2034	0	0	0	0	0	0	0	0
Public	2035	0	0	0	0	0	0	0	0
Public	2036	0	0	0	0	0	0	0	0
Public	2037	0	0	0	0	0	0	0	0
Public	2038	0	0	0	0	0	0	0	0
Public	2039	0	0	0	0	0	0	0	0
Public	2040	0	0	0	0	0	0	0	0
Public	2041	0	0	0	0	0	0	0	0
Public	2042	0	0	0	0	0	0	0	0
Public	2043	0	0	0	0	0	0	0	0
Public	2044	0	0	0	0	0	0	0	0
Public	2045	0	0	0	0	0	0	0	0
Public	2046	0	0	0	0	0	0	0	0
Public	2047	0	0	0	0	0	0	0	0
Public	2048	0	0	0	0	0	0	0	0
Public	2049	0	0	0	0	0	0	0	0
Public	2050	0	0	0	0	0	0	0	0
Public	2051	0	0	0	0	0	0	0	0
Public	2052	0	0	0	0	0	0	0	0
Public	2053	0	0	0	0	0	0	0	0
Public	2054	0	0	0	0	0	0	0	0
Public	2055	0	0	0	0	0	0	0	0
Public	2056	0	0	0	0	0	0	0	0
Public	2057	0	0	0	0	0	0	0	0
Public	2058	0	0	0	0	0	0	0	0
Public	2059	0	0	0	0	0	0	0	0
Public	2060	0	0	0	0	0	0	0	0
Public	2061	0	0	0	0	0	0	0	0
Public	2062	0	0	0	0	0	0	0	0
Public	2063	0	0	0	0	0	0	0	0
Public	2064	0	0	0	0	0	0	0	0
Public	2065	0	0	0	0	0	0	0	0
Public	2066	0	0	0	0	0	0	0	0
Public	2067	0	0	0	0	0	0	0	0
Public	2068	0	0	0	0	0	0	0	0
Public	2069	0	0	0	0	0	0	0	0
Public	2070	0	0	0	0	0	0	0	0
Public	2071	0	0	0	0	0	0	0	0
Public	2072	0	0	0	0	0	0	0	0
Public	2073	0	0	0	0	0	0	0	0
Public	2074	0	0	0	0	0	0	0	0
Public	2075	0	0	0	0	0	0	0	0
Public	2076	0	0	0	0	0	0	0	0
Public	2077	0	0	0	0	0	0	0	0
Public	2078	0	0	0	0	0	0	0	0
Public	2079	0	0	0	0	0	0	0	0
Public	2080	0	0	0	0	0	0	0	0
Public	2081	0	0	0	0	0	0	0	0
Public	2082	0	0	0	0	0	0	0	0
Public	2083	0	0	0	0	0	0	0	0

PRESENT_VALUE_COSTS

Scheme investment and operating costs (i.e. excluding grant/subsidy, developer contributions and delays) and differences. £000s.

Mode	Year	DM_scheme_costs	DS_scheme_costs	Difference
Highway	2011	0	0	0
Highway	2012	0	0	0
Highway	2013	0	0	0
Highway	2014	0	0	0
Highway	2015	0	4699	4699
Highway	2016	0	3043	3043
Highway	2017	0	2387	2387
Highway	2018	0	12341	12341
Highway	2019	0	29045	29045
Highway	2020	0	27950	27950
Highway	2021	0	67181	67181
Highway	2022	0	102412	102412
Highway	2023	0	100279	100279
Highway	2024	0	64872	64872
Highway	2025	0	14062	14062
Highway	2026	0	1644	1644
Highway	2027	0	1566	1566
Highway	2028	0	1492	1492
Highway	2029	0	1421	1421
Highway	2030	0	1353	1353
Highway	2031	0	1288	1288
Highway	2032	0	1227	1227
Highway	2033	0	1169	1169
Highway	2034	0	1113	1113
Highway	2035	0	1060	1060
Highway	2036	0	1010	1010
Highway	2037	0	961	961
Highway	2038	0	916	916
Highway	2039	0	872	872
Highway	2040	0	831	831
Highway	2041	0	791	791
Highway	2042	0	753	753
Highway	2043	0	717	717
Highway	2044	0	726	726
Highway	2045	0	691	691
Highway	2046	0	659	659
Highway	2047	0	627	627
Highway	2048	0	597	597
Highway	2049	0	569	569
Highway	2050	0	542	542
Highway	2051	0	516	516
Highway	2052	0	491	491
Highway	2053	0	468	468
Highway	2054	0	446	446
Highway	2055	0	424	424
Highway	2056	0	404	404
Highway	2057	0	385	385
Highway	2058	0	367	367
Highway	2059	0	349	349
Highway	2060	0	333	333
Highway	2061	0	317	317
Highway	2062	0	302	302
Highway	2063	0	287	287
Highway	2064	0	274	274
Highway	2065	0	261	261
Highway	2066	0	248	248
Highway	2067	0	236	236
Highway	2068	0	225	225
Highway	2069	0	214	214
Highway	2070	0	204	204
Highway	2071	0	194	194
Highway	2072	0	185	185
Highway	2073	0	176	176
Highway	2074	0	168	168
Highway	2075	0	160	160
Highway	2076	0	152	152
Highway	2077	0	145	145

Highway	2078	0	138	138
Highway	2079	0	132	132
Highway	2080	0	125	125
Highway	2081	0	119	119
Highway	2082	0	114	114
Highway	2083	0	108	108
Public	2011	0	0	0
Public	2012	0	0	0
Public	2013	0	0	0
Public	2014	0	0	0
Public	2015	0	0	0
Public	2016	0	0	0
Public	2017	0	0	0
Public	2018	0	0	0
Public	2019	0	0	0
Public	2020	0	0	0
Public	2021	0	0	0
Public	2022	0	0	0
Public	2023	0	0	0
Public	2024	0	0	0
Public	2025	0	0	0
Public	2026	0	0	0
Public	2027	0	0	0
Public	2028	0	0	0
Public	2029	0	0	0
Public	2030	0	0	0
Public	2031	0	0	0
Public	2032	0	0	0
Public	2033	0	0	0
Public	2034	0	0	0
Public	2035	0	0	0
Public	2036	0	0	0
Public	2037	0	0	0
Public	2038	0	0	0
Public	2039	0	0	0
Public	2040	0	0	0
Public	2041	0	0	0
Public	2042	0	0	0
Public	2043	0	0	0
Public	2044	0	0	0
Public	2045	0	0	0
Public	2046	0	0	0
Public	2047	0	0	0
Public	2048	0	0	0
Public	2049	0	0	0
Public	2050	0	0	0
Public	2051	0	0	0
Public	2052	0	0	0
Public	2053	0	0	0
Public	2054	0	0	0
Public	2055	0	0	0
Public	2056	0	0	0
Public	2057	0	0	0
Public	2058	0	0	0
Public	2059	0	0	0
Public	2060	0	0	0
Public	2061	0	0	0
Public	2062	0	0	0
Public	2063	0	0	0
Public	2064	0	0	0
Public	2065	0	0	0
Public	2066	0	0	0
Public	2067	0	0	0
Public	2068	0	0	0
Public	2069	0	0	0
Public	2070	0	0	0
Public	2071	0	0	0
Public	2072	0	0	0
Public	2073	0	0	0

Public	2074	0	0	0
Public	2075	0	0	0
Public	2076	0	0	0
Public	2077	0	0	0
Public	2078	0	0	0
Public	2079	0	0	0
Public	2080	0	0	0
Public	2081	0	0	0
Public	2082	0	0	0
Public	2083	0	0	0
Highway	Total	0	461536	461536
Public	Total	0	0	0

TRIP_MATRIX_TOTALS
Annualised total trip numbers(thousands)

Submode	Year	Time period	DO MIN	DO SOM
Car	2024	AM	88870	89133
Car	2024	LT	140045	140151
Car	2024	SR	187196	187395
Car	2024	PM	95818	96042
Car	2024	All	511929	512721
Car	2039	AM	93535	93530
Car	2039	LT	148246	148137
Car	2039	SR	197458	197210
Car	2039	PM	101102	101028
Car	2039	All	540342	539905
Car	2054	AM	96974	96988
Car	2054	LT	154627	154510
Car	2054	SR	205306	205030
Car	2054	PM	105172	105084
Car	2054	All	562079	561613
LGV	2024	AM	2423	2423
LGV	2024	LT	4943	4943
LGV	2024	SR	4766	4766
LGV	2024	PM	2205	2205
LGV	2024	All	14337	14337
LGV	2039	AM	3267	3267
LGV	2039	LT	6665	6665
LGV	2039	SR	6427	6427
LGV	2039	PM	2973	2973
LGV	2039	All	19333	19333
LGV	2054	AM	3267	3267
LGV	2054	LT	6665	6665
LGV	2054	SR	6427	6427
LGV	2054	PM	2973	2973
LGV	2054	All	19333	19333
OGV1	2024	AM	468	468
OGV1	2024	LT	1007	1007
OGV1	2024	SR	1115	1115
OGV1	2024	PM	411	411
OGV1	2024	All	3001	3001
OGV1	2039	AM	634	634
OGV1	2039	LT	1376	1376
OGV1	2039	SR	1534	1534
OGV1	2039	PM	559	559
OGV1	2039	All	4104	4104
OGV1	2054	AM	640	640
OGV1	2054	LT	1404	1404
OGV1	2054	SR	1579	1579
OGV1	2054	PM	566	566
OGV1	2054	All	4189	4189
OGV2	2024	AM	7	7
OGV2	2024	LT	41	41
OGV2	2024	SR	23	23
OGV2	2024	PM	13	13
OGV2	2024	All	85	85
OGV2	2039	AM	11	11
OGV2	2039	LT	59	59
OGV2	2039	SR	34	34

OGV2	2039	PM	19	19
OGV2	2039	All	122	122
OGV2	2054	AM	12	12
OGV2	2054	LT	64	64
OGV2	2054	SR	37	37
OGV2	2054	PM	20	20
OGV2	2054	All	133	133
Bus	2024	AM	6357	6251
Bus	2024	LT	4596	4583
Bus	2024	SR	9738	9665
Bus	2024	PM	5634	5537
Bus	2024	All	26326	26036
Bus	2039	AM	6984	6840
Bus	2039	LT	5490	5472
Bus	2039	SR	10774	10682
Bus	2039	PM	6193	6059
Bus	2039	All	29441	29053
Bus	2054	AM	7522	7356
Bus	2054	LT	5957	5939
Bus	2054	SR	11528	11422
Bus	2054	PM	6598	6442
Bus	2054	All	31605	31159
All	2024	AM	98125	98282
All	2024	LT	150631	150725
All	2024	SR	202839	202965
All	2024	PM	104082	104208
All	2024	All	555677	556180
All	2039	AM	104431	104282
All	2039	LT	161837	161708
All	2039	SR	216227	215888
All	2039	PM	110846	110638
All	2039	All	593341	592516
All	2054	AM	108415	108262
All	2054	LT	168716	168582
All	2054	SR	224877	224496
All	2054	PM	115330	115086
All	2054	All	617338	616426

DM&DS_USER_COSTS
Total value of user costs, DM and DS. £000s.

Mode	Year	DMtot_time	DMtot_charge	DMtot_fuel	DMtot_nonfuel	DStot_time	DStot_charge	DStot_fuel	DStot_nonfuel
Highway	2024	2080426	13469	7941	371296	2059078	13302	7774	374535
Highway	2039	1585196	17723	4375	202277	1569447	17652	4298	204010
Highway	2054	1120509	18154	2196	101702	1108126	18122	2154	102508
Public	2024	627046	65898	0	0	620286	65303	0	0
Public	2039	506330	38367	0	0	499856	37968	0	0
Public	2054	381405	20300	0	0	376288	20074	0	0

FUEL_CONSUMPTION
Total fuel consumption, DM and DS. kilounits.

		Do minimum		Do something	
Submode	Year	petrol	diesel	petrol	diesel
Car	2024	6680	3675	6542	3599
Car	2039	7334	4087	7205	4016
Car	2054	7717	4300	7569	4218
LGV	2024	192	1087	187	1060
LGV	2039	261	1479	257	1454
LGV	2054	262	1483	257	1457
OGV1	2024	119	676	117	662
OGV1	2039	164	932	161	913
OGV1	2054	166	942	163	921
OGV2	2024	0	42	0	41
OGV2	2039	0	61	0	59
OGV2	2054	0	63	0	61
Bus	2024	0	0	0	0
Bus	2039	0	0	0	0
Bus	2054	0	0	0	0
All	2024	6991	5481	6846	5363
All	2039	7759	6559	7623	6442

All	2054	8144	6789	7989	6657
Car	Total	456455	254336	447836	249534
LGV	Total	15395	87239	15114	85646
OGV1	Total	9740	55191	9527	53989
OGV2	Total	0	3648	0	3554
Bus	Total	0	0	0	0
All	Total	481590	400415	472477	392723

CO2_EMISSIONS_UNTRADED

		Emissions (tonnes)			cost (£000s, low)			cost (£000s, central)			cost (£000s, high)		
Submode	Year	DM	DS	Increase	DM	DS	Increase	DM	DS	Increase	DM	DS	Increase
Car	2024	6828	6687	-141	57	56	-1	20	20	-0	20	20	-0
Car	2039	7533	7402	-132	666	654	-12	11	11	-0	11	11	-0
Car	2054	7927	7775	-151	3624	3555	-69	6	5	-0	6	5	-0
LGV	2024	900	878	-23	7	7	-0	3	3	-0	3	3	-0
LGV	2039	1224	1204	-20	108	106	-2	2	2	-0	2	2	-0
LGV	2054	1228	1206	-22	561	551	-10	1	1	-0	1	1	-0
OGV1	2024	560	548	-12	5	5	-0	2	2	-0	2	2	-0
OGV1	2039	772	756	-16	68	67	-1	1	1	-0	1	1	-0
OGV1	2054	780	763	-17	357	349	-8	1	1	-0	1	1	-0
OGV2	2024	30	30	-1	0	0	-0	0	0	-0	0	0	-0
OGV2	2039	44	43	-1	4	4	-0	0	0	-0	0	0	-0
OGV2	2054	45	44	-1	21	20	-1	0	0	-0	0	0	-0
Bus	2024	0	0	0	0	0	0	0	0	0	0	0	0
Bus	2039	0	0	0	0	0	0	0	0	0	0	0	0
Bus	2054	0	0	0	0	0	0	0	0	0	0	0	0
All	2024	8318	8142	-176	69	68	-1	25	24	-1	25	24	-1
All	2025	8404	8229	-176	160	156	-3	24	24	-1	24	24	-1
All	2026	8488	8313	-175	154	151	-3	23	23	-0	23	23	-0
All	2027	8571	8396	-175	148	145	-3	22	22	-0	22	22	-0
All	2028	8655	8480	-174	142	139	-3	21	21	-0	21	21	-0
All	2029	8738	8564	-174	137	134	-3	21	20	-0	21	20	-0
All	2030	8822	8648	-173	460	451	-9	20	19	-0	20	19	-0
All	2031	8905	8732	-173	442	434	-9	19	19	-0	19	19	-0
All	2032	8989	8816	-172	425	417	-8	18	18	-0	18	18	-0
All	2033	9072	8900	-172	409	401	-8	18	17	-0	18	17	-0
All	2034	9156	8984	-172	393	385	-7	17	17	-0	17	17	-0
All	2035	9239	9068	-171	993	974	-18	16	16	-0	16	16	-0
All	2036	9322	9152	-171	954	937	-17	16	15	-0	16	15	-0
All	2037	9406	9236	-170	917	900	-17	15	15	-0	15	15	-0
All	2038	9489	9320	-170	881	865	-16	14	14	-0	14	14	-0
All	2039	9573	9404	-169	846	831	-15	14	14	-0	14	14	-0
All	2040	9600	9429	-171	1916	1882	-34	13	13	-0	13	13	-0
All	2041	9627	9455	-172	1830	1797	-33	13	12	-0	13	12	-0
All	2042	9654	9481	-174	1747	1716	-31	12	12	-0	12	12	-0
All	2043	9681	9506	-175	1669	1639	-30	11	11	-0	11	11	-0
All	2044	9709	9532	-177	1594	1565	-29	11	11	-0	11	11	-0
All	2045	9736	9557	-178	3273	3213	-60	10	10	-0	10	10	-0
All	2046	9763	9583	-180	3126	3068	-58	10	10	-0	10	10	-0
All	2047	9790	9609	-181	2985	2930	-55	10	9	-0	10	9	-0
All	2048	9817	9634	-183	2851	2798	-53	9	9	-0	9	9	-0
All	2049	9844	9660	-184	2723	2672	-51	9	9	-0	9	9	-0
All	2050	9871	9686	-186	5486	5383	-103	8	8	-0	8	8	-0
All	2051	9898	9711	-187	5239	5140	-99	8	8	-0	8	8	-0
All	2052	9926	9737	-189	5003	4908	-95	8	7	-0	8	7	-0
All	2053	9953	9762	-190	4778	4687	-91	7	7	-0	7	7	-0
All	2054	9980	9788	-192	4563	4475	-88	7	7	-0	7	7	-0
All	2055	9980	9788	-192	4346	4262	-84	7	6	-0	7	6	-0
All	2056	9980	9788	-192	4139	4059	-80	6	6	-0	6	6	-0
All	2057	9980	9788	-192	3942	3866	-76	6	6	-0	6	6	-0
All	2058	9980	9788	-192	3754	3682	-72	6	6	-0	6	6	-0
All	2059	9980	9788	-192	3575	3507	-69	5	5	-0	5	5	-0
All	2060	9980	9788	-192	3405	3340	-65	5	5	-0	5	5	-0
All	2061	9980	9788	-192	3243	3181	-62	5	5	-0	5	5	-0
All	2062	9980	9788	-192	3089	3029	-59	5	5	-0	5	5	-0
All	2063	9980	9788	-192	2941	2885	-57	4	4	-0	4	4	-0
All	2064	9980	9788	-192	2801	2748	-54	4	4	-0	4	4	-0
All	2065	9980	9788	-192	2668	2617	-51	4	4	-0	4	4	-0
All	2066	9980	9788	-192	2541	2492	-49	4	4	-0	4	4	-0

All	2067	9980	9788	-192	2420	2373	-47	4	4	-0	4	4	-0
All	2068	9980	9788	-192	2305	2260	-44	4	3	-0	4	3	-0
All	2069	9980	9788	-192	2195	2153	-42	3	3	-0	3	3	-0
All	2070	9980	9788	-192	2090	2050	-40	3	3	-0	3	3	-0
All	2071	9980	9788	-192	1991	1953	-38	3	3	-0	3	3	-0
All	2072	9980	9788	-192	1896	1860	-36	3	3	-0	3	3	-0
All	2073	9980	9788	-192	1806	1771	-35	3	3	-0	3	3	-0
All	2074	9980	9788	-192	1720	1687	-33	3	3	-0	3	3	-0
All	2075	9980	9788	-192	1638	1606	-31	2	2	-0	2	2	-0
All	2076	9980	9788	-192	1560	1530	-30	2	2	-0	2	2	-0
All	2077	9980	9788	-192	1486	1457	-29	2	2	-0	2	2	-0
All	2078	9980	9788	-192	1415	1388	-27	2	2	-0	2	2	-0
All	2079	9980	9788	-192	1348	1322	-26	2	2	-0	2	2	-0
All	2080	9980	9788	-192	1283	1259	-25	2	2	-0	2	2	-0
All	2081	9980	9788	-192	1222	1199	-23	2	2	-0	2	2	-0
All	2082	9980	9788	-192	1164	1142	-22	2	2	-0	2	2	-0
All	2083	9980	9788	-192	1109	1087	-21	2	2	-0	2	2	-0
All	2084	9980	9788	-192	1056	1036	-20	2	2	-0	2	2	-0
Car	Total	468855	460001	-8854	100335	98445	-1889	444	436	-8	444	436	-8
LGV	Total	72225	70906	-1319	15637	15360	-277	67	66	-1	67	66	-1
OGV1	Total	45692	44697	-995	9915	9698	-218	42	41	-1	42	41	-1
OGV2	Total	2616	2549	-67	572	557	-15	2	2	-0	2	2	-0
Bus	Total	0	0	0	0	0	0	0	0	0	0	0	0
All	Total	589389	578154	-11235	126459	124060	-2399	556	545	-11	556	545	-11

CO2_EMISSIONS_TRADED

		Emissions (tonnes)			cost (£000s, low)			cost (£000s, central)			cost (£000s, high)		
Submode	Year	DM	DS	Increase	DM	DS	Increase	DM	DS	Increase	DM	DS	Increase
Car	2024	0	0	0	0	0	0	0	0	0	0	0	0
Car	2039	0	0	0	0	0	0	0	0	0	0	0	0
Car	2054	0	0	0	0	0	0	0	0	0	0	0	0
LGV	2024	0	0	0	0	0	0	0	0	0	0	0	0
LGV	2039	0	0	0	0	0	0	0	0	0	0	0	0
LGV	2054	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	2024	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	2039	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	2054	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	2024	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	2039	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	2054	0	0	0	0	0	0	0	0	0	0	0	0
Bus	2024	0	0	0	0	0	0	0	0	0	0	0	0
Bus	2039	0	0	0	0	0	0	0	0	0	0	0	0
Bus	2054	0	0	0	0	0	0	0	0	0	0	0	0
All	2024	0	0	0	0	0	0	0	0	0	0	0	0
All	2025	0	0	0	0	0	0	0	0	0	0	0	0
All	2026	0	0	0	0	0	0	0	0	0	0	0	0
All	2027	0	0	0	0	0	0	0	0	0	0	0	0
All	2028	0	0	0	0	0	0	0	0	0	0	0	0
All	2029	0	0	0	0	0	0	0	0	0	0	0	0
All	2030	0	0	0	0	0	0	0	0	0	0	0	0
All	2031	0	0	0	0	0	0	0	0	0	0	0	0
All	2032	0	0	0	0	0	0	0	0	0	0	0	0
All	2033	0	0	0	0	0	0	0	0	0	0	0	0
All	2034	0	0	0	0	0	0	0	0	0	0	0	0
All	2035	0	0	0	0	0	0	0	0	0	0	0	0
All	2036	0	0	0	0	0	0	0	0	0	0	0	0
All	2037	0	0	0	0	0	0	0	0	0	0	0	0
All	2038	0	0	0	0	0	0	0	0	0	0	0	0
All	2039	0	0	0	0	0	0	0	0	0	0	0	0
All	2040	0	0	0	0	0	0	0	0	0	0	0	0
All	2041	0	0	0	0	0	0	0	0	0	0	0	0
All	2042	0	0	0	0	0	0	0	0	0	0	0	0
All	2043	0	0	0	0	0	0	0	0	0	0	0	0
All	2044	0	0	0	0	0	0	0	0	0	0	0	0
All	2045	0	0	0	0	0	0	0	0	0	0	0	0
All	2046	0	0	0	0	0	0	0	0	0	0	0	0
All	2047	0	0	0	0	0	0	0	0	0	0	0	0
All	2048	0	0	0	0	0	0	0	0	0	0	0	0

All	2049	0	0	0	0	0	0	0	0	0	0	0	0
All	2050	0	0	0	0	0	0	0	0	0	0	0	0
All	2051	0	0	0	0	0	0	0	0	0	0	0	0
All	2052	0	0	0	0	0	0	0	0	0	0	0	0
All	2053	0	0	0	0	0	0	0	0	0	0	0	0
All	2054	0	0	0	0	0	0	0	0	0	0	0	0
All	2055	0	0	0	0	0	0	0	0	0	0	0	0
All	2056	0	0	0	0	0	0	0	0	0	0	0	0
All	2057	0	0	0	0	0	0	0	0	0	0	0	0
All	2058	0	0	0	0	0	0	0	0	0	0	0	0
All	2059	0	0	0	0	0	0	0	0	0	0	0	0
All	2060	0	0	0	0	0	0	0	0	0	0	0	0
All	2061	0	0	0	0	0	0	0	0	0	0	0	0
All	2062	0	0	0	0	0	0	0	0	0	0	0	0
All	2063	0	0	0	0	0	0	0	0	0	0	0	0
All	2064	0	0	0	0	0	0	0	0	0	0	0	0
All	2065	0	0	0	0	0	0	0	0	0	0	0	0
All	2066	0	0	0	0	0	0	0	0	0	0	0	0
All	2067	0	0	0	0	0	0	0	0	0	0	0	0
All	2068	0	0	0	0	0	0	0	0	0	0	0	0
All	2069	0	0	0	0	0	0	0	0	0	0	0	0
All	2070	0	0	0	0	0	0	0	0	0	0	0	0
All	2071	0	0	0	0	0	0	0	0	0	0	0	0
All	2072	0	0	0	0	0	0	0	0	0	0	0	0
All	2073	0	0	0	0	0	0	0	0	0	0	0	0
All	2074	0	0	0	0	0	0	0	0	0	0	0	0
All	2075	0	0	0	0	0	0	0	0	0	0	0	0
All	2076	0	0	0	0	0	0	0	0	0	0	0	0
All	2077	0	0	0	0	0	0	0	0	0	0	0	0
All	2078	0	0	0	0	0	0	0	0	0	0	0	0
All	2079	0	0	0	0	0	0	0	0	0	0	0	0
All	2080	0	0	0	0	0	0	0	0	0	0	0	0
All	2081	0	0	0	0	0	0	0	0	0	0	0	0
All	2082	0	0	0	0	0	0	0	0	0	0	0	0
All	2083	0	0	0	0	0	0	0	0	0	0	0	0
All	2084	0	0	0	0	0	0	0	0	0	0	0	0
Car	Total	0	0	0	0	0	0	0	0	0	0	0	0
LGV	Total	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	Total	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	Total	0	0	0	0	0	0	0	0	0	0	0	0
Bus	Total	0	0	0	0	0	0	0	0	0	0	0	0
All	Total	0	0	0	0	0	0	0	0	0	0	0	0

CO2_EMISSIONS_BY_TIME_PERIOD_UNTRADED

		Emissions (tonnes)			cost (£000s, low)			cost (£000s, central)			cost (£000s, high)		
Submode	Year	DM	DS	Increase	DM	DS	Increase	DM	DS	Increase	DM	DS	Increase
AM	2024	1412	1363	-50	12	11	-0	4	4	-0	4	4	-0
AM	2039	1628	1569	-59	144	139	-5	2	2	-0	2	2	-0
AM	2054	1690	1625	-65	773	743	-30	1	1	-0	1	1	-0
LT	2024	2430	2401	-29	20	20	-0	7	7	-0	7	7	-0
LT	2039	2814	2785	-29	249	246	-3	4	4	-0	4	4	-0
LT	2054	2934	2903	-31	1341	1327	-14	2	2	-0	2	2	-0
SR	2024	2911	2854	-57	24	24	-0	9	9	-0	9	9	-0
SR	2039	3321	3294	-27	294	291	-2	5	5	-0	5	5	-0
SR	2054	3464	3429	-35	1584	1568	-16	2	2	-0	2	2	-0
PM	2024	1565	1525	-41	13	13	-0	5	5	-0	5	5	-0
PM	2039	1810	1756	-53	160	155	-5	3	3	-0	3	3	-0
PM	2054	1892	1832	-61	865	837	-28	1	1	-0	1	1	-0
AM	Total	99927	96180	-3748	21429	20616	-813	94	91	-3	94	91	-3
LT	Total	173135	171291	-1844	37170	36778	-392	163	161	-2	163	161	-2
SR	Total	204748	202537	-2211	43898	43458	-440	193	191	-2	193	191	-2
PM	Total	111579	108147	-3432	23962	23207	-755	105	102	-3	105	102	-3

NOTE: The cost of any EU Allowances (EUAs) purchased to cover traded emissions (i.e. emissions from sectors covered by the EU Emissions Trading System)
will be reflected in the purchase price of traded sector goods (such as electricity). Since the purchase price is used in the costs, considered in transport appraisal,
the cost of the relevant EUAs will be included in the cost benefit analysis, "internalising" the costs of emissions from traded sectors.

The CO2 EMISSIONS BY TIME PERIOD TRADED reported in the table below are therefore provided for information purposes only - they are not included in the
Economic Efficiency of the Transport System (TEE) table.
For further information, please refer to TAG Unit A-3 para. 4.1.5 and 4.2.9

CO2_EMISSIONS_BY_TIME_PERIOD_TRADED

		Emissions (tonnes)			cost (£000s, low)			cost (£000s, central)			cost (£000s, high)		
Submode	Year	DM	DS	Increase	DM	DS	Increase	DM	DS	Increase	DM	DS	Increase
AM	2024	0	0	0	0	0	0	0	0	0	0	0	
AM	2039	0	0	0	0	0	0	0	0	0	0	0	
AM	2054	0	0	0	0	0	0	0	0	0	0	0	
LT	2024	0	0	0	0	0	0	0	0	0	0	0	
LT	2039	0	0	0	0	0	0	0	0	0	0	0	
LT	2054	0	0	0	0	0	0	0	0	0	0	0	
SR	2024	0	0	0	0	0	0	0	0	0	0	0	
SR	2039	0	0	0	0	0	0	0	0	0	0	0	
SR	2054	0	0	0	0	0	0	0	0	0	0	0	
PM	2024	0	0	0	0	0	0	0	0	0	0	0	
PM	2039	0	0	0	0	0	0	0	0	0	0	0	
PM	2054	0	0	0	0	0	0	0	0	0	0	0	
AM	Total	0	0	0	0	0	0	0	0	0	0	0	
LT	Total	0	0	0	0	0	0	0	0	0	0	0	
SR	Total	0	0	0	0	0	0	0	0	0	0	0	
PM	Total	0	0	0	0	0	0	0	0	0	0	0	

MODE
User benefits and changes in revenues by mode, all years. £000s.

Mode	Year	User	User_Charges			Vehicle_Operating_Cost		Operator_Revenue		Indirect
		Time	PT_fares_(pri		National_toll	Fuel	Non_fuel	PT_fares_(pri		National_toll	Taxes
Highway	2024	48074	0		134	276	-2617	0	-110	39	
Highway	2025	46845	0		125	262	-2540	0	-101	39	
Highway	2026	45648	0		117	249	-2465	0	-93	38	
Highway	2027	44481	0		109	236	-2391	0	-85	38	
Highway	2028	43344	0		102	224	-2318	0	-78	37	
Highway	2029	42236	0		95	213	-2247	0	-71	37	
Highway	2030	41157	0		89	202	-2177	0	-64	36	
Highway	2031	40105	0		83	192	-2109	0	-58	35	
Highway	2032	39080	0		78	182	-2043	0	-53	34	
Highway	2033	38081	0		72	173	-1978	0	-48	34	
Highway	2034	37108	0		68	164	-1914	0	-43	33	
Highway	2035	36160	0		63	156	-1852	0	-39	32	
Highway	2036	35235	0		59	148	-1792	0	-35	32	
Highway	2037	34335	0		55	141	-1733	0	-31	31	
Highway	2038	33457	0		51	134	-1676	0	-27	30	
Highway	2039	32602	0		47	127	-1620	0	-24	29	
Highway	2040	31944	0		44	122	-1539	0	-22	27	
Highway	2041	31298	0		42	117	-1462	0	-21	26	
Highway	2042	30664	0		39	112	-1388	0	-19	24	
Highway	2043	30042	0		37	107	-1318	0	-18	22	
Highway	2044	29432	0		35	103	-1252	0	-16	21	
Highway	2045	28833	0		33	98	-1189	0	-15	20	
Highway	2046	28245	0		31	94	-1129	0	-14	18	
Highway	2047	27669	0		29	90	-1073	0	-13	17	
Highway	2048	27104	0		27	87	-1019	0	-12	16	
Highway	2049	26549	0		25	83	-967	0	-11	15	
Highway	2050	26005	0		24	80	-919	0	-10	14	
Highway	2051	25472	0		22	76	-872	0	-9	13	
Highway	2052	24949	0		21	73	-829	0	-8	12	
Highway	2053	24435	0		20	70	-787	0	-7	11	
Highway	2054	23932	0		18	67	-747	0	-7	11	
Highway	2055	23317	0		17	64	-712	0	-6	10	
Highway	2056	22717	0		17	61	-678	0	-6	10	
Highway	2057	22133	0		16	58	-645	0	-6	9	
Highway	2058	21564	0		15	55	-615	0	-6	9	
Highway	2059	21009	0		14	53	-585	0	-5	8	
Highway	2060	20469	0		14	50	-558	0	-5	8	
Highway	2061	19943	0		13	48	-531	0	-5	7	
Highway	2062	19430	0		12	45	-506	0	-5	7	
Highway	2063	18930	0		12	43	-482	0	-4	7	

Highway	2064	18443	0	11	41	-459	0	-4	6
Highway	2065	17969	0	11	39	-437	0	-4	6
Highway	2066	17507	0	10	37	-416	0	-4	6
Highway	2067	17057	0	10	36	-396	0	-4	6
Highway	2068	16618	0	9	34	-377	0	-3	5
Highway	2069	16191	0	9	32	-359	0	-3	5
Highway	2070	15775	0	8	31	-342	0	-3	5
Highway	2071	15369	0	8	29	-326	0	-3	5
Highway	2072	14974	0	8	28	-310	0	-3	4
Highway	2073	14589	0	7	27	-296	0	-3	4
Highway	2074	14214	0	7	25	-282	0	-3	4
Highway	2075	13848	0	7	24	-268	0	-2	4
Highway	2076	13492	0	6	23	-255	0	-2	4
Highway	2077	13145	0	6	22	-243	0	-2	3
Highway	2078	12807	0	6	21	-232	0	-2	3
Highway	2079	12478	0	5	20	-221	0	-2	3
Highway	2080	12157	0	5	19	-210	0	-2	3
Highway	2081	11844	0	5	18	-200	0	-2	3
Highway	2082	11540	0	5	17	-191	0	-2	3
Highway	2083	11243	0	4	16	-182	0	-2	3
Highway	2084	10954	0	4	16	-173	0	-2	2
Public	2024	309	5	0	0	0	-702	0	107
Public	2025	321	5	0	0	0	-686	0	104
Public	2026	333	5	0	0	0	-670	0	102
Public	2027	345	5	0	0	0	-654	0	99
Public	2028	355	5	0	0	0	-638	0	97
Public	2029	365	4	0	0	0	-622	0	94
Public	2030	374	4	0	0	0	-606	0	92
Public	2031	382	4	0	0	0	-590	0	89
Public	2032	389	4	0	0	0	-574	0	87
Public	2033	396	4	0	0	0	-558	0	84
Public	2034	403	4	0	0	0	-543	0	82
Public	2035	408	3	0	0	0	-528	0	80
Public	2036	413	3	0	0	0	-513	0	77
Public	2037	418	3	0	0	0	-498	0	75
Public	2038	422	3	0	0	0	-484	0	73
Public	2039	426	3	0	0	0	-469	0	71
Public	2040	415	2	0	0	0	-452	0	68
Public	2041	404	1	0	0	0	-436	0	66
Public	2042	393	1	0	0	0	-420	0	63
Public	2043	383	-0	0	0	0	-404	0	61
Public	2044	373	-1	0	0	0	-390	0	59
Public	2045	363	-1	0	0	0	-375	0	57
Public	2046	353	-2	0	0	0	-361	0	55
Public	2047	344	-2	0	0	0	-348	0	53
Public	2048	335	-3	0	0	0	-335	0	51
Public	2049	326	-3	0	0	0	-322	0	49
Public	2050	317	-3	0	0	0	-310	0	47
Public	2051	309	-4	0	0	0	-299	0	45
Public	2052	301	-4	0	0	0	-287	0	44
Public	2053	293	-4	0	0	0	-277	0	42
Public	2054	285	-4	0	0	0	-266	0	41
Public	2055	278	-4	0	0	0	-253	0	39
Public	2056	271	-4	0	0	0	-241	0	37
Public	2057	264	-4	0	0	0	-230	0	35
Public	2058	257	-4	0	0	0	-219	0	33
Public	2059	250	-3	0	0	0	-208	0	32
Public	2060	244	-3	0	0	0	-199	0	30
Public	2061	238	-3	0	0	0	-189	0	29
Public	2062	232	-3	0	0	0	-180	0	27
Public	2063	226	-3	0	0	0	-172	0	26
Public	2064	220	-3	0	0	0	-163	0	25
Public	2065	214	-3	0	0	0	-156	0	24
Public	2066	209	-2	0	0	0	-148	0	23
Public	2067	203	-2	0	0	0	-141	0	22
Public	2068	198	-2	0	0	0	-134	0	20
Public	2069	193	-2	0	0	0	-128	0	20
Public	2070	188	-2	0	0	0	-122	0	19
Public	2071	183	-2	0	0	0	-116	0	18

Public	2072	179	-2	0	0	0	-111	0	17
Public	2073	174	-2	0	0	0	-105	0	16
Public	2074	169	-2	0	0	0	-100	0	15
Public	2075	165	-2	0	0	0	-95	0	15
Public	2076	161	-1	0	0	0	-91	0	14
Public	2077	157	-1	0	0	0	-87	0	13
Public	2078	153	-1	0	0	0	-82	0	13
Public	2079	149	-1	0	0	0	-79	0	12
Public	2080	145	-1	0	0	0	-75	0	11
Public	2081	141	-1	0	0	0	-71	0	11
Public	2082	138	-1	0	0	0	-68	0	10
Public	2083	134	-1	0	0	0	-65	0	10
Public	2084	131	-1	0	0	0	-62	0	9
Highway	Total	1546248	0	2076	5488	-61450	0	-1263	984
Public	Total	17114	-29	0	0	0	-18706	0	2834

SUBMODE

User benefits and changes in revenues by submode/vehicle type, modelled years and total. £000s.

Submode	Year	User Time	User_Charges PT_fares_(pri	National_toll	Vehicle_Operating_Cost Fuel	Non_fuel	Operator_Revenue PT_fares_(pri	National_toll	Indirect Taxes
Car	2024	40538	0	91	246	-2895	0	-63	51
Car	2039	26114	0	60	112	-1756	0	-37	37
Car	2054	19288	0	29	59	-822	0	-17	15
LGV	2024	4662	0	32	19	-8	0	-36	-6
LGV	2039	3527	0	0	8	-34	0	-0	-4
LGV	2054	2495	0	0	4	-16	0	-0	-2
OGV1	2024	2798	0	11	10	272	0	-11	-5
OGV1	2039	2877	0	-12	6	160	0	12	-3
OGV1	2054	2083	0	-10	3	84	0	10	-2
OGV2	2024	75	0	0	0	14	0	-0	-0
OGV2	2039	84	0	-1	0	10	0	1	-0
OGV2	2054	66	0	-1	0	6	0	1	-0
Bus	2024	309	5	0	0	0	-702	0	107
Bus	2039	426	3	0	0	0	-469	0	71
Bus	2054	285	-4	0	0	0	-266	0	41
All	2024	48382	5	134	276	-2617	-702	-110	146
All	2039	33028	3	47	127	-1620	-469	-24	100
All	2054	24217	-4	18	67	-747	-266	-7	51
Car	Total	1256490	0	2266	4850	-67274	0	-1423	1292
LGV	Total	160657	0	207	369	-992	0	-237	-167
OGV1	Total	125322	0	-360	253	6416	0	360	-133
OGV2	Total	3782	0	-37	15	399	0	37	-8
Bus	Total	17114	-29	0	0	-18706	0	2834	
All	Total	1563365	-29	2076	5488	-61450	-18706	-1263	3819

PERSON_TYPES

User benefits and changes in revenues by person type, modelled years and total. £000s.

Person_type	Year	User Time	User_Charges PT_fares_(pri	National_toll	Vehicle_Operating_Cost Fuel	Non_fuel	Operator_Revenue PT_fares_(pri	National_toll	Indirect Taxes
All	2024	47410	0	134	276	-2617	0	-112	40
All	2039	32369	0	47	127	-1620	0	-25	29
All	2054	23753	0	18	67	-747	0	-7	11
Passenger	2024	973	5	-0	0	0	-702	1	107
Passenger	2039	659	3	-0	0	0	-469	1	70
Passenger	2054	464	-4	-0	0	0	-266	0	41
All	Total	1532686	0	2078	5488	-61450	0	-1286	988
Passenger	Total	30679	-29	-2	0	0	-18706	23	2831

PURPOSE

User benefits and changes in revenues by trip purpose, modelled years and total. £000s.

Purpose	Year	User Time	User_Charges PT_fares_(pri	National_toll	Vehicle_Operating_Cost Fuel	Non_fuel	Operator_Revenue PT_fares_(pri	National_toll	Indirect Taxes
Business	2024	12681	2	-24	39	436	-13	34	-15
Business	2039	7915	1	-14	17	238	-13	14	-8
Business	2054	5584	-2	-11	8	125	-4	11	-4
Commuting	2024	13795	-1	124	100	-1235	-307	-117	75
Commuting	2039	11137	0	-9	55	-649	-210	34	30
Commuting	2054	8313	-1	-4	29	-321	-127	16	17
Other	2024	21907	4	33	137	-1819	-382	-27	86

Other	2039	13976	1	70	56	-1209	-246	-72	78
Other	2054	10320	-1	33	29	-552	-135	-34	38
Business	Total	375883	-28	-656	727	9751	-385	736	-318
Commuting	Total	513590	-30	574	2252	-26375	-8528	185	1393
Other	Total	673892	29	2158	2509	-44827	-9792	-2184	2743

PERIOD

User benefits and changes in revenues by time period, modelled years and total. £000s.

Period	Year	User Time	User_Charges PT_fares_(pri	National_toll	Vehicle_Operating_Cost Fuel	Non_fuel	Operator_Revenue PT_fares_(pri	National_toll	Indirect Taxes
AM	2024	14077	9	-15	77	-702	-267	32	39
AM	2039	10838	4	1	42	-365	-180	9	27
AM	2054	7947	2	-0	22	-177	-102	5	15
LT	2024	8643	-2	-22	47	-587	-22	34	9
LT	2039	6291	1	21	22	-355	-20	-20	13
LT	2054	4553	-3	9	11	-190	-6	-8	7
SR	2024	14881	1	186	87	-668	-162	-206	58
SR	2039	7341	0	26	27	-572	-95	-21	34
SR	2054	5418	-2	10	14	-236	-56	-8	16
PM	2024	10781	-3	-15	66	-661	-251	30	40
PM	2039	8558	-3	0	37	-328	-174	8	26
PM	2054	6299	-1	-0	19	-144	-102	5	14
AM	Total	500201	185	-90	1715	-14779	-7161	461	1044
LT	Total	291933	-79	406	940	-14223	-606	-310	442
SR	Total	377907	-44	1859	1341	-19335	-3976	-1862	1299
PM	Total	393322	-91	-98	1492	-13114	-6963	448	1033

NON MONETISED TIME BENEFITS BY TIME SAVING

Time benefits (thousands of person hrs) by size of time saving

Vehicle type	Purpose	Year	< -5 mins	-5 to -2 mins	-2 to 0 mins	0 to 2 mins	2 to 5 mins	> 5 mins
Car	Business	2024	-0	-2	-10	41	82	180
Car	Business	2039	-42	-19	-23	30	63	183
Car	Business	2054	-42	-22	-23	29	64	192
Car	Business	Total	-2220	-1121	-1284	1877	4040	11489
Car	Commuting	2024	-26	-5	-29	94	268	847
Car	Commuting	2039	-26	-33	-51	78	259	1140
Car	Commuting	2054	-29	-38	-52	76	271	1283
Car	Commuting	Total	-1698	-1965	-2973	4816	16329	72635
Car	Other	2024	-5	-19	-100	382	611	1085
Car	Other	2039	-482	-239	-303	293	598	1928
Car	Other	2054	-498	-272	-314	301	651	2095
Car	Other	Total	-26184	-14075	-17286	18879	38610	117228
LGV	Business	2024	-1	-1	-4	11	25	35
LGV	Business	2039	-13	-8	-11	11	31	63
LGV	Business	2054	-13	-9	-10	11	32	66
LGV	Business	Total	-688	-466	-572	685	1876	3717
LGV	Commuting	2024	-0	-0	-4	10	27	50
LGV	Commuting	2039	-18	-8	-9	10	33	90
LGV	Commuting	2054	-19	-8	-9	10	35	93
LGV	Commuting	Total	-977	-446	-493	614	2029	5284
LGV	Other	2024	-2	-2	-11	32	74	101
LGV	Other	2039	-37	-24	-32	33	89	180
LGV	Other	2054	-38	-27	-30	33	93	188
LGV	Other	Total	-2005	-1402	-1691	2009	5449	10648
OGV1	Business	2024	-2	-2	-1	8	22	77
OGV1	Business	2039	-2	-7	-5	8	30	131
OGV1	Business	2054	-3	-6	-5	9	27	146
OGV1	Business	Total	-167	-364	-289	526	1676	8126
OGV1	Commuting	2024	0	0	0	0	0	0
OGV1	Commuting	2039	0	0	0	0	0	0
OGV1	Commuting	2054	0	0	0	0	0	0
OGV1	Commuting	Total	0	0	0	0	0	0
OGV1	Other	2024	0	0	0	0	0	0
OGV1	Other	2039	0	0	0	0	0	0
OGV1	Other	2054	0	0	0	0	0	0
OGV1	Other	Total	0	0	0	0	0	0
OGV2	Business	2024	-0	-0	-0	0	0	2
OGV2	Business	2039	-0	-0	-0	0	1	4
OGV2	Business	2054	-0	-0	-0	0	0	5

OGV2	Business	Total	-0	-2	-2	7	23	268
OGV2	Commuting	2024	0	0	0	0	0	0
OGV2	Commuting	2039	0	0	0	0	0	0
OGV2	Commuting	2054	0	0	0	0	0	0
OGV2	Commuting	Total	0	0	0	0	0	0
OGV2	Other	2024	0	0	0	0	0	0
OGV2	Other	2039	0	0	0	0	0	0
OGV2	Other	2054	0	0	0	0	0	0
OGV2	Other	Total	0	0	0	0	0	0
Bus	Business	2024	-0	-0	-1	2	1	1
Bus	Business	2039	-1	-1	-2	4	2	2
Bus	Business	2054	-5	-1	-4	4	3	3
Bus	Business	Total	-200	-67	-188	213	148	134
Bus	Commuting	2024	-4	-3	-5	6	4	9
Bus	Commuting	2039	-5	-4	-5	8	7	14
Bus	Commuting	2054	-7	-5	-6	8	6	21
Bus	Commuting	Total	-374	-276	-349	446	368	1086
Bus	Other	2024	-15	-17	-22	24	18	30
Bus	Other	2039	-25	-25	-25	36	27	50
Bus	Other	2054	-28	-27	-26	35	26	64
Bus	Other	Total	-1546	-1523	-1525	2075	1525	3410

MONETISED TIME BENEFITS BY TIME SAVING

Time benefits (£000s) by size of time saving

Vehicle type	Purpose	Year	< -5 mins	-5 to -2 mins	-2 to 0 mins	0 to 2 mins	2 to 5 mins	> 5 mins
Car	Business	2024	-0	-47	-263	1115	2243	4914
Car	Business	2039	-776	-357	-429	550	1167	3377
Car	Business	2054	-522	-268	-282	362	798	2396
Car	Business	Total	-27233	-13700	-16727	26997	57334	157231
Car	Commuting	2024	-284	-53	-318	1042	2988	9427
Car	Commuting	2039	-194	-250	-385	584	1952	8589
Car	Commuting	2054	-149	-192	-265	390	1381	6541
Car	Commuting	Total	-9370	-9856	-15972	27830	91826	391312
Car	Other	2024	-51	-189	-1012	3862	6183	10981
Car	Other	2039	-3303	-1638	-2077	2007	4094	13204
Car	Other	2054	-2305	-1260	-1455	1393	3017	9706
Car	Other	Total	-118818	-63554	-81858	99243	195574	566228
LGV	Business	2024	-16	-14	-100	295	682	954
LGV	Business	2039	-233	-149	-196	208	564	1163
LGV	Business	2054	-162	-112	-126	141	399	817
LGV	Business	Total	-8455	-5674	-7412	9433	25251	48671
LGV	Commuting	2024	-5	-6	-42	112	298	554
LGV	Commuting	2039	-134	-61	-68	75	252	674
LGV	Commuting	2054	-95	-43	-44	51	176	475
LGV	Commuting	Total	-4879	-2239	-2635	3465	11165	28266
LGV	Other	2024	-22	-16	-110	324	748	1027
LGV	Other	2039	-253	-167	-216	227	606	1233
LGV	Other	2054	-175	-125	-138	153	430	870
LGV	Other	Total	-9173	-6347	-8149	10286	27280	51804
OGV1	Business	2024	-43	-49	-38	207	612	2110
OGV1	Business	2039	-30	-131	-95	157	556	2421
OGV1	Business	2054	-43	-80	-66	111	343	1817
OGV1	Business	Total	-2030	-4702	-3662	7134	22958	105624
OGV1	Commuting	2024	0	0	0	0	0	0
OGV1	Commuting	2039	0	0	0	0	0	0
OGV1	Commuting	2054	0	0	0	0	0	0
OGV1	Commuting	Total	0	0	0	0	0	0
OGV1	Other	2024	0	0	0	0	0	0
OGV1	Other	2039	0	0	0	0	0	0
OGV1	Other	2054	0	0	0	0	0	0
OGV1	Other	Total	0	0	0	0	0	0
OGV2	Business	2024	-1	-1	-1	4	9	66
OGV2	Business	2039	-0	-0	-1	3	10	72
OGV2	Business	2054	-0	-0	-1	1	4	62
OGV2	Business	Total	-6	-24	-33	107	333	3405
OGV2	Commuting	2024	0	0	0	0	0	0
OGV2	Commuting	2039	0	0	0	0	0	0
OGV2	Commuting	2054	0	0	0	0	0	0
OGV2	Commuting	Total	0	0	0	0	0	0

OGV2	Other	2024	0	0	0	0	0	0
OGV2	Other	2039	0	0	0	0	0	0
OGV2	Other	2054	0	0	0	0	0	0
OGV2	Other	Total	0	0	0	0	0	0
Bus	Business	2024	-13	-8	-38	59	24	21
Bus	Business	2039	-22	-21	-39	77	38	31
Bus	Business	2054	-58	-16	-48	44	36	34
Bus	Business	Total	-2161	-837	-2271	2889	1821	1623
Bus	Commuting	2024	-41	-33	-51	62	42	103
Bus	Commuting	2039	-39	-33	-38	57	49	107
Bus	Commuting	2054	-36	-25	-32	39	32	107
Bus	Commuting	Total	-1945	-1481	-1878	2450	2001	5530
Bus	Other	2024	-153	-168	-224	245	180	302
Bus	Other	2039	-172	-171	-172	245	182	345
Bus	Other	2054	-128	-124	-118	164	120	295
Bus	Other	Total	-7486	-7458	-7711	10323	7600	16106

TOTAL BENEFITS BY TIME SAVING
Total benefits (£000s) by size of time saving

Vehicle type	Purpose	Year	< -5 mins	-5 to -2 mins	-2 to 0 mins	0 to 2 mins	2 to 5 mins	> 5 mins
Car	Business	2024	-0	-49	-273	1134	2293	4988
Car	Business	2039	-843	-371	-443	566	1198	3506
Car	Business	2054	-554	-276	-288	369	814	2460
Car	Business	Total	-29124	-14122	-17188	27566	58539	161365
Car	Commuting	2024	-58	-33	-16	1446	2869	7579
Car	Commuting	2039	-179	-226	-212	968	1928	7419
Car	Commuting	2054	-141	-178	-177	608	1376	5927
Car	Commuting	Total	-7482	-8976	-9055	42033	90540	345307
Car	Other	2024	4	-125	-466	4265	5719	8702
Car	Other	2039	-3546	-1574	-1767	2240	3755	12111
Car	Other	2054	-2420	-1210	-1287	1563	2852	9117
Car	Other	Total	-125224	-60848	-69169	109860	183024	519284
LGV	Business	2024	-8	-13	-99	296	684	953
LGV	Business	2039	-236	-150	-197	208	565	1163
LGV	Business	2054	-163	-112	-126	141	400	817
LGV	Business	Total	-8470	-5696	-7433	9444	25299	48670
LGV	Commuting	2024	0	-5	-41	113	299	550
LGV	Commuting	2039	-138	-61	-69	75	253	672
LGV	Commuting	2054	-97	-43	-44	51	177	474
LGV	Commuting	Total	-4952	-2250	-2628	3467	11193	28168
LGV	Other	2024	2	-15	-108	326	751	1021
LGV	Other	2039	-259	-169	-218	226	607	1228
LGV	Other	2054	-178	-126	-139	152	431	867
LGV	Other	Total	-9193	-6389	-8183	10271	27315	51607
OGV1	Business	2024	-13	-40	-36	229	672	2279
OGV1	Business	2039	-33	-142	-104	168	586	2556
OGV1	Business	2054	-45	-84	-70	116	358	1886
OGV1	Business	Total	-1939	-4932	-3892	7595	24202	110598
OGV1	Commuting	2024	0	0	0	0	0	0
OGV1	Commuting	2039	0	0	0	0	0	0
OGV1	Commuting	2054	0	0	0	0	0	0
OGV1	Commuting	Total	0	0	0	0	0	0
OGV1	Other	2024	0	0	0	0	0	0
OGV1	Other	2039	0	0	0	0	0	0
OGV1	Other	2054	0	0	0	0	0	0
OGV1	Other	Total	0	0	0	0	0	0
OGV2	Business	2024	-0	-1	-1	5	10	77
OGV2	Business	2039	-0	-0	-1	3	11	80
OGV2	Business	2054	-0	-0	-1	2	4	67
OGV2	Business	Total	-5	-24	-34	126	369	3726
OGV2	Commuting	2024	0	0	0	0	0	0
OGV2	Commuting	2039	0	0	0	0	0	0
OGV2	Commuting	2054	0	0	0	0	0	0
OGV2	Commuting	Total	0	0	0	0	0	0
OGV2	Other	2024	0	0	0	0	0	0
OGV2	Other	2039	0	0	0	0	0	0
OGV2	Other	2054	0	0	0	0	0	0
OGV2	Other	Total	0	0	0	0	0	0
Bus	Business	2024	-15	-8	-38	61	25	22

Bus	Business	2039	-24	-21	-38	79	39	32
Bus	Business	2054	-65	-16	-48	45	37	36
Bus	Business	Total	-2374	-863	-2258	2958	1872	1700
Bus	Commuting	2024	-38	-32	-52	62	42	100
Bus	Commuting	2039	-37	-32	-37	56	50	104
Bus	Commuting	2054	-34	-25	-32	39	32	104
Bus	Commuting	Total	-1848	-1450	-1870	2445	2005	5366
Bus	Other	2024	-142	-165	-223	246	181	289
Bus	Other	2039	-165	-168	-170	245	182	335
Bus	Other	2054	-123	-123	-118	163	119	290
Bus	Other	Total	-7191	-7373	-7658	10295	7571	15757

NON MONETISED TIME BENEFITS BY DISTANCE

Time benefits (thousands of person hrs) by distance

Vehicle type	Purpose	Year	< 1 kms	1 to 5 kms	5 to 10 kms	10 to 15 kms	15 to 20 kms	20 to 50 kms	50 to 100 kms	>100 kms
Car	Business	2024	0	34	55	40	28	82	31	21
Car	Business	2039	-2	7	39	29	20	35	23	41
Car	Business	2054	-2	6	38	29	21	40	23	43
Car	Business	Total	-98	624	2483	1876	1311	2701	1477	2407
Car	Commuting	2024	1	91	157	146	97	326	203	129
Car	Commuting	2039	-1	57	153	159	112	425	280	181
Car	Commuting	2054	-1	64	164	168	125	477	328	187
Car	Commuting	Total	-30	3999	9780	9933	7199	27105	18296	10861
Car	Other	2024	7	388	411	239	160	314	170	265
Car	Other	2039	-36	-90	325	215	170	371	328	512
Car	Other	2054	-38	-70	356	234	186	413	330	552
Car	Other	Total	-1940	-903	21679	14037	10911	23773	18821	30793
LGV	Business	2024	0	10	9	5	4	15	14	9
LGV	Business	2039	-1	3	8	7	5	19	19	14
LGV	Business	2054	-1	4	9	8	5	20	19	14
LGV	Business	Total	-74	277	531	434	288	1161	1112	823
LGV	Commuting	2024	0	12	9	5	4	17	21	14
LGV	Commuting	2039	-2	7	7	7	5	22	28	24
LGV	Commuting	2054	-2	7	8	7	6	23	29	25
LGV	Commuting	Total	-100	475	463	416	328	1332	1672	1424
LGV	Other	2024	0	31	28	16	11	43	39	24
LGV	Other	2039	-4	9	26	21	14	56	50	37
LGV	Other	2054	-4	11	27	23	14	58	51	39
LGV	Other	Total	-221	817	1651	1309	845	3368	2990	2248
OGV1	Business	2024	0	6	7	1	0	-0	33	56
OGV1	Business	2039	-0	1	9	3	0	-0	55	88
OGV1	Business	2054	-0	1	10	3	0	0	53	99
OGV1	Business	Total	-3	108	565	188	1	3	3106	5541
OGV1	Commuting	2024	0	0	0	0	0	0	0	0
OGV1	Commuting	2039	0	0	0	0	0	0	0	0
OGV1	Commuting	2054	0	0	0	0	0	0	0	0
OGV1	Commuting	Total	0	0	0	0	0	0	0	0
OGV1	Other	2024	0	0	0	0	0	0	0	0
OGV1	Other	2039	0	0	0	0	0	0	0	0
OGV1	Other	2054	0	0	0	0	0	0	0	0
OGV1	Other	Total	0	0	0	0	0	0	0	0
OGV2	Business	2024	0	0	-0	0	-0	-0	2	1
OGV2	Business	2039	0	0	0	0	0	0	3	2
OGV2	Business	2054	-0	0	0	0	0	0	2	3
OGV2	Business	Total	-0	0	0	0	0	0	131	160
OGV2	Commuting	2024	0	0	0	0	0	0	0	0
OGV2	Commuting	2039	0	0	0	0	0	0	0	0
OGV2	Commuting	2054	0	0	0	0	0	0	0	0
OGV2	Commuting	Total	0	0	0	0	0	0	0	0
OGV2	Other	2024	0	0	0	0	0	0	0	0
OGV2	Other	2039	0	0	0	0	0	0	0	0
OGV2	Other	2054	0	0	0	0	0	0	0	0
OGV2	Other	Total	0	0	0	0	0	0	0	0
Bus	Business	2024	0	0	0	0	-0	0	0	1
Bus	Business	2039	0	0	1	0	-0	0	1	1
Bus	Business	2054	0	0	1	0	0	0	1	-3
Bus	Business	Total	0	25	30	6	-0	17	37	-74
Bus	Commuting	2024	0	1	2	0	-0	3	0	1

Bus	Commuting	2039	0	1	2	1	-0	6	1	3
Bus	Commuting	2054	0	1	3	1	-0	7	2	5
Bus	Commuting	Total	0	61	148	32	-17	363	79	236
Bus	Other	2024	0	4	7	-2	-2	7	1	3
Bus	Other	2039	0	5	9	-1	-2	14	3	9
Bus	Other	2054	0	6	9	-2	-1	19	6	9
Bus	Other	Total	1	319	545	-115	-104	994	278	498

MONETISED TIME BENEFITS BY DISTANCE

Time benefits (£000s) by distance

Vehicle type	Purpose	Year	< 1 kms	1 to 5 kms	5 to 10 kms	10 to 15 kms	15 to 20 kms	20 to 50 kms	50 to 100 kms	>100 kms
Car	Business	2024	9	938	1490	1095	763	2242	854	571
Car	Business	2039	-37	132	719	533	364	651	417	751
Car	Business	2054	-23	79	479	368	260	496	291	535
Car	Business	Total	-1183	11024	35731	26786	18651	40558	21031	31304
Car	Commuting	2024	9	1012	1745	1623	1077	3635	2260	1442
Car	Commuting	2039	-6	430	1156	1202	843	3199	2111	1361
Car	Commuting	2054	-3	324	835	855	637	2431	1673	955
Car	Commuting	Total	-122	23336	54711	55133	39330	146478	97697	59208
Car	Other	2024	73	3932	4160	2414	1616	3173	1721	2686
Car	Other	2039	-244	-620	2227	1470	1164	2540	2246	3504
Car	Other	2054	-178	-324	1647	1086	863	1914	1529	2559
Car	Other	Total	-8472	8981	112218	71677	54760	117859	91647	148147
LGV	Business	2024	4	276	249	141	98	398	388	245
LGV	Business	2039	-26	61	153	128	89	357	343	253
LGV	Business	2054	-18	48	110	95	61	247	236	179
LGV	Business	Total	-883	4311	7342	5756	3865	15577	14962	10883
LGV	Commuting	2024	2	133	100	54	46	191	229	156
LGV	Commuting	2039	-14	50	51	51	41	167	212	180
LGV	Commuting	2054	-10	37	39	37	29	116	146	128
LGV	Commuting	Total	-487	2823	2640	2256	1800	7319	9158	7634
LGV	Other	2024	5	313	287	161	108	433	396	248
LGV	Other	2039	-28	63	176	144	97	383	342	256
LGV	Other	2054	-20	53	127	106	67	267	235	182
LGV	Other	Total	-984	4743	8467	6456	4216	16793	14972	11038
OGV1	Business	2024	0	152	201	25	0	-1	892	1529
OGV1	Business	2039	-1	17	173	59	0	-0	1012	1617
OGV1	Business	2054	-1	16	120	43	0	1	663	1240
OGV1	Business	Total	-42	1824	7606	2364	10	21	41372	72166
OGV1	Commuting	2024	0	0	0	0	0	0	0	0
OGV1	Commuting	2039	0	0	0	0	0	0	0	0
OGV1	Commuting	2054	0	0	0	0	0	0	0	0
OGV1	Commuting	Total	0	0	0	0	0	0	0	0
OGV1	Other	2024	0	0	0	0	0	0	0	0
OGV1	Other	2039	0	0	0	0	0	0	0	0
OGV1	Other	2054	0	0	0	0	0	0	0	0
OGV1	Other	Total	0	0	0	0	0	0	0	0
OGV2	Business	2024	0	0	-0	0	-0	-0	42	34
OGV2	Business	2039	0	0	0	0	0	0	46	38
OGV2	Business	2054	-0	0	0	0	0	0	27	39
OGV2	Business	Total	-0	2	2	3	1	3	1794	1977
OGV2	Commuting	2024	0	0	0	0	0	0	0	0
OGV2	Commuting	2039	0	0	0	0	0	0	0	0
OGV2	Commuting	2054	0	0	0	0	0	0	0	0
OGV2	Commuting	Total	0	0	0	0	0	0	0	0
OGV2	Other	2024	0	0	0	0	0	0	0	0
OGV2	Other	2039	0	0	0	0	0	0	0	0
OGV2	Other	2054	0	0	0	0	0	0	0	0
OGV2	Other	Total	0	0	0	0	0	0	0	0
Bus	Business	2024	0	8	8	1	-1	0	13	17
Bus	Business	2039	0	8	10	2	-0	5	15	27
Bus	Business	2054	0	5	6	1	0	4	7	-33
Bus	Business	Total	2	325	394	77	-5	199	525	-453
Bus	Commuting	2024	0	8	18	2	-5	39	4	15
Bus	Commuting	2039	0	7	18	5	-3	42	8	26
Bus	Commuting	2054	0	5	13	3	-1	34	8	23
Bus	Commuting	Total	2	329	794	169	-111	1911	392	1192
Bus	Other	2024	0	40	70	-22	-24	76	8	35

Bus	Other	2039	0	36	65	-9	-15	98	22	60
Bus	Other	2054	0	26	42	-9	-6	88	27	41
Bus	Other	Total	5	1583	2738	-580	-587	4628	1200	2386

TOTAL BENEFITS BY DISTANCE

Total benefits (£000s) by distance

Vehicle type	Purpose	Year	< 1 kms	1 to 5 kms	5 to 10 kms	10 to 15 kms	15 to 20 kms	20 to 50 kms	50 to 100 kms	>100 kms
Car	Business	2024	10	974	1540	1118	783	2283	856	529
Car	Business	2039	-38	128	722	533	371	659	437	801
Car	Business	2054	-24	77	480	368	263	501	301	559
Car	Business	Total	-1221	11127	36117	26935	18969	41063	21599	32446
Car	Commuting	2024	9	1042	1762	1561	1008	3016	1819	1570
Car	Commuting	2039	-5	452	1173	1189	821	2906	1831	1330
Car	Commuting	2054	-3	335	843	849	626	2284	1537	944
Car	Commuting	Total	-113	24148	55303	54385	38262	134125	86979	59277
Car	Other	2024	78	4068	4079	2185	1338	2143	1462	2746
Car	Other	2039	-247	-574	2099	1290	989	1810	2086	3767
Car	Other	2054	-180	-302	1585	1000	783	1599	1447	2683
Car	Other	Total	-8522	11121	108088	65172	48176	91697	85372	155824
LGV	Business	2024	4	278	250	142	98	399	389	253
LGV	Business	2039	-26	60	152	128	89	356	342	252
LGV	Business	2054	-18	48	109	95	61	247	236	178
LGV	Business	Total	-887	4321	7327	5756	3870	15581	14944	10903
LGV	Commuting	2024	2	135	101	54	46	191	228	159
LGV	Commuting	2039	-14	50	49	51	41	166	210	178
LGV	Commuting	2054	-10	37	38	37	29	115	145	127
LGV	Commuting	Total	-491	2823	2592	2250	1801	7308	9118	7596
LGV	Other	2024	5	316	288	160	108	434	396	269
LGV	Other	2039	-29	63	173	143	97	381	337	251
LGV	Other	2054	-20	52	125	105	67	265	233	180
LGV	Other	Total	-993	4754	8390	6428	4213	16731	14854	11054
OGV1	Business	2024	0	169	221	28	0	-1	972	1701
OGV1	Business	2039	-1	19	186	65	0	-0	1066	1697
OGV1	Business	2054	-1	17	127	46	0	1	687	1284
OGV1	Business	Total	-45	1972	8120	2544	10	25	43331	75673
OGV1	Commuting	2024	0	0	0	0	0	0	0	0
OGV1	Commuting	2039	0	0	0	0	0	0	0	0
OGV1	Commuting	2054	0	0	0	0	0	0	0	0
OGV1	Commuting	Total	0	0	0	0	0	0	0	0
OGV1	Other	2024	0	0	0	0	0	0	0	0
OGV1	Other	2039	0	0	0	0	0	0	0	0
OGV1	Other	2054	0	0	0	0	0	0	0	0
OGV1	Other	Total	0	0	0	0	0	0	0	0
OGV2	Business	2024	0	0	-0	0	0	-0	50	40
OGV2	Business	2039	0	0	0	0	0	0	52	41
OGV2	Business	2054	-0	0	0	0	0	0	29	42
OGV2	Business	Total	-0	2	2	3	1	4	1986	2161
OGV2	Commuting	2024	0	0	0	0	0	0	0	0
OGV2	Commuting	2039	0	0	0	0	0	0	0	0
OGV2	Commuting	2054	0	0	0	0	0	0	0	0
OGV2	Commuting	Total	0	0	0	0	0	0	0	0
OGV2	Other	2024	0	0	0	0	0	0	0	0
OGV2	Other	2039	0	0	0	0	0	0	0	0
OGV2	Other	2054	0	0	0	0	0	0	0	0
OGV2	Other	Total	0	0	0	0	0	0	0	0
Bus	Business	2024	0	7	8	1	-1	0	15	17
Bus	Business	2039	0	7	10	2	-0	5	15	27
Bus	Business	2054	0	5	6	1	0	4	7	-35
Bus	Business	Total	2	323	395	82	-5	197	535	-492
Bus	Commuting	2024	0	8	18	2	-5	39	6	12
Bus	Commuting	2039	0	7	18	5	-3	42	9	26
Bus	Commuting	2054	0	5	13	3	-1	34	8	22
Bus	Commuting	Total	1	325	787	174	-108	1914	410	1143
Bus	Other	2024	0	39	69	-21	-24	74	15	33
Bus	Other	2039	0	36	65	-9	-15	97	23	61
Bus	Other	2054	0	25	42	-9	-6	87	27	42
Bus	Other	Total	4	1579	2718	-554	-589	4595	1254	2395

SENSITIVITY
Total user benefits as a percentage of total DM user costs

	Modelled Years		
Mode	2024	2039	2054
Highway	1.85%	1.72%	1.87%
Public	0.05%	0.08%	0.07%

Economy:Economic Efficiency of the Transport System(TEE)

Consumer - Commuting user benefits	All Modes	Highway	Public
Travel Time	513590	508912	4677
Vehicle operating costs	-24123	-24123	0
User charges	544	574	-30
During Construction & Maintenance	0	0	0
NET CONSUMER - COMMUTING BENEFITS	490011	485364	4647

Consumer - Other user benefits	All Modes	Highway	Public
Travel Time	673892	662519	11373
Vehicle operating costs	-42318	-42318	0
User charges	2186	2158	29
During Construction & Maintenance	0	0	0
NET CONSUMER - OTHER BENEFITS	633761	622359	11402

Business	All Modes	Road Personal	Road Freight	Bus Personal	Bus Freight
Travel Time	375883	245716	129103	1064	0
Vehicle operating costs	10478	3395	7083	0	0
User charges	-684	-259	-397	-28	0
During Construction & Maintenance	0	0	0	0	0
Subtotal	385677	248851	135790	1036	0

Private Sector Provider Impacts			
Revenue	-18706	0	-18706
Operating costs	0	0	0
Investment costs	0	0	0
Grant/subsidy	0	0	0
Subtotal	-18706	0	-18706

Other business Impacts			
Developer contributions	0	0	0
NET BUSINESS IMPACT	366971		

TOTAL
Present Value of Transport Economic
Efficiency Benefits (TEE) 1490743

Note: Benefits appear as positive numbers, while costs appear as negative numbers.
Note: All entries are present values discounted to 2011, in 2011 prices

Public Accounts

Local Government Funding	ALL MODES	Highway	Public
Revenue	0	0	0
Operating Costs	0	0	0
Investment Costs	0	0	0
Developer Contributions	0	0	0
Grant/Subsidy Payments	0	0	0
NET IMPACT	0	0	0

Central Government Funding: Transport	ALL MODES	Highway	Public
Revenue	1263	1263	0
Operating costs	36804	36804	0
Investment costs	424732	424732	0
Developer Contributions	0	0	0
Grant/Subsidy Payments	0	0	0
NET IMPACT	462799	462799	0

Central Government Funding: Non-Transport

Indirect Tax Revenues	-3819	-984	-2834

TOTALS

Broad Transport Budget	462799	462799	0
Wider Public Finances	-3819	-984	-2834

Note: Costs appear as positive numbers, while revenues and developer contributions appear as negative numbers.
Note: All entries are present values discounted to 2011, in 2011 prices

Analysis of Monetised Costs and Benefits

Greenhouse Gases	11
Economic Efficiency: Consumer Users (Commuting)	490011
Economic Efficiency: Consumer Users (Other)	633761
Economic Efficiency: Business Users and Providers	366971
Wider Public Finances (Indirect Taxation Revenues)	3819
Present Value of Benefits (PVB)	1494573
Broad Transport Budget	462799
Present Value of Costs (PVC)	462799

OVERALL IMPACTS

Net Present Value (NPV)	1031774
Benefit to Cost Ratio (BCR)	3.229

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.

TUBA Run Information
- calculations completed

File Summary
- Scheme File : Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\1_Parameters\GTP_TUBA_Scheme_Input_Central_Growth_TSB_60y_3Run_ExtendedCostsNoInf.txt
- Economic File : Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\1_Parameters\GTP_NTA_Economics_Input.txt
- Output File : Z:\02_App\WR\020\Modelling\Tasks\4_CBA\1_TUBA\4_Runs\4_GTS\TSB\GTS_v1_TSB_60y_3Run_ExtendedCostsNoInf.OUT

Elapsed time :

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