

Response to Freedom of Information request for Benefit Cost Ratios (BCR) for Local Transport Plan schemes approved over the last three years costing in excess of £50million, and any increases in funding approved, together with the adjustment to the BCR.

Scheme	Gross cost of scheme when first submitted for approval	BCR at this point	Approval Date	Gross cost of the scheme at point of full approval ¹ or approval of cost increase	Approval Date	BCR at FA or point of cost increase approval
Public Transport						
Cambridgeshire Guided Busway	£73.8m (£65m DfT contribution).	2.36:1	2003 (Provisional approval) ²	Full approval has not been granted and no cost increases have been approved	N/A	N/A
Luton-Dunstable Translink (Guided Bus)	£84.39m (£78.39 DfT contribution)	1.5:1	2003 (Provisional approval)	Full approval has not been granted and no cost increases have been approved	N/A	N/A
Manchester Metrolink renewals	£102m (£58m DfT contribution)	2 :1 (Capacity Bury -Altrincham) 5.2 :1 (Renewals on Bury alignment)	2005 (Conditional approval) ³	Full approval has not been granted and no cost increases have been approved	N/A	N/A
Road Schemes						
A4146 Stoke Hammond/Linslade Western Bypass	£44.66m	No BCR 4	2000 (Provisional approval)	£52.842m	2004 (Full approval)	4.2 (Full Approval)
Leeds Inner Ring Road Stage 7	£35.576m	11.3:1	2000 (Full approval) 5	£50.538m	2004 (Cost increase)	10.6 (cost increase)
Sheffield Inner Relief Road Stages II & III	£30m	1.78:1	2000 (Provisional approval)	£62.571m	2004 (Full approval)	1.42 (Full Approval) 6
A354 Weymouth Relief Road	£54.567m	4.2:1	2003 (Provisional approval)	Full approval has not been granted and no cost increases have been approved	N/A	N/A
Carlisle Northern Development Route	£24.31m (traditional funding)	4.07:1	2000 (Provisional approval)	£78.812m (PFI Credits)	2004 (Full approval)	5.74 (Full Approval)

1. Full Approval is the Department's confirmation that funds are available and that work can commence.
2. Provisional Approval confers no guarantee of funding, or its timing, but it is designed to give authorities the confidence to proceed with the development of the scheme and in particular to apply for the necessary statutory powers.
3. Conditional Approval is an intermediate stage which would normally occur following the granting of statutory powers but before a procurement exercise has taken place
4. Promoters submission was produced prior to the New Approach To Appraisal (NATA)
5. The scheme went straight to full approval
6. In addition, the scheme will provide wider regeneration benefits as well as contributing to improvements to the environment of the City Centre and surrounding area.

It is important to realise that the Benefit Cost Ratio (BCR) is one input into a decision about whether or not a project should go ahead. It shows those impacts that have established monetary valuations. There are often other significant impacts to which a monetary value cannot easily be attached, but which are accounted for when assessing overall value for money (vfm). Environmental and regeneration impacts for example could be very large and could alter the assessment of vfm from that implied by looking at the BCR alone.

In some cases, where the other impacts of the scheme are sufficiently negative, a high BCR may not mean a scheme offers good vfm. Conversely, in other cases, where the positive impacts are sufficiently large a low BCR may not mean that the scheme offers poor vfm.

In addition to the value for money assessment, there are other considerations that affect whether a project should go ahead, including:

- Practicality
- Deliverability
- Public acceptability
- Distributional and equity impacts
- Affordability and finance sustainability
- The achievement of central government, local and regional objectives
- The amelioration of identified problems

The schemes were appraised in different years and due to changes in the Government's appraisal methodology during this period, the BCRs reported have not all been calculated on the same basis, so they are not directly comparable between schemes. Similarly it is also important to realise that the costings provided are given for schemes at different stages in the development process. As a result comparisons between schemes is unreliable as some of the costs listed factor in risks while others do not.