



Appendix 7

Active Modes Appraisal Tool Outputs

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Cycling AMAT: A27 Falmer - Ashcombe Roundabout (Lewes and SDNPA)

Lower Cost

Higher Cost

Higher Demand Uplift (+11%)

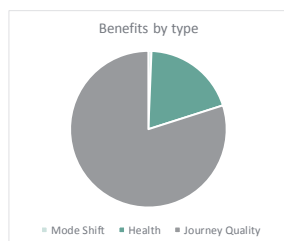
Lower Demand Uplift (+7%)

Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	6.39
Infrastructure	0.06
Accident	1.81
Local Air Quality	0.01
Noise	0.12
Greenhouse Gases	0.32
Reduced risk of premature death	185.64
Absenteeism	42.39
Journey Ambience	937.22
Indirect Taxation	-1.22
Government costs	427.45
Private contribution	0.00
PVB	1172.68
PVC	427.39
BCR	2.74

Benefits by type:

Mode Shift	7.48	0.6%
Health	228.03	19.4%
Journey Quality	937.22	79.9%

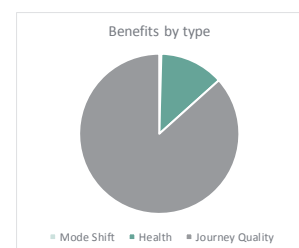


Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	3.83
Infrastructure	0.04
Accident	1.08
Local Air Quality	0.00
Noise	0.07
Greenhouse Gases	0.19
Reduced risk of premature death	111.38
Absenteeism	25.44
Journey Ambience	916.70
Indirect Taxation	-0.73
Government costs	643.03
Private contribution	0.00
PVB	1057.97
PVC	642.99
BCR	1.65

Benefits by type:

Mode Shift	4.49	0.4%
Health	136.82	12.9%
Journey Quality	916.70	86.6%



Cycling AMAT: Alexandra Park - Conquest Hospital (Hastings)

Lower Cost

Higher Cost

Higher Demand Uplift (+46%)

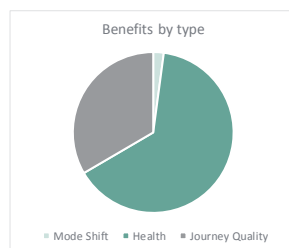
Lower Demand Uplift (+27%)

Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	19.38
Infrastructure	0.18
Accident	5.48
Local Air Quality	0.02
Noise	0.37
Greenhouse Gases	0.97
Reduced risk of premature death	563.10
Absenteeism	128.59
Journey Ambience	358.61
Indirect Taxation	-3.71
Government costs	443.15
Private contribution	0.00
PVB	1072.83
PVC	442.96
BCR	2.42

Benefits by type:

Mode Shift	22.70	2.1%
Health	691.69	64.5%
Journey Quality	358.61	33.4%

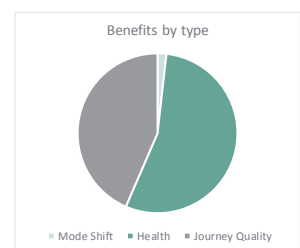


Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	11.71
Infrastructure	0.11
Accident	3.31
Local Air Quality	0.01
Noise	0.22
Greenhouse Gases	0.59
Reduced risk of premature death	340.34
Absenteeism	77.72
Journey Ambience	332.43
Indirect Taxation	-2.24
Government costs	532.21
Private contribution	0.00
PVB	764.09
PVC	532.10
BCR	1.44

Benefits by type:

Mode Shift	13.72	1.8%
Health	418.06	54.7%
Journey Quality	332.43	43.5%



Cycling AMAT: Avis Road (Newhaven)

Lower Cost

Higher Cost

Higher Demand Uplift (+46%)

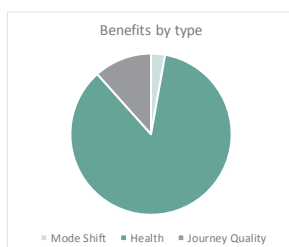
Lower Demand Uplift (+27%)

Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	15.33
Infrastructure	0.14
Accident	4.34
Local Air Quality	0.02
Noise	0.29
Greenhouse Gases	0.77
Reduced risk of premature death	445.53
Absenteeism	101.74
Journey Ambience	74.29
Indirect Taxation	-2.93
Government costs	190.32
Private contribution	0.00
PVB	639.38
PVC	190.17
BCR	3.36

Benefits by type:

Mode Shift	17.96	2.8%
Health	547.27	85.6%
Journey Quality	74.29	11.6%

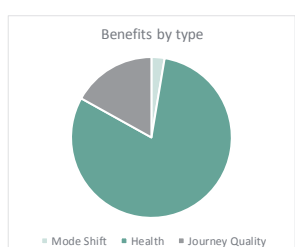


Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	9.16
Infrastructure	0.09
Accident	2.59
Local Air Quality	0.01
Noise	0.17
Greenhouse Gases	0.46
Reduced risk of premature death	266.08
Absenteeism	60.76
Journey Ambience	68.76
Indirect Taxation	-1.75
Government costs	270.74
Private contribution	0.00
PVB	406.25
PVC	270.65
BCR	1.50

Benefits by type:

Mode Shift	10.73	2.6%
Health	326.84	80.4%
Journey Quality	68.76	16.9%



Cycling AMAT: Bexhill Hastings Cycle Routes BMAP Phase 2

Higher Demand Uplift (+56%)

Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	36.42
Infrastructure	0.34
Accident	10.30
Local Air Quality	0.04
Noise	0.69
Greenhouse Gases	1.83
Reduced risk of premature death	1058.14
Absenteeism	241.64
Journey Ambience	5256.58

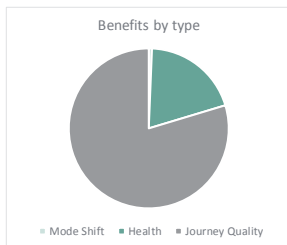
Indirect Taxation	-6.96
Government costs	2330.70
Private contribution	0.00

PVB	6598.68
PVC	2330.36

BCR	2.83
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Benefits by type:

Mode Shift	42.66	0.6%
Health	1299.77	19.7%
Journey Quality	5256.58	79.7%



Lower Demand Uplift (+34%)

Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	21.94
Infrastructure	0.21
Accident	6.21
Local Air Quality	0.03
Noise	0.41
Greenhouse Gases	1.10
Reduced risk of premature death	637.36
Absenteeism	145.55
Journey Ambience	4797.73

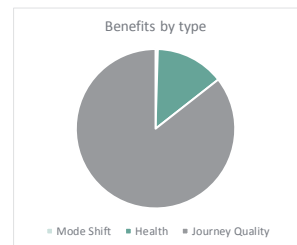
Indirect Taxation	-4.19
Government costs	2330.70
Private contribution	0.00

PVB	5606.12
PVC	2330.50

BCR	2.41
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Benefits by type:

Mode Shift	25.70	0.5%
Health	782.90	14.0%
Journey Quality	4797.73	85.6%



Cycling AMAT: Brighton University to Pevensey (Eastbourne)

Lower Cost

Higher Demand Uplift (+57%)

Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	18.96
Infrastructure	0.18
Accident	5.36
Local Air Quality	0.02
Noise	0.36
Greenhouse Gases	0.95
Reduced risk of premature death	550.73
Absenteeism	125.76
Journey Ambience	1623.13

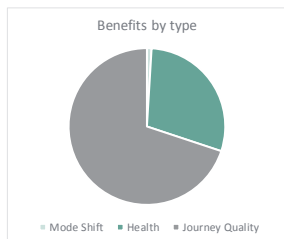
Indirect Taxation	-3.62
Government costs	1341.70
Private contribution	0.00

PVB	2321.65
PVC	1341.52

BCR	1.73
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Benefits by type:

Mode Shift	22.20	1.0%
Health	676.49	29.1%
Journey Quality	1623.13	69.9%



Higher Cost

Lower Demand Uplift (+34%)

Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	11.50
Infrastructure	0.11
Accident	3.25
Local Air Quality	0.01
Noise	0.22
Greenhouse Gases	0.58
Reduced risk of premature death	334.15
Absenteeism	76.31
Journey Ambience	1481.46

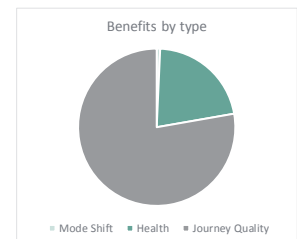
Indirect Taxation	-2.20
Government costs	1673.81
Private contribution	0.00

PVB	1905.28
PVC	1673.70

BCR	1.14
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Benefits by type:

Mode Shift	13.47	0.7%
Health	410.45	21.5%
Journey Quality	1481.46	77.8%



Cycling AMAT: Coastal Cultural Trail (Eastbourne – Bexhill – Hastings)

Lower Cost

Higher Demand Uplift (+57%)

Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	19.59
Infrastructure	0.18
Accident	5.54
Local Air Quality	0.02
Noise	0.37
Greenhouse Gases	0.98
Reduced risk of premature death	569.29
Absenteeism	130.00
Journey Ambience	4365.47

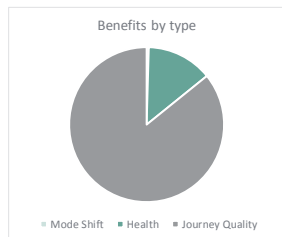
Indirect Taxation	-3.75
Government costs	2035.46
Private contribution	0.00

PVB	5087.53
PVC	2035.27

BCR	2.50
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Benefits by type:

Mode Shift	22.95	0.5%
Health	699.29	13.7%
Journey Quality	4365.47	85.8%



Higher Cost

Lower Demand Uplift (+34%)

Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	11.71
Infrastructure	0.11
Accident	3.31
Local Air Quality	0.01
Noise	0.22
Greenhouse Gases	0.59
Reduced risk of premature death	340.34
Absenteeism	77.72
Journey Ambience	3982.71

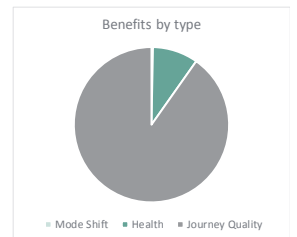
Indirect Taxation	-2.24
Government costs	2520.42
Private contribution	0.00

PVB	4414.38
PVC	2520.31

BCR	1.75
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Benefits by type:

Mode Shift	13.72	0.3%
Health	418.06	9.5%
Journey Quality	3982.71	90.2%



Cycling AMAT: Coombe Valley Greenway (Hastings and Bexhill)

Lower Cost

Higher Cost

Higher Demand Uplift (+57%)

Lower Demand Uplift (+34%)

Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	6.82
Infrastructure	0.06
Accident	1.93
Local Air Quality	0.01
Noise	0.13
Greenhouse Gases	0.34
Reduced risk of premature death	198.01
Absenteeism	45.22
Journey Ambience	258.97

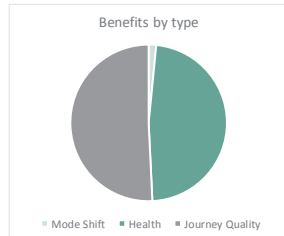
Indirect Taxation	-1.30
Government costs	143.70
Private contribution	0.00

PVB	510.12
PVC	143.63

BCR	3.55
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Benefits by type:

Mode Shift	7.98	1.6%
Health	243.23	47.7%
Journey Quality	258.97	50.8%



Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	4.05
Infrastructure	0.04
Accident	1.14
Local Air Quality	0.00
Noise	0.08
Greenhouse Gases	0.20
Reduced risk of premature death	117.57
Absenteeism	26.85
Journey Ambience	235.59

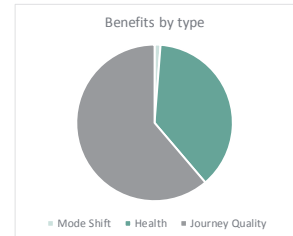
Indirect Taxation	-0.77
Government costs	184.83
Private contribution	0.00

PVB	384.71
PVC	184.80

BCR	2.08
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Benefits by type:

Mode Shift	4.74	1.2%
Health	144.42	37.5%
Journey Quality	235.59	61.2%



Cycling AMAT: Rail Station to Seafont (Eastbourne)

Lower Cost

Higher Cost

Higher Demand Uplift (57%)

Lower Demand Uplift (34%)

Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	32.59
Infrastructure	0.31
Accident	9.22
Local Air Quality	0.04
Noise	0.61
Greenhouse Gases	1.63
Reduced risk of premature death	946.75
Absenteeism	216.20
Journey Ambience	418.24

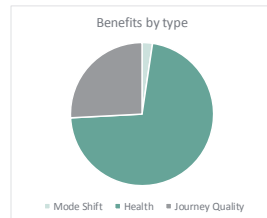
Indirect Taxation	-6.23
Government costs	637.40
Private contribution	0.00

PVB	1619.06
PVC	637.09

BCR	2.54
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Benefits by type:

Mode Shift	38.17	2.4%
Health	1162.96	71.8%
Journey Quality	418.24	25.8%



Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	19.59
Infrastructure	0.18
Accident	5.54
Local Air Quality	0.02
Noise	0.37
Greenhouse Gases	0.98
Reduced risk of premature death	569.29
Absenteeism	130.00
Journey Ambience	381.22

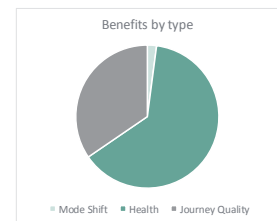
Indirect Taxation	-3.75
Government costs	1050.64
Private contribution	0.00

PVB	1103.28
PVC	1050.46

BCR	1.05
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Benefits by type:

Mode Shift	22.95	2.1%
Health	699.29	63.4%
Journey Quality	381.22	34.5%



Cycling AMAT: Seafont Cycle / Pedestrian Access (Eastbourne)

Lower Cost

Higher Cost

Higher Demand Uplift (56%)

Lower Demand Uplift (34%)

Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	11.29
Infrastructure	0.11
Accident	3.19
Local Air Quality	0.01
Noise	0.21
Greenhouse Gases	0.57
Reduced risk of premature death	327.96
Absenteeism	74.89
Journey Ambience	819.56

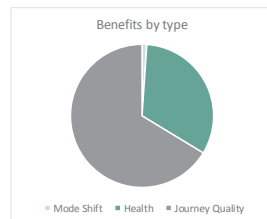
Indirect Taxation	-2.16
Government costs	369.41
Private contribution	0.00

PVB	1235.53
PVC	369.31

BCR	3.35
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Benefits by type:

Mode Shift	13.22	1.1%
Health	402.85	32.6%
Journey Quality	819.56	66.3%



Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	6.82
Infrastructure	0.06
Accident	1.93
Local Air Quality	0.01
Noise	0.13
Greenhouse Gases	0.34
Reduced risk of premature death	198.01
Absenteeism	45.22
Journey Ambience	748.73

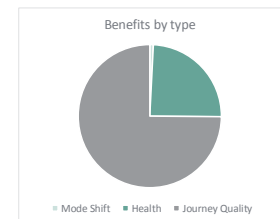
Indirect Taxation	-1.30
Government costs	468.70
Private contribution	0.00

PVB	999.88
PVC	468.64

BCR	2.13
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Benefits by type:

Mode Shift	7.98	0.8%
Health	243.23	24.3%
Journey Quality	748.73	74.9%



Cycling AMAT: Egrets Way (Lewes)

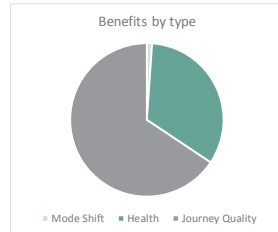
Higher Demand Uplift (57%)

Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	18.74
Infrastructure	0.18
Accident	5.30
Local Air Quality	0.02
Noise	0.35
Greenhouse Gases	0.94
Reduced risk of premature death	544.54
Absenteeism	124.35
Journey Ambience	1319.90
Indirect Taxation	-3.58
Government costs	1276.82
Private contribution	0.00
PVB	2010.57
PVC	1276.64
BCR	1.57

Benefits by type:

Mode Shift	21.95	1.1%
Health	668.89	33.3%
Journey Quality	1319.90	65.6%



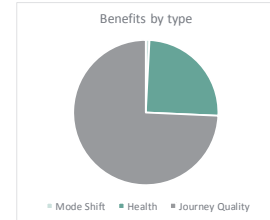
Lower Demand Uplift (34%)

Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	11.29
Infrastructure	0.11
Accident	3.19
Local Air Quality	0.01
Noise	0.21
Greenhouse Gases	0.57
Reduced risk of premature death	327.96
Absenteeism	74.89
Journey Ambience	1202.65
Indirect Taxation	-2.16
Government costs	1276.82
Private contribution	0.00
PVB	1618.62
PVC	1276.71
BCR	1.27

Benefits by type:

Mode Shift	13.22	0.8%
Health	402.85	24.9%
Journey Quality	1202.65	74.3%



Cycling AMAT: Hailsham-Polegate-Eastbourne Movement and Access Corridor - Phase 2-5

Lower Cost

Higher Cost

Higher Demand Uplift (+57%)

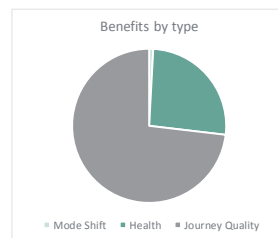
Lower Demand Uplift (+34%)

Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	43.45
Infrastructure	0.41
Accident	12.29
Local Air Quality	0.05
Noise	0.82
Greenhouse Gases	2.18
Reduced risk of premature death	1262.34
Absenteeism	288.27
Journey Ambience	4360.75
Indirect Taxation	-8.31
Government costs	544.86
Private contribution	0.00
PVB	5961.84
PVC	544.45
BCR	10.95

Benefits by type:

Mode Shift	50.89	0.9%
Health	1550.61	26.0%
Journey Quality	4360.75	73.1%



Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	22.15
Infrastructure	0.21
Accident	6.27
Local Air Quality	0.03
Noise	0.42
Greenhouse Gases	1.11
Reduced risk of premature death	643.55
Absenteeism	146.96
Journey Ambience	4056.73
Indirect Taxation	-4.24
Government costs	810.76
Private contribution	0.00
PVB	4872.98
PVC	810.55
BCR	6.01

Benefits by type:

Mode Shift	25.95	0.5%
Health	790.51	16.2%
Journey Quality	4056.73	83.2%



Cycling AMAT: Newhaven Strategic Cycle Route & Exceat Bridge

Lower Cost

Higher Cost

Higher Demand Uplift (56%)

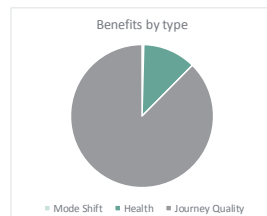
Lower Demand Uplift (34%)

Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	28.75
Infrastructure	0.27
Accident	8.13
Local Air Quality	0.03
Noise	0.54
Greenhouse Gases	1.44
Reduced risk of premature death	835.37
Absenteeism	190.77
Journey Ambience	7468.02
Indirect Taxation	-5.50
Government costs	3543.61
Private contribution	0.00
PVB	8527.57
PVC	3543.34
BCR	2.41

Benefits by type:

Mode Shift	33.68	0.4%
Health	1026.14	12.0%
Journey Quality	7468.02	87.6%

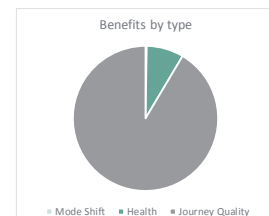


Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	17.25
Infrastructure	0.16
Accident	4.88
Local Air Quality	0.02
Noise	0.33
Greenhouse Gases	0.87
Reduced risk of premature death	501.22
Absenteeism	114.46
Journey Ambience	6812.29
Indirect Taxation	-3.30
Government costs	4997.78
Private contribution	0.00
PVB	7448.02
PVC	4997.61
BCR	1.49

Benefits by type:

Mode Shift	20.21	0.3%
Health	615.68	8.3%
Journey Quality	6812.29	91.5%



Cycling AMAT: Regional Route 90 (Lewes)

Lower Cost

Higher Demand Uplift (57%)

Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	10.22
Infrastructure	0.10
Accident	2.89
Local Air Quality	0.01
Noise	0.19
Greenhouse Gases	0.51
Reduced risk of premature death	297.02
Absenteeism	67.83
Journey Ambience	403.15

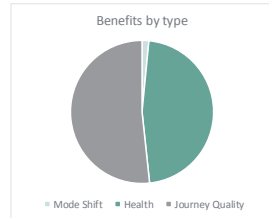
Indirect Taxation	-1.95
Government costs	278.00
Private contribution	0.00

PVB	779.88
PVC	277.91

BCR	2.81
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Benefits by type:

Mode Shift	11.98	1.5%
Health	364.85	46.8%
Journey Quality	403.15	51.7%



Higher Cost

Lower Demand Uplift (34%)

Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	5.96
Infrastructure	0.06
Accident	1.69
Local Air Quality	0.01
Noise	0.11
Greenhouse Gases	0.30
Reduced risk of premature death	173.26
Absenteeism	39.57
Journey Ambience	365.82

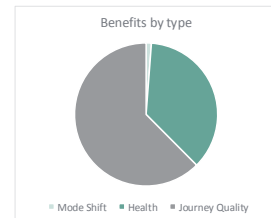
Indirect Taxation	-1.14
Government costs	307.69
Private contribution	0.00

PVB	585.58
PVC	307.63

BCR	1.90
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Benefits by type:

Mode Shift	6.99	1.2%
Health	212.83	36.3%
Journey Quality	365.82	62.5%



Walking AMAT

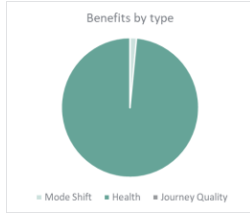
Bexhill Low

Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	112.74
Infrastructure	1.06
Accident	31.89
Local Air Quality	0.13
Noise	2.13
Greenhouse Gases	5.66
Reduced risk of premature death	6277.29
Absenteeism	2243.89
Journey Ambience	0.00
Indirect Taxation	-21.55
Government costs	3879.68
Private contribution	0.00
PVB	8652.17
PVC	3878.62
BCR	2.23

Benefits by type:

Mode Shift	132.05	1.5%
Health	8521.18	98.5%
Journey Quality	0.00	0.0%



Bexhill High

Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	112.74
Infrastructure	1.06
Accident	31.89
Local Air Quality	0.13
Noise	2.13
Greenhouse Gases	5.66
Reduced risk of premature death	6277.29
Absenteeism	2243.89
Journey Ambience	0.00
Indirect Taxation	-21.55
Government costs	4869.68
Private contribution	0.00
PVB	8652.17
PVC	4868.62
BCR	1.78

Benefits by type:

Mode Shift	132.05	1.5%
Health	8521.18	98.5%
Journey Quality	0.00	0.0%



Hailsham Low

Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	51.34
Infrastructure	0.48
Accident	14.52
Local Air Quality	0.06
Noise	0.97
Greenhouse Gases	2.58
Reduced risk of premature death	2858.77
Absenteeism	1021.90
Journey Ambience	0.00
Indirect Taxation	-9.82
Government costs	1630.75
Private contribution	0.00
PVB	3940.32
PVC	1630.27
BCR	2.42

Benefits by type:

Mode Shift	60.14	1.5%
Health	3880.66	98.5%
Journey Quality	0.00	0.0%



Hailsham High

Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	51.34
Infrastructure	0.48
Accident	14.52
Local Air Quality	0.06
Noise	0.97
Greenhouse Gases	2.58
Reduced risk of premature death	2858.77
Absenteeism	1021.90
Journey Ambience	0.00
Indirect Taxation	-9.82
Government costs	2208.96
Private contribution	0.00
PVB	3940.32
PVC	2208.48
BCR	1.78

Benefits by type:

Mode Shift	60.14	1.5%
Health	3880.66	98.5%
Journey Quality	0.00	0.0%



Hastings Low

Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	131.00
Infrastructure	1.24
Accident	37.06
Local Air Quality	0.16
Noise	2.47
Greenhouse Gases	6.57
Reduced risk of premature death	7294.35
Absenteeism	2607.45
Journey Ambience	0.00
Indirect Taxation	-25.05
Government costs	3204.29
Private contribution	0.00
PVB	10054.01
PVC	3203.05
BCR	3.14

Benefits by type:

Mode Shift	153.45	1.5%
Health	9901.80	98.5%
Journey Quality	0.00	0.0%



Hastings High

Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	131.00
Infrastructure	1.24
Accident	37.06
Local Air Quality	0.16
Noise	2.47
Greenhouse Gases	6.57
Reduced risk of premature death	7294.35
Absenteeism	2607.45
Journey Ambience	0.00
Indirect Taxation	-25.05
Government costs	4354.84
Private contribution	0.00
PVB	10054.01
PVC	4353.60
BCR	2.31

Benefits by type:

Mode Shift	153.45	1.5%
Health	9901.80	98.5%
Journey Quality	0.00	0.0%



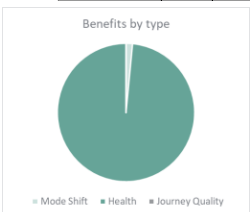
Newhaven Low

Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	44.43
Infrastructure	0.42
Accident	12.57
Local Air Quality	0.05
Noise	0.84
Greenhouse Gases	2.23
Reduced risk of premature death	2473.93
Absenteeism	884.34
Journey Ambience	0.00
Indirect Taxation	-8.49
Government costs	1415.86
Private contribution	0.00
PVB	3409.89
PVC	1415.44
BCR	2.41

Benefits by type:

Mode Shift	52.04	1.5%
Health	3358.27	98.5%
Journey Quality	0.00	0.0%



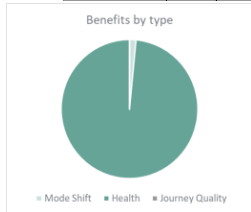
Newhaven High

Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	44.43
Infrastructure	0.42
Accident	12.57
Local Air Quality	0.05
Noise	0.84
Greenhouse Gases	2.23
Reduced risk of premature death	2473.93
Absenteeism	884.34
Journey Ambience	0.00
Indirect Taxation	-8.49
Government costs	1857.27
Private contribution	0.00
PVB	3409.89
PVC	1856.86
BCR	1.84

Benefits by type:

Mode Shift	52.04	1.5%
Health	3358.27	98.5%
Journey Quality	0.00	0.0%



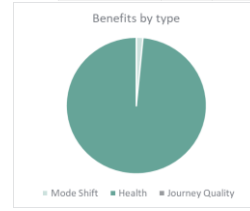
Eastbourne Low

Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	195.58
Infrastructure	1.84
Accident	55.33
Local Air Quality	0.23
Noise	3.69
Greenhouse Gases	9.81
Reduced risk of premature death	10890.30
Absenteeism	3892.86
Journey Ambience	0.00
Indirect Taxation	-37.39
Government costs	7310.29
Private contribution	0.00
PVB	15010.41
PVC	7308.45
BCR	2.05

Benefits by type:

Mode Shift	229.10	1.5%
Health	14783.16	98.5%
Journey Quality	0.00	0.0%



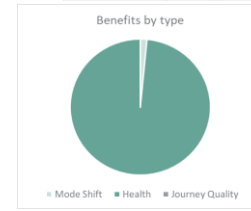
Eastbourne High

Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	195.58
Infrastructure	1.84
Accident	55.33
Local Air Quality	0.23
Noise	3.69
Greenhouse Gases	9.81
Reduced risk of premature death	10890.30
Absenteeism	3892.86
Journey Ambience	0.00
Indirect Taxation	-37.39
Government costs	7728.40
Private contribution	0.00
PVB	15010.41
PVC	7726.55
BCR	1.94

Benefits by type:

Mode Shift	229.10	1.5%
Health	14783.16	98.5%
Journey Quality	0.00	0.0%



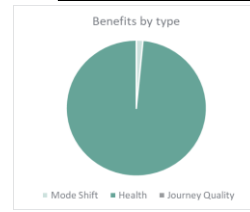
Lewes Low

Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	53.54
Infrastructure	0.50
Accident	15.15
Local Air Quality	0.06
Noise	1.01
Greenhouse Gases	2.69
Reduced risk of premature death	2981.21
Absenteeism	1065.67
Journey Ambience	0.00
Indirect Taxation	-10.24
Government costs	2678.72
Private contribution	0.00
PVB	4109.09
PVC	2678.21
BCR	1.53

Benefits by type:

Mode Shift	62.71	1.5%
Health	4046.88	98.5%
Journey Quality	0.00	0.0%



Lewes High

Analysis of Monetised Costs and Benefits (in £'000s)

Congestion benefit	53.54
Infrastructure	0.50
Accident	15.15
Local Air Quality	0.06
Noise	1.01
Greenhouse Gases	2.69
Reduced risk of premature death	2981.21
Absenteeism	1065.67
Journey Ambience	0.00
Indirect Taxation	-10.24
Government costs	3072.65
Private contribution	0.00
PVB	4109.09
PVC	3072.15
BCR	1.34

Benefits by type:

Mode Shift	62.71	1.5%
Health	4046.88	98.5%
Journey Quality	0.00	0.0%

