

Table A

Annual impacts for Great Britain	£ million, 2010 prices
(a) Impacts on concessionary bus passengers	£1,336
<i>Free travel</i>	£1,073
<i>Service enhancements</i>	£72
<i>Smart and integrated ticketing</i>	£191
(b) Impacts on other bus passengers and other road users	£573
<i>Benefits to non-concessionary bus passengers from service enhancements</i>	£447
<i>Option and non-use values</i>	£17
<i>Benefits to other road users (decongestion)</i>	£139
<i>Environmental improvements (noise, local air quality, GHG)</i>	£14
<i>Accident reductions</i>	£21
<i>Indirect tax revenues from modal transfer (fuel duty)</i>	-£66
<i>Bus operator impacts</i>	£0
(c) Wider economic impacts	£297
<i>Voluntary work</i>	£297
<i>Social care and child care</i>	not estimated
<i>Retail productivity</i>	not estimated
<i>Patient, social services and community transport</i>	not estimated
(d) Health and wellbeing impacts	£458
<i>Physical health</i>	£458
<i>Social inclusion, mental health and wellbeing</i>	not estimated
(e) Cost to Government	£927
<i>Cost of reimbursing operators</i>	£1,057
<i>Administration costs</i>	£23
<i>Change in indirect taxes (VAT)</i>	-£152
Total benefits (a + b + c + d)	£2,664
Total costs (e)	£927
Benefit cost ratio	2.87