4 Results and reports

It is important that the results of a project evaluation are appropriately documented. CBA6 provides reports for VOC, TTC, net capital and maintenance costs, benefits and decision criteria, see Figure 48. CBA6 presents its results in two ways: online screen displays and reports. This chapter covers the display screens and reports produced by CBA6.

A thorough understanding of the results shown in CBA6 is required in order to provide informed recommendations on a project's economic justification. This chapter will ensure system users can make appropriate interpretation of the results calculated in CBA6. This chapter will also provide system users with an overview of the CBA6 results and explain how to cross-check evaluation inputs with outputs.

Figure 48: CBA6 reports



4.1 Vehicle operating costs

The 'VOC' screen allows the system user to view project VOC savings in discounted and undiscounted values. The data is displayed on an annual basis and is disaggregated by vehicle type. The results displayed on this screen form a direct link with the decision criteria report. The system user can switch between the base and project cases to compare the change in cost. See Section 4 of the *Technical Guide* for further information on VOC.



Figure 49: Vehicle operating costs (VOC) screen

Note: This screen does not display individual costs on a per-vehicle basis but rather costs for the entire fleet.

4.2 Travel time costs

The 'TTC' screen allows the system user to view project TTC savings in discounted and undiscounted values. The data is displayed on an annual basis and is disaggregated by vehicle type. The results displayed in this screen form a direct link with the decision criteria report. The system user can switch between the base and project cases to compare the change in cost. See Section 4 of the *Technical Guide* for further information on vehicle TTC.

Figure 50: Travel time costs screen

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PavelsTIC	- 0	21081	248.625	107,88	20,245	381255	307.046	201276	20.49	26.26	100,100	12.30	KLN1	27.26	10,01	15.002	BUUK	10.000	43100	NAVE:	120.00	. 176.114	100
Car Photo Cir	-	2010.0	295.62	247,428	3124	31100	37.344	DAVE	20,441	28,28	20,041	12,41	14,40	17,34	142,891	345,06	TRUNK!	90.08	AUG	94.125	179, 49	10,111	100.11
Car Conserved	_	106.733	ACC DOM: N	102-022	116.000	1111175	422.204	12.24	10.001	178,7811	134 200	IP 74	- 200 MOR	241.002	202.336	36.475	275.652	204.04	294.636	303.223	-202.41.2	111 641	200.37
Rendstadded		15.91	15.533	95,978	16,405	36.64%	17,28%	17,738	18 168	38,927	15,047	84.640	87.855	91.197	34,515	92.875	101.525	704.73	186.861	111.481	114.019	118.218	1,31 51
Fam		25.57%	24,245	24.95	216.00	36.125	200	27.099	20.365	29,272	3.758	12.17.	10.871	192.28	204,500	211,000	2 9.23	25.97	20182	241.727	248.494	255.741	383.84
Abouted		45.79	42,788	49.020	38.491	11,562	13154	54,35N	18,084	12,34	14,257	4.4.7	71,334	12.94	ALMA.	73.624	4216-	98,907	6".14.	W325	82,112	95.05v	- 90.54
BOodec		28.653	17 000	17.517	18,000	18.482	18754	15.445	11.538	20,418	3.777	12(347)	133,356	130.500	143,538	243.710	12783164	153.625	144190	103.79%	124.415	175541	164.57
Road Toin Type 1		211.0	16.167	91,654	10,762	11336	EC2.04	11,005	11,095	41,941	12,494	54,625	51,99	2,17	52.146	. Sk125	41.78	61.571	65,97	67,985	43,356	TLAYS.	25.6
Road Toen Type 2		12818	12361	11,5/8	117/6	MORE	14,450	10,817	10,105	11,752	11,100	40,901	12,011	52,770	96,726	16.479	SEATH	61.500	42502	64.436	86./52	88.425	70.36
Taame		44.98	CUT	0121	305.306	11130	102.28	10.00	20.5	902,600	STREET, STR	HICKS	0526	99.36	100078	1965.65	1162236	1,00,946	175,685	12248	CHARTH	1,36,90	1.2746
Discourtee Tat (TC		eration	\$736	23.48	2000	AL/A	Telli	16.64	EATH	1023	11.75	46.67	100.000	ALT	40.22	4140	466.32	201104	34254	STREET	187460	34.785	
0.00																							

Note: This screen does not display individual costs on a per-vehicle basis but rather costs for the entire fleet.

4.3 Net capital and maintenance costs

The 'net capital and maintenance costs' screen displays an aggregate summary of annual capital and maintenance costs over the life of a project. CBA6 aggregates both base case and project case costs, providing the system user with an overarching cost summary.

Figure 51 shows the net capital and maintenance costs for a project. In this figure, ongoing and recurrent maintenance costs occur throughout all years in the base case with periodic maintenance occurring in Year 8. In the project case, capital costs occur from Years 1 to 3. As the same routine maintenance occurs in both the base and project cases, the incremental costs from Years 4 to 7 are zero. The negative incremental cost in Year 8 is a result of periodic maintenance costs which occur in the base case but do not occur in the project case. The annual discounted costs in both cases are represented by the selected discount rate at the start of the evaluation.

Figure 51: Net capital and maintenance costs screen

													B VerV	Ant .												-	
UNITE AND IN	1.1	22	3		3.1	- 6 C -	7.5			No. 1		12	13	34	10	36	42	NO.	19	20	- a . I	- 20	23	124.1	-74	- X.	
ain Road Cars	2,000	2.008	2060	2,000	2.88	2843	5100	2.00	2.00	2,000	2000	2,000	- 2800	2005	2006	2.34	2,000	2003	2000	233	200	2100	2,008	2,000	2,000	- 24	
umuel & set Ceuts	2,000	2.004	2000	2004	2.80	2883	2400	2,00	2.00	2000	2000	2,000	240	2902	2000	2.0.0	2002	2008	1,040	2.330	- 2800	2000	2,00	2,000	2,000	- 24	-
at Arnad East Cods	1.007	1.76	1879	1504	1.66	1.02	1,338	1,35	1,154	1.112	1.054	254		865	128	- 80	NO	701	- 981	- 64	56	115	- 594	494	4442	- 1	
rand Read Care	303,000	1008	3000	3000	133	3885	2003	3188	3.88	398	3100	3000	385	3101	3000	1.88	1000	3000	1000	3.88	380	3000	3388	100	- 3000	28	
neuel Paget Cods	300,008	1005	2.002	3000	3.8.0	3881	- 310U	2,000	3,000	300	. 3,680	3,000	3800	2.003	3000	1.0.0	7035	2000	1060	2.4.0	- 3000	3100	2,000	1000	2,000	- 24	
Int: Annual Propert Cam	26,249	14/5	28.8	53.8	-68		1,990	1,882	1.776	1.4%	1,890	1.00	1.45	1.42	1261	1,210	1214	1,091	967	88	- 195	834	248	.70	695	- 1	
watin. Colo	#1.00	1.000	1.000	1200	1.82	1.800	1,003	1,000	1.3.8	1.000	1,000	1,00	1.82	1,803	1000	1.338	1.000	1,000	1.080	1.88	1.800	1,000	1,000	1.08	1.000	10	
watthering Carls	311,62	0.6	1.043	1962	747	7.85	665	627	1.9621	1996	827	100125	440	- 412	418	304	391	362	- 201	842	- 294	218	342	-36	534	- 14	
	. Spints																										
																										. 11	

4.4 Benefits

Benefits results are similar to net capital and maintenance costs and summarise the aggregate road user benefits of a project in both base and project cases. Benefits calculations are based on aggregated estimates of road user costs including TTC, VOC and accident costs.

Figure 52 shows that there are two years of capital costs with benefits of a project commencing in Year 3, see Section 3.6.6. From the figure, it can be seen that from Year 3, total base case costs exceed costs in the project case, deriving an annual benefit which is totalled at a discounted value of \$890 000.

Figure 52: Benefits screen

Planets illustration																					100
	1.1	2.1	2.1	4	1.1	4.1	7.1	1.1	1.1	18 Yea V	11.		R.J	14	. 10	5.1	12 1		7.1		Tetal
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Propert Road Case Tass Avouel Propert Casts Tass Disc Avouel Propert Casts	1	70.55 70.55 70.57	013308 013308 013318	68.80 88.80 82.84	1021044 0021044 642575	80.23 80.23 102.14	98.44 98.44 6233	83.84 83.84 83.2%	952.00 162.00 164.000	54117 54117 54188	935.83 935.81 53.87	1238.003 1238.003 124.972	178.80 178.80 78.54	1772/84 1772/84 7016/9	100.34	1 394.53 1 394.53 743.73	1.570.002 1.570.002 771.178	260723 260723 713723	2303615 2303615 005272	20703 20703 453	91.480,30 91.480,30 11.820,00
Arrial Beats	1	21.954	26.875 17.365	212月 16月2	21 800 14 351	22.41 11.540	73.885 15.392	27.796 14.000	28.30	24.912 10.911	75.554 13.440	2775	21.508 11.964	201 ME 192 EU	31.318 17.288	32.634 12.834	1100	3510 1238	38.226 12.087	- 65	
New Courts Datased																					Dee

4.5 Decision criteria

The economic decision criteria created by CBA6 are a set of indicators which allow system users to understand possible economic outcomes of projects. The economic decision criteria identified here allows useful economic comparisons between discounted benefits and costs.

The economic decision criteria generated in CBA6 includes:

- BCR
- NPV per \$ investment
- NPV
- FYRR.

Each criterion is discussed in detail in Sections 4.5.1 to 4.5.4. For further information on the theoretical assumptions of the decision criteria used in CBA6, see Section 1.7 of the *Theoretical Guide*. For further information on the formulas used to calculate the decision criteria used in CBA6, see Section 9 of the *Technical Guide*.

4.5.1 Benefit-cost ratio

The BCR is the most widely used measurement of project performance within TMR. A BCR greater than 1 indicates that a project is economically viable i.e. the benefits outweigh the costs.

The decision criteria example in Figure 52 displays the output from CBA6. At the 7% discount rate, the BCR for the project is 2.48. This indicates that the benefits exceed the costs, and the project is economically viable.

4.5.2 Net present value per \$ investment

This is a ratio of NPV divided by the present value of capital costs. It indicates the increase in economic value to the community relative to the amount of capital invested. If two projects generate the same NPV but have different capital efficiency ratios, the project with the higher capital efficiency factor is considered the superior investment.

4.5.3 Net present value

The NPV of a project is the difference between the discounted stream of benefits and the discounted stream of costs. Ultimately the NPV should be used to value the initiative and the BCR should be used to rank viable projects. The NPV shown in Figure 52 at the 6% discount rate is \$12.9 million.

4.5.4 First year rate of return

The FYRR is a ratio of first year of benefits to the capital costs of a project. FYRR indicates whether a project's optimal implementation time is in the past or in the future, and can indicate whether deferral is warranted (ATC 2007).

Figure 53: Results – decision criteria screen

🖗 Results - Decision Criteria Recalc No	3					(
Discount Rate	4%	6%	7%	8%	10%	
Discounted Costs	305,754	296,784	292,783	289,036	282,154	
Discounted Capital Costs	288,462	283,019	280,374	277,778	272,727	
Discounted Other Costs	17,292	13,765	12,409	11,258	9,427	
Discounted Benefits	495,474	372,163	326,168	287,876	228,725	
Private TTC Savings	0	0	0	0	0	
Commercial TTC Savings	0	0	0	0	0	
Private VOC Savings	9,185	6,896	6,046	5,339	4,251	
Commercial VOC Savings	37,030	25,484	21,334	17,968	12,974	
Discounted Accident Savings	449,258	339,783	298,788	264,569	211,501	
Discounted Emission Savings	0	0	0	0	0	
Discounted Environment Savings	0	0	0	0	0	
Discounted Secondary Savings	0	0	0	0	0	
Discounted Other Savings	0	0	0	0	0	
Discounted Road Closure Savings	0	0	0	0	0	
Discounted Livestock Damage Benefits	0	0	0	0	0	
Discounted Generated Traffic Benefits	0	0	0	0	0	
Net Present Value (NPV)	189,720	75,379	33,385	-1,159	-53,429	
Net Present Value per dollar Investment	0.66	0.27	0.12	0.00	-0.20	
Benefit Cost Ratio Excl. Private Time	1.62	1.25	1.11	1.00	0.81	
Benefit Cost Ratio	1.62	1.25	1.11	1.00	0.81	
First Year Rate of Return	5.48%	5.37%	5.32%	5.27%	5.18%	
Help Copy to Clipboard						

4.5.5 Incremental and linking decision criteria

The 'decision criteria' screen can also be populated for linking evaluation files and comparing project options through the incremental analysis. For further information on using incremental analysis and linking, see Sections 5.12 and 5.13.

4.6 Producing and understanding CBA reports

CBA6 produces output reports in detailed forms for all project types available in the tool. These reports provide system users with disaggregated results which can be used in a variety of report presentation formats.

4.6.1 Producing road case reports

The road case report is the most significant report created by CBA6. The road case report is created to provide system users with a detailed assessment of all components of a project. When the system user creates a road case report, the tool will identify a number of user options for selection. A simple report can be created, see Figure 54.

Figure 54: Simple report

😤 Road Case Report Cr	teria			
Evaluat Availa	on Selection ole Evaluations	New	Selected Evaluations	
				, ,
		🔽 Sensitivity Analysis	Detailed Report	<u>D</u> K <u>C</u> ancel

The standard road case report summarises the CBA and includes the following components:

- evaluation/project details
- road details base case
- road details project case
- decision criteria
- sensitivity analysis.

The road case report screen is shown in Figure 55.

Figure 55: Road case report

A distantion				
Concentration of the second se		Road Evaluation(s) Report	£16	
Can Paulo Marine Transmission Description Marine Ma	Estavalisti Estaval Delatiti Mana kata Becegar esta fisa Mater Sterio Star Santa Vice Transmitto Progetava St	Annonia da Manad	n fan e karden maar in 19 New Ander Stander 19 New Ander Stander 19 New Ander Stander 19 New Ander Status 19	
	Andream Jones Anno Las Instantanta International Anno Las Instantantanta International Anno Las Instantantantantantantantantantantantantant	eens overn	land ment	a
	Another and a second se	Paparties	S Notiger Mit	14.11

To create a detailed CBA report the system user can select the 'detailed report' option. From Figure 55 there is now a number of additional outputs that can be included in the report. The system user can select the following additional reporting options:

- roughness per year
- AADT per year
- VCR per year
- operating speed per year.

These additional outputs can be selected by individual case option (base or project) or for the whole project.

Figure 56: Detailed report

Evaluation	Selector Evaluatore	New Sec.	Selected Eval	ations		
Evaluation Name New	Case Name Base Road Case Project Road Case	Rouginess Per Year	AADT Per Year	VCR Per Year	Operating Speed	PerYe
	F VIC to cloboard	17 Sendidy Andysi	1 🗢 Detale	d Report	05	Can

Note: Printing the detailed CBA report may only be required when, for example, being used as an appendix to a funding submission. The report will produce a number of pages that may otherwise not be needed.

4.6.2 Vehicle operating costs to clipboard

The 'VOC to clipboard' function is generically quite similar to the 'copy to clipboard' function, but is only available after the system user has generated a detailed road case report. When creating a detailed road case report, the system user is given an option to 'copy VOC to clipboard', see Figure 55. The function will then allow the system user to copy all VOCs of the evaluation to a spreadsheet for further analysis. This function allows the system user to acquire disaggregated VOC, unavailable in the other reports.

4.6.3 Sensitivity analysis

The sensitivity analysis presented within the road case report is designed to measure the uncertainty of inputs within an evaluation. For a given road project evaluation, CBA6 performs sensitivity analysis on a number of parameters. The sensitivity test range can be changed by the system user, see Section 2.6.4.

The sensitivity analysis undertaken in the road case report is shown in Figure 57. For example, if private TTC savings are a large proportion of total project benefits, the system user may wish to consider public transport options as opposed to road infrastructure.

Figure 57: Sensitivity analysis

Sensitivity Analysis						~									
New		4%			6%			7%			8%			10%	
Sensitivity Change	NPV	BCR	FYRR	NPV	BCR	FYRR	 NPV	BCR	FYRR	NPV	BCR	FYRR	NPV	BCR	FYRR
Normal	189,720	1.62	5.48	75,379	1.25	5.37	33,385	1.11	5.32	-1,159	1.00	5.27	-53,429	0.81	5.18
Capital Costs Up 20%	132,028	1.36	4.56	18,776	1.05	4.48	-22,690	0.93	4.44	-56,715	0.84	4.39	-107,975	0.68	4.31
Capital Costs Down 20%	299,289	2.53	6.84	173,278	1.87	6.72	126,687	1.64	6.65	88,170	1,44	6.59	29,397	1.15	6.47
Travel Time Costs Up 40%	189,720	1.62	5.48	75,379	1.25	5.37	33,385	1.11	5.32	-1,159	1.00	5.27	-53,429	0.81	5.18
Travel Time Costs Down 40%	189,720	1.62	5.48	75,379	1.25	5.37	33,385	1.11	5.32	-1,159	1.00	5.27	-53,429	0.81	5.18
Vehicle Operating Costs Up 20%	198,963	1.65	5.52	81,855	1.28	5.42	38,861	1.13	5.37	3,502	1.01	5.32	-49,984	0.82	5.22
Vehicle Operating Costs Down 20%	180,477	1.59	5.43	68,904	1.23	5.33	27,909	1.10	5.28	-5,821	86.0	5.23	-56,874	0.80	5.13
Accident Costs Up 20%	279,572	1.91	6.72	143,336	1.48	6.59	93,143	1.32	6.53	51,755	1.18	6.47	-11,129	0.96	6.35
Accident Costs Down 20%	99,868	1.33	4.24	7,423	1.03	4.16	-26,373	0.91	4.12	-54,073	0.81	4.08	-95,729	0.66	4.00
Exclude Private TTC	189,720	1.62	5.48	75,379	1.25	5.37	33,385	1.11	5.32	-1,159	1.00	5.27	-53,429	0.81	5.18

4.6.4 Producing intersection reports

There are two types of intersection reports available within CBA6. These reports are the intersection summary sheet and the intersection whole-of-life report. The summary sheet includes user input components and decision criteria, and incorporates period details and SIDRA inputs for the modelled years, see Figure 58.



Figure 58: Intersection summary sheet report

The whole-of-life report provides a summary of the road agency and road user costs over the life of a project recorded on an annual basis, see Figure 59.



Figure 59: Intersection whole-of-life report

4.7 Printing reports

CBA6 uses the default printer when printing any report, see Figure 60. It is important that a system user has the correct default printer selected before the report is printed.

To electronically store evaluation results, print to PDF.

Figure 60: CBA6 print

Print	
Printer: System Printer (Adobe PDF)	OK Cancel
Print Range	<u>C</u> opies: 1 <u>→</u> ✓ Collate Copies

4.8 Graphs

CBA6 allows the system user to graph selected variables per case against time. This function provides a valuable resource for system users to access visual representations of the inner workings of the tool while also providing a source of analysis for use in CBA reports.

The system user has the option of graphing the following variables:

- AADT (per vehicle type)
- AADT (total)
- operating speed (per vehicle type)
- volume in passenger car equivalents (per vehicle type)
- volume in passenger car equivalents (total)
- volume capacity ratios
- roughness count
- TTC
- VOC
- accident costs
- other costs
- total costs.

To create a graph the system user highlights a specific evaluation and selects the graph menu option, see Figure 14. The economic data graph option screen is shown in Figure 60. The system user can graph an individual case or both the base and project cases, using the arrow keys to select which case to graph. The system user can also specify the variables to be graphed on the Y axis. The primary Y axis option creates a line graph while the secondary Y axis options create a bar graph. The primary and secondary Y axis variables can be run simultaneously. The years to be graphed can also be specified in CBA6.

Figure 61: Economic data graph options screen

😤 Economic Data Graph Options	X
What To Graph Available Cases	Cases To Graph Base Int Case (Base) Project Int Case (Project) C
How To Graph Primary Y Axis : [AADT (Total)	
Secondary Y Axis : Vehicle Operating Costs	
Show First : All Years	
	<u> </u>

From Figure 61, AADT in the project case has been graphed against the volume capacity ratio for the road. This graph shows that there is a positive relationship between traffic growth and congestion. System users can create a number of graphs to compare variables between the base and project cases. For example, graph the volume capacity ratio in the base case against the project case to compare congestion levels.

Figure 62: Graph (AADT and VCR)



Once a graph is produced in CBA6, the system user has three options: print, copy or save the graph. To copy the graph, click the print button. The printing options will give the system user the opportunity to select whether the graph is printed, saved as a file, or copied to the clipboard.

4.9 Understanding the results

When completing a road project evaluation, there are certain results that occasionally appear erroneous. For example, in the decision criteria, there may be disbenefits, negative costs and negative first year rates of return. This section aims to highlight the majority of these issues and explain what they mean in the context of CBA6.

Note: The system user is directed to the Technical Guide for information on the calculations made by CBA6.

4.9.1 Disbenefits

Most benefits are a result of the savings in road user costs between the base and project cases. If the project case costs exceed those of the base case, this is likely to be reflected in CBA6 as a negative benefit, or disbenefit.

Note: Disbenefits are displayed in red in the CBA6 results screen.

For example, provision of an improved road surface may increase the speed of the fleet, leading to increased consumption of fuel, oil and tyres. This increase in VOC is transferred to the road user who incurs this extra cost. In CBA6, this would result in a disbenefit to the road user. VOC are typically the most common disbenefit. These disbenefits are not usually incorrect or misleading. Where these disbenefits exist, project results should be carefully scrutinised for errors in the inputs. Examples where outputs may warrant cross check of the inputs could include:

- When CBA6 generates travel time disbenefits even though operating speed increases in the project case. For example, in the case of a bypass, the project will result in faster operating speeds but the appearance of disbenefits as AADT is higher.
- When CBA6 generates accident disbenefits although the width of the road has increased, resulting in a safer road. For example, this could occur where the section length is longer in the project case.
- When VOC increase in the project case despite an improvement in the road surface.

4.9.2 Negative costs

Negative costs are fundamentally the opposite of disbenefits. Negative costs refer to the savings in operating and maintenance costs, including any residual value, and will be displayed in red in the 'decision criteria' screen under the heading of 'other costs'. Like disbenefits, negative costs are not necessarily incorrect or misleading. As previously mentioned, negative costs are the result of savings in maintenance costs over the life of a project, and can be due to better pavement construction.

4.9.3 Conflicting results from decision criteria

Conflicting results are unusual, but can occur within the decision criteria. It is possible to get BCR below 1 but positive NPV, or negative FYRR and BCR above 1. For example:

- If an alternative maintenance strategy is proposed to the current strategy, a BCR below 1 may result if the alternative maintenance strategy costs less than the current strategy.
- A project may result in a negative FYRR if there are disbenefits in the first year of operation.

If the decision criteria indicators are not clear, decisions should be based on NPV alone.

4.10 Response to unexpected results

Table 2 provides a useful output matrix for the system user to apply when confronted with unexpected results. System users can ensure the accuracy of the results by checking the inputs against the outputs. For example if a project provides accident disbenefits, the system user should check the road description (MRS, section length and AADT inputs). In this case, an incorrect MRS may have been used for the project case. This would mean the results in CBA6 are due to a human error. However if the project case has a longer section length than the base case it would be reasonable for accident disbenefits to occur. If system users observe unexpected or conflicting results, this table may assist in cross checking the outputs with the appropriate inputs. For further assistance, system users should direct all queries to the CBA Team.

Ultimately all results in CBA6 can be manually calculated and cross checked using the formulas presented in the *Technical Guide*.

CBA6 input	CBA6 output						
	Vehicle operat	ting costs				Travel time	Accidents
	Fuel	Oil	Tyres	Depreciation	Repairs and maintenance	costs	
Road description (MRS)	L	L	L	L	Μ	Н	Н
Section length	M (+)	M (+)	M (+)	M (+)	M (+)	M (+)	M (+)
Speed limit	M (+/-)	M (+/-)	M (+/-)	M (+/-)	M (+/-)	Н (-)	-
Initial roughness	L (+)	L (+)	L (+)	L (+)	H (+)	L (+)	-
Pavement type	L	-	L	-	L	L	-
Surface type	L	-	L	Μ	Μ	Μ	-
Vertical alignment	L	-	L	-	-	L	-
Horizontal alignment	L	-	Н	-	-	Μ	-
AADT	H (+)	H (+)	H (+)	H (+)	H (+)	H (+)	H (+)
Traffic breakdown	Н	Н	Н	Н	Н	Н	-

Table 2: CBA6 output matrix

The degree of impact on each output per input is based on a score of high (h), medium (m) or low (l). Each impact is also measured in terms of a positive (+) and negative (-) relationship where appropriate. For example, an increase in the speed limit will decrease TTC (when all other inputs are held constant).

Note: The speed input can have a positive or negative relationship with some of the VOC outputs due to the nature of the speed/consumption relationship. For further detail, see Section 11 of the *Technical Guide*.

4.11 Presenting CBA6 results

Once the system user has completed an evaluation, there are several presentation options. Results can be presented in the form of standard and detailed road case reports (see Section 4.6.1) which can be used as attachments to funding proposals. Alternatively system users can use the CBA6 reports (decision criteria, see Figure 53) or the 'copy to clipboard' function to create a variety of graphs to illustrate discussion points.

Note: Interpretation of CBA results can often be quite challenging. The advice of qualified specialists should be sought when interpreting results and making conclusions of the CBA.