

**Economic Efficiency of the Transport System (TEE)**

<b>Non-business: Commuting</b>	<b>ALL MODES</b>	<b>ROAD</b>	<b>COACH</b>	<b>RAIL</b>	<b>OTHER</b>	
<b><u>User benefits</u></b>	<b>TOTAL</b>	<b>Private Cars and LGVs</b>	<b>Passengers</b>	<b>Passengers</b>		
Travel time	2,303	2,303	-	-	-	
Vehicle operating costs	89	89	-	-	-	
User charges	-106	-106	-	-	-	
During Construction & Maintenance	0	0	-	-	-	
<b>COMMUTING</b>	<b>2,286</b>	<b>2,286</b>	<b>-</b>	<b>-</b>	<b>-</b>	
		(1a)				
<b>Non-business: Other</b>	<b>ALL MODES</b>	<b>ROAD</b>	<b>BUS and COACH</b>	<b>RAIL</b>	<b>OTHER</b>	
<b><u>User benefits</u></b>	<b>TOTAL</b>	<b>Private Cars and LGVs</b>	<b>Passengers</b>	<b>Passengers</b>		
Travel time	4,286	4,286	-	-	-	
Vehicle operating costs	370	370	-	-	-	
User charges	-14	-14	-	-	-	
During Construction & Maintenance	0	0	-	-	-	
<b>OTHER</b>	<b>4,642</b>	<b>4,642</b>	<b>-</b>	<b>-</b>	<b>-</b>	
		(1b)				
<b>Business</b>		<b>Goods Vehicles</b>	<b>LGVs</b>	<b>Passengers</b>	<b>Freight</b>	<b>Passengers</b>
<b><u>User benefits</u></b>						
Travel time	4,714	2,481	2,233	-	-	-
Vehicle operating costs	199	-35	233	-	-	-
User charges	368	-18	386	-	-	-
During Construction & Maintenance	0	0	0	-	-	-
<b>Subtotal</b>	<b>5,281</b>	<b>2,428</b>	<b>2,852</b>	<b>-</b>	<b>-</b>	<b>-</b>
		(2)				
<b>Private sector provider impacts</b>					<b>Freight</b>	<b>Passengers</b>
Revenue	0			-	-	-
Operating costs	0			-	-	-
Investment costs	0			-	-	-
Grant/subsidy	0			-	-	-
<b>Subtotal</b>	<b>0</b>			<b>-</b>	<b>-</b>	<b>-</b>
		(3)				
<b>Other business impacts</b>						
Developer contributions	0			-	-	-
		(4)				
<b>NET BUSINESS IMPACT</b>	<b>5,281</b>	<b>(5) = (2) + (3) + (4)</b>				
<b>TOTAL</b>						
Present Value of Transport Economic Efficiency Benefits (TEE)	<b>12,209</b>	<b>(6) = (1a) + (1b) + (5)</b>				

Notes: Benefits appear as positive numbers, while costs appear as negative numbers.  
All entries are discounted present values, in 2010 prices and values