

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

<b>Non-business: Commuting</b>		<b>ALL MODES</b>	<b>ROAD</b>	<b>BUS and COACH</b>	<b>RAIL</b>	<b>OTHER</b>	
<u>User benefits</u>		<b>TOTAL</b>	<b>Private Cars and LGVs</b>	<b>Passengers</b>	<b>Passengers</b>		
Travel time		3.73		3.73			
Vehicle operating costs							
User charges							
During Construction & Maintenance							
<b>COMMUTING</b>		3.73	(1a)	3.73			
<b>Non-business: Other</b>		<b>ALL MODES</b>	<b>ROAD</b>	<b>BUS and COACH</b>	<b>RAIL</b>	<b>OTHER</b>	
<u>User benefits</u>		<b>TOTAL</b>	<b>Private Cars and LGVs</b>	<b>Passengers</b>	<b>Passengers</b>		
Travel time		4.15		4.15			
Vehicle operating costs							
User charges							
During Construction & Maintenance							
<b>NET NON-BUSINESS BENEFITS: OTHER</b>		4.15	(1b)	4.15			
<b>Business</b>			<b>Goods Vehicles</b>	<b>Business Cars &amp; LGVs</b>	<b>Passengers</b>	<b>Freight</b>	<b>Passengers</b>
<u>User benefits</u>							
Travel time		0.30			0.30		
Vehicle operating costs							
User charges							
During Construction & Maintenance							
<b>Subtotal</b>		0.30	(2)		0.30		
<b>Private sector provider impacts</b>					<b>Freight</b>	<b>Passengers</b>	
Revenue							
Operating costs							
Investment costs							
Grant/subsidy							
<b>Subtotal</b>			(3)				
<b>Other business impacts</b>							
Developer contributions			(4)				
<b>NET BUSINESS IMPACT</b>		0.30	(5) = (2) + (3) + (4)				
<b>TOTAL</b>							
Present Value of Transport Economic Efficiency Benefits (TEE)		8.18	(6) = (1a) + (1b) + (5)				

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