

Economic Efficiency of the Transport System (TEE)

Scenario 1 Core: Scenario1- 15%OB

<b>Non-business: Commuting</b>		<b>ALL MODES</b>	<b>ROAD</b>	<b>BUS and COACH</b>	<b>RAIL</b>	<b>OTHER</b>	
<b>User benefits</b>		<b>TOTAL</b>	<b>Private Cars and LGVs</b>	<b>Passengers</b>	<b>Passengers</b>		
Travel time	30,539		15,625	14,914			
Vehicle operating costs	-481		-481				
User charges	0		0	0			
During Construction & Maintenance	0		0	0			
<b>COMMUTING</b>	<b>30,058</b>	(1a)	<b>15,144</b>	<b>14,914</b>			
<b>Non-business: Other</b>		<b>ALL MODES</b>	<b>ROAD</b>	<b>BUS and COACH</b>	<b>RAIL</b>	<b>OTHER</b>	
<b>User benefits</b>		<b>TOTAL</b>	<b>Private Cars and LGVs</b>	<b>Passengers</b>	<b>Passengers</b>		
Travel time	7,890		5,726	2,164			
Vehicle operating costs	-1,451		-1,451				
User charges	0		0	0			
During Construction & Maintenance	0		0	0			
<b>NET NON-BUSINESS BENEFITS: OTHER</b>	<b>6,439</b>	(1b)	<b>4,275</b>	<b>2,164</b>			
<b>Business</b>			<b>Goods Vehicles</b>	<b>Business Cars &amp; LGVs</b>	<b>Passengers</b>	<b>Freight</b>	<b>Passengers</b>
<b>User benefits</b>							
Travel time	2,941			2,488	453		
Vehicle operating costs	-498			-498	0		
User charges	0			0	0		
During Construction & Maintenance	0			0	0		
<b>Subtotal</b>	<b>2,443</b>	(2)	<b>0</b>	<b>1,990</b>	<b>453</b>		
<b>Private sector provider impacts</b>					<b>Freight</b>	<b>Passengers</b>	
Revenue	955				955		
Operating costs	0				0		
Investment costs	0				0		
Grant/subsidy	0				0		
<b>Subtotal</b>	<b>955</b>	(3)			<b>955</b>		
<b>Other business impacts</b>							
Developer contributions	-2,469	(4)					
<b>NET BUSINESS IMPACT</b>	<b>929</b>	(5) = (2) + (3) + (4)					
<b>TOTAL</b>							
Present Value of Transport Economic Efficiency Benefits (TEE)	<b>37,426</b>	(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