

## Economic Efficiency of the Transport System (TEE) Preferred Scheme Option

<b>Consumers</b>	<b>ALL MODES</b>	<b>ROAD</b>	<b>BUS &amp; COACH</b>	<b>RAIL</b>	<b>OTHER</b>	
<i>User benefits</i>	<b>TOTAL</b>	<b>Private Cars and LGVs</b>	<b>Passengers</b>	<b>Passengers</b>	<b>Pedestrians</b>	
Travel time	33479	26583	167		6729	
Vehicle operating costs	113	113				
User charges	0	0				
During Construction & Maintenance	0	0				
<b>NET CONSUMER BENEFITS</b>	33592 (1)	26696	167		6729	
<b>Business</b>						
<i>User benefits</i>		<b>Goods Vehicles</b>	<b>Business Cars &amp; LGVs</b>	<b>Passengers</b>	<b>Freight</b>	<b>Passengers</b>
Travel time	45869	16353	29618	-102		
Vehicle operating costs	1396	781	712	-97		
User charges	0	0	0			
During Construction & Maintenance	0	0	0			
<b>Subtotal</b>	47265 (2)	17134	30330	-199		
<i>Private sector provider impacts</i>				<b>Freight</b>	<b>Passengers</b>	
Revenue	0					
Operating costs	0					
Investment costs	0					
Grant/subsidy	0					
<b>Subtotal</b>	0 (3)					
<i>Other business impacts</i>						
Developer contributions	-655 (4)	-655				
<b>NET BUSINESS IMPACT</b>	46610 (5) = (2) + (3) + (4)					
<b>TOTAL</b>						
Present Value of Transport Economic Efficiency Benefits	80202 (6) = (1) + (5)					

Notes: Benefits appear as positive numbers, while costs appear as negative numbers.  
All entries are discounted present values, in 2002 prices and values

**Table 1**