

Great Yarmouth Third River Crossing

OUTLINE BUSINESS CASE

MARCH 2017

Appendix I – TEE Table

Economic Efficiency of the Transport System (TEE)

Non-business: Commuting		ALL MODES	ROAD	BUS/COACH	RAIL	OTHER	
<i>User benefits</i>		TOTAL	Private Cars/LGVs	Passengers	Passengers		
Travel Time	60,952	60,952	0	0	0	0	
Vehicle operating costs	1,418	1,418	0	0	0	0	
User charges	0	0	0	0	0	0	
During Construction & Maintenance	0	0	0	0	0	0	
NET NON-BUSINESS BENEFITS: COMMUTING	62,370	(1a)	62,370	0	0	0	
Non-business: Other		ALL MODES	ROAD	BUS/COACH	RAIL	OTHER	
<i>User benefits</i>		TOTAL	Private Cars/LGVs	Passengers	Passengers		
Travel time	139,275	139,275	0	0	0	0	
Vehicle operating costs	4,765	4,765	0	0	0	0	
User charges	0	0	0	0	0	0	
During Construction & Maintenance	0	0	0	0	0	0	
NET NON-BUSINESS BENEFITS: OTHER	144,040	(1b)	144,040	0	0	0	
Business		TOTAL	ROAD	BUS/COACH	RAIL	OTHER	
<i>User benefits</i>			Good Vehicles	Business Cars/LGVs	Passengers	Freight	Passengers
Travel time	107,065	85,838	21,227	0	0	0	0
Vehicle operating costs	15,567	13,032	2,535	0	0	0	0
User charges	0	0	0	0	0	0	0
During Construction & Maintenance	0	0	0	0	0	0	0
Subtotal	122,632	(2)	98,870	23,762	0	0	0
<i>Private sector provider impacts</i>					Freight	Passengers	
Revenue	0						
Operating costs	0						
Investment costs	0						
Grant/subsidy	0						
Subtotal	0	(3)			0	0	0
<i>Other business impacts</i>							
Developer contributions	0	(4)					
NET BUSINESS IMPACT	122,632	(5) = (2) + (3) + (4)					
TOTAL							
Present Value of Transport Economic Efficiency Benefits (TEE)	329,042	(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 (£,000s)