



Suffolk County Council

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# IPSWICH NORTHERN ROUTE

AMCB, TEE, PA Tables





Suffolk County Council

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## **IPSWICH NORTHERN ROUTES**

Appendix F - AMCB, TEE, PA Tables

**TYPE OF DOCUMENT (VERSION) Public**

**PROJECT NO. 70044285**

**DATE: January 2020**

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# Outer route tables

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>	
<b>User benefits</b>	<b>TOTAL</b>	<b>Private Cars and LGVs</b>	<b>Passengers</b>	<b>Passengers</b>		
Travel time	139,516,072	139,516,072				
Vehicle operating costs	2,769,167	2,769,167				
User charges	-					
During Construction & Maintenance	-					
<b>NET NON-BUSINESS BENEFITS: COMMUTING</b>	<b>142,285,238</b> (1a)	<b>142,285,238</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</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	113,145,454	113,145,454				
Vehicle operating costs	2,245,753	2,245,753				
User charges	-					
During Construction & Maintenance	-					
<b>NET NON-BUSINESS BENEFITS: OTHER</b>	<b>115,391,207</b> (1b)	<b>115,391,207</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Business</b>						
<b>User benefits</b>		<b>Goods Vehicles</b>	<b>Business Cars &amp; LGVs</b>	<b>BUS AND COACH Passengers</b>	<b>RAIL Passengers</b>	<b>RAIL Freight</b>
Travel time	94,245,891	27,324,322	66,921,569			
Vehicle operating costs	1,870,627	542,343	1,328,284			
User charges	-					
During Construction & Maintenance	-					
<b>Subtotal</b>	<b>96,116,519</b> (2)	<b>27,866,666</b>	<b>68,249,853</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Private sector provider impacts</b>				<b>RAIL Passengers</b>	<b>RAIL Freight</b>	
Revenue	-					
Operating costs	-					
Investment costs	-					
Grant/subsidy	-					
<b>Subtotal</b>	<b>-</b> (3)					
<b>Other business impacts</b>						
Developer contributions	-					
<b>NET BUSINESS IMPACT</b>	<b>96,116,519</b> (5) = (2) + (3) + (4)					
<b>TOTAL</b>						
Present Value of Transport Economic Efficiency Benefits (TEE)	<b>353,792,964</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

**Public Accounts (PA) Table**

	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER
<b>Local Government Funding</b>	<b>TOTAL</b>	<b>INFRASTRUCTURE</b>			
Revenue	-				
Operating Costs	11,106,275	11,106,275			
Investment Costs	-				
Developer and Other Contributions	-				
Grant/Subsidy Payments	-				
<b>NET IMPACT</b>	<b>11,106,275</b> (7)	<b>11,106,275</b>	-	-	
<b>Central Government Funding: Transport</b>					
Revenue	-				
Operating costs	-				
Investment Costs	261,360,170	261,360,275			
Developer and Other Contributions	-				
Grant/Subsidy Payments	-				
<b>NET IMPACT</b>	<b>261,360,170</b> (8)	<b>261,360,170</b>	-	-	
<b>Central Government Funding: Non-Transport</b>					
Indirect Tax Revenues	- 2,768,097	- 2,768,097			
<b>TOTALS</b>					
<b>Broad Transport Budget</b>	<b>272,466,445</b>	<b>(10) = (7) +(8)</b>			
<b>Wider Public Finances</b>	<b>- 2,768,097</b>	<b>(11) = (9)</b>			

Notes: Costs appear as positive numbers, while revenues and 'Developer and Other Contributions' appear as negative numbers.

All entries are discounted present values in 2010 prices and values.

**Analysis of Monetised Costs and Benefits (AMCB) Table**

Noise		(12)
Local Air Quality		(13)
Greenhouse Gases	1,454,728	(14)
Journey Quality		(15)
Physical Activity		(16)
Accidents		(17)
Economic Efficiency: Consumer Users (Commuting)	142,285,238	(1a)
Economic Efficiency: Consumer Users (Other)	115,391,207	(1b)
Economic Efficiency: Business Users and Providers	96,116,519	(5)
Wider Public Finances (Indirect Taxation Revenues)	2,768,097	-(11) - sign changed
Present Value of Benefits (see notes) (PVB)	352,479,595	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)
Broad Transport Budget	272,466,445	(10)
Present Value of Costs (see notes) (PVC)	272,466,445	(PVC) = (10)
<b>OVERALL IMPACTS</b>		
<b>Net Present Value (NPV)</b>	80,013,150	NPV=PVB-PVC
<b>Benefit to Cost Ratio (BCR)</b>	1.3	BCR=PVB/PVC
<p>Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.</p>		

# Middle route tables

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	217,262,489	217,262,489				
Vehicle operating costs	4,300,996	4,300,996				
User charges	-					
During Construction & Maintenance	-					
<b>NET NON-BUSINESS BENEFITS: COMMUTING</b>	<b>221,563,485</b> (1a)	<b>221,563,485</b>	-	-	-	-
<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	153,054,880	153,054,880				
Vehicle operating costs	3,029,922	3,029,922				
User charges	-					
During Construction & Maintenance	-					
<b>NET NON-BUSINESS BENEFITS: OTHER</b>	<b>156,084,802</b> (1b)	<b>156,084,802</b>	-	-	-	-
<b>Business</b>						
<u>User benefits</u>		<b>Goods Vehicles</b>	<b>Business Cars &amp; LGVs</b>	<b>BUS AND COACH Passengers</b>	<b>RAIL Passengers</b>	<b>RAIL Freight</b>
Travel time	136,338,522	39,955,948	96,382,574			
Vehicle operating costs	2,699,000	790,980	1,908,019			
User charges	-					
During Construction & Maintenance	-					
<b>Subtotal</b>	<b>139,037,522</b> (2)	<b>40,746,928</b>	<b>98,290,594</b>	-	-	-
<b>Private sector provider impacts</b>				<b>RAIL Passengers</b>	<b>RAIL Freight</b>	
Revenue	-					
Operating costs	-					
Investment costs	-					
Grant/subsidy	-					
<b>Subtotal</b>	<b>-</b> (3)					
<b>Other business impacts</b>						
Developer contributions	-					
<b>NET BUSINESS IMPACT</b>	<b>139,037,522</b> (5) = (2) + (3) + (4)					
<b>TOTAL</b>						
Present Value of Transport Economic Efficiency Benefits (TEE)	<b>516,685,809</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

**Public Accounts (PA) Table**

	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER
		<b>INFRASTRUCTURE</b>			
<b>Local Government Funding</b>	<b>TOTAL</b>				
Revenue	-				
Operating Costs	12,201,260	12,201,260			
Investment Costs	-				
Developer and Other Contributions	-				
Grant/Subsidy Payments	-				
<b>NET IMPACT</b>	<b>12,201,260</b> (7)	<b>12,201,260</b>	-	-	-
<b>Central Government Funding: Transport</b>					
Revenue	-				
Operating costs	-				
Investment Costs	287,889,871	287,889,871			
Developer and Other Contributions	-				
Grant/Subsidy Payments	-				
<b>NET IMPACT</b>	<b>287,889,871</b> (8)	<b>287,889,871</b>	-	-	-
<b>Central Government Funding: Non-Transport</b>					
Indirect Tax Revenues	- 4,929,644	- 4,929,644			
<b>TOTALS</b>					
<b>Broad Transport Budget</b>	<b>300,091,131</b> (10) = (7) +(8)				
<b>Wider Public Finances</b>	<b>- 4,929,644</b> (11) = (9)				

Notes: Costs appear as positive numbers, while revenues and 'Developer and Other Contributions' appear as negative numbers.

All entries are discounted present values in 2010 prices and values.

**Analysis of Monetised Costs and Benefits (AMCB) Table**

Noise		(12)
Local Air Quality		(13)
Greenhouse Gases	2,517,533	(14)
Journey Quality		(15)
Physical Activity		(16)
Accidents		(17)
Economic Efficiency: Consumer Users (Commuting)	221,563,485	(1a)
Economic Efficiency: Consumer Users (Other)	156,084,802	(1b)
Economic Efficiency: Business Users and Providers	139,037,522	(5)
Wider Public Finances (Indirect Taxation Revenues)	4,929,644	-(11) - sign changed
Present Value of Benefits (see notes) (PVB)	514,273,698	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)
Broad Transport Budget	300,091,131	(10)
Present Value of Costs (see notes) (PVC)	300,091,131	(PVC) = (10)
<b>OVERALL IMPACTS</b>		
<b>Net Present Value (NPV)</b>	214,182,567	NPV=PVB-PVC
<b>Benefit to Cost Ratio (BCR)</b>	1.7	BCR=PVB/PVC

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.



# Inner route tables

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>	
<b>User benefits</b>	<b>TOTAL</b>	<b>Private Cars and LGVs</b>	<b>Passengers</b>	<b>Passengers</b>		
Travel time	241,903,966	241,903,966				
Vehicle operating costs	8,075,384	8,075,384				
User charges	-					
During Construction & Maintenance	-					
<b>NET NON-BUSINESS BENEFITS: COMMUTING</b>	<b>249,979,351</b> (1a)	<b>249,979,351</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	187,747,437	187,747,437				
Vehicle operating costs	6,267,498	6,267,498				
User charges	-					
During Construction & Maintenance	-					
<b>NET NON-BUSINESS BENEFITS: OTHER</b>	<b>194,014,935</b> (1b)	<b>194,014,935</b>	-	-	-	-
<b>Business</b>		<b>Goods Vehicles</b>	<b>Business Cars &amp; LGVs</b>	<b>BUS AND COACH Passengers</b>	<b>RAIL Passengers</b>	<b>RAIL Freight</b>
<b>User benefits</b>						
Travel time	167,137,262	53,040,701	114,096,560			
Vehicle operating costs	5,579,477	1,770,637	3,808,840			
User charges	-					
During Construction & Maintenance	-					
<b>Subtotal</b>	<b>172,716,739</b> (2)	<b>54,811,338</b>	<b>117,905,400</b>	-	-	-
<b>Private sector provider impacts</b>				<b>RAIL Passengers</b>	<b>RAIL Freight</b>	
Revenue	-					
Operating costs	-					
Investment costs	-					
Grant/subsidy	-					
<b>Subtotal</b>	<b>-</b> (3)					
<b>Other business impacts</b>						
Developer contributions	-					
<b>NET BUSINESS IMPACT</b>	<b>172,716,739</b> (5) = (2) + (3) + (4)					
<b>TOTAL</b>						
Present Value of Transport Economic Efficiency Benefits (TEE)	<b>616,711,024</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

**Public Accounts (PA) Table**

	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER
		INFRASTRUCTURE			
<b>Local Government Funding</b>	<b>TOTAL</b>				
Revenue	-				
Operating Costs	12,826,965	12,826,965			
Investment Costs	-				
Developer and Other Contributions	-				
Grant/Subsidy Payments	-				
<b>NET IMPACT</b>	<b>12,826,965</b> (7)	<b>12,826,965</b>	-	-	
<b>Central Government Funding: Transport</b>					
Revenue	-				
Operating costs	-				
Investment Costs	294,153,117	294,153,117			
Developer and Other Contributions	-				
Grant/Subsidy Payments	-				
<b>NET IMPACT</b>	<b>294,153,117</b> (8)	<b>294,153,117</b>	-	-	
<b>Central Government Funding: Non-Transport</b>					
Indirect Tax Revenues	- 10,741,777 (9)	- 10,741,777			
<b>TOTALS</b>					
<b>Broad Transport Budget</b>	<b>306,980,083</b> (10) = (7) +(8)				
<b>Wider Public Finances</b>	<b>- 10,741,777</b> (11) = (9)				

Notes: Costs appear as positive numbers, while revenues and 'Developer and Other Contributions' appear as negative numbers.

All entries are discounted present values in 2010 prices and values.

**Analysis of Monetised Costs and Benefits (AMCB) Table**

Noise		(12)
Local Air Quality		(13)
Greenhouse Gases	5,456,239	(14)
Journey Quality		(15)
Physical Activity		(16)
Accidents		(17)
Economic Efficiency: Consumer Users (Commuting)	249,979,351	(1a)
Economic Efficiency: Consumer Users (Other)	194,014,935	(1b)
Economic Efficiency: Business Users and Providers	172,716,739	(5)
Wider Public Finances (Indirect Taxation Revenues)	10,741,777	-(11) - sign changed
Present Value of Benefits (see notes) (PVB)	611,425,486	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)
Broad Transport Budget	306,980,083	(10)
Present Value of Costs (see notes) (PVC)	306,980,083	(PVC) = (10)
<b>OVERALL IMPACTS</b>		
<b>Net Present Value (NPV)</b>	304,445,404	NPV=PVB-PVC
<b>Benefit to Cost Ratio (BCR)</b>	2.0	BCR=PVB/PVC

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.