



## Glossary

Term	Description
Air Quality Management Area (AQMA)	An area identified where the National Air Quality Objectives are not likely to be achieved. SCC is required to produce a Local Air Quality Action Plan to plan how air quality in the local Authority is to be improved.
Analysis of Monetised Costs and Benefits (AMCB) table	The AMCB table summarises the monetised benefits (Transport User benefits) and costs of the scheme to calculate the Net Present Value and Benefit-Cost Ratio.
Appraisal Specification Report (ASR)	This report is compiled to inform decision makers and stakeholders on how the economic, environmental and operational assessments will be undertaken and how they will be supported by the traffic modelling, taking account of budgetary, programme and environmental constraints.
Appraisal Summary Table (AST)	table that appraises the performance of each option against economic, environmental, social and distributional sub-impacts. It is used to directly inform the VfM assessment, the decision-making process assessing the use of public resources in a way that maximises public value, for the economic case.
Benefit costs ratio (BCRs)	A benefit cost ratio is an indicator, used in cost-benefit analysis, that attempts to summarize the overall value for money of a project or proposal. A BCR is the ratio of the benefits of a project or proposal, expressed in monetary terms, relative to its costs, also expressed in monetary terms. All benefits and costs should be expressed in discounted present values.
Defra Noise Important Areas (NIAs)	These are hotspots in which a significant amount of noise occurs.
Department for Transport (DFT)	Government department responsible for the transport network in England, and for aspects of the transport network in the devolved administrations.
Department for Transport Value for Money Framework	Outlines the Department's approach to Value for Money assessments and provides guidance on how the outputs of these assessments should be communicated to decisionmakers.
Full Business Case (FBC)	The full business case required to be developed under HM Treasury's Green Book. There are 3 phases in a scheme's timeline. Phase One – preparing the Strategic Outline Business Case, Phase two - preparing the Outline Business Case, and the final pre-construction phase 3 – Preparing the Full Business Case.



Gross Value Added (GVA) per head	Gross Value Added (GVA) measures the contribution to the economy of each individual producer, industry or sector. It is the value of the amount of goods and services that have been produced, less the cost of all inputs and raw materials that are directly attributable to that production. GVA per head divides this value by the population.
HM Treasury's Green Book	"A guidance on how publicly funded bodies should prepare and analyse proposed policies, programmes and projects to obtain the best public value and manage risks. It covers the evaluation of policies, programmes and projects after implementation to find out how well they have achieved their original objectives and how well they have delivered within their original budgets and planned timescales. The Green Book guidance on assessing public value and risks applies to proposals and decisions about both spending public money and to changes in regulation."
Ipswich Strategic Planning Area (ISPA)	Ipswich has relatively tight administrative boundaries and there are cross boundary issues that are relevant to the development and future of the Borough, the urban area of Ipswich and surrounding areas. The geography of the area equates with the Ipswich Housing Market Area and the Ipswich Functional Economic Area, which both extend over the whole of Ipswich Borough, and Babergh, Mid Suffolk and East Suffolk.
Large local Majors Fund (LLM)	The large local majors fund provides funding for those exceptionally large, potentially transformative, local schemes that are too big to be taken forward within regular Growth Deal allocations and could not otherwise be funded. The 2016 Budget announced the launch of a competitive process within the £600m fund for large local transport schemes. This is part of the £12bn Local Growth Fund (LGF).
Local Growth Fund (LGF)	Local Growth Fund provides funds to local enterprise partnerships for projects that benefit the local area and economy.
Local Model Validation Report (LMVR)	This summarise all aspects of the development of the base year model and demonstrate that the model has been calibrated and validated to a level commensurate with its intended use for future year demand forecasting.
Major Road Network (MRN)	The MRN will form a middle tier of the country's busiest and most economically important local authority 'A' roads, sitting between the national Strategic Road Network (SRN) and the rest of the local road network.
Net Present Value (NPV)	A measure of profitability calculated by subtracting the present value of cash outflows (costs) from the present value of cash inflows.

Nitrogen Dioxide (NO <sub>2</sub> )	Nitrogen dioxide (NO <sub>2</sub> ) is one of a group of gases called nitrogen oxides. Road transport is estimated to be responsible for about 50% of total emissions of nitrogen oxides, which means that nitrogen dioxide levels are highest close to busy roads and in large urban areas.
Objectively Assessed Need (OAN)	The National Planning Policy Framework requires that local planning authorities identify the objectively assessed need for housing in their areas, and that Local Plans translate those needs into land provision targets.
Official Journal of the European Union	The official gazette of record for the European Union. It is published every working day in all the official languages of the member states.
Peak Hours	The busiest hours for traffic, as during rush hour etc.
Quantified Risk Assessment (QRA)	A Quantified Risk Assessment (QRA) is a formal and systematic risk analysis approach to quantifying the risks associated with the operation of an engineering process.
Rat-running	The practice by motorists of using residential side streets or any unintended short cut instead of the intended main road.
SATURN	This is a computer program that calculates transport assignment on road networks for Suffolk County Transport Model.
Strategic Economic Plan	A document produced by a Local Enterprise Partnership setting out its plans for the future and the funding that will be required to deliver these plans.
Strategic Road Network	The network of approximately 4,300 miles of motorways and major 'trunk' A roads across England, managed by Highways England.
Sub-National Transport Body for Transport East (STB)	This partnership aims to deliver a collective vision for the future of transport and infrastructure in Essex, Norfolk, Suffolk and Southend-on-Sea
Suffolk County Transport Model (SCTM)	A County wide transport model for Suffolk. The model simulates traffic movements within the road network of Suffolk.
TEE Table	Table used to present the results, as part of a business case, of Economic Efficiency of the Transport System.
Transport Analysis Guidance	Guidance produced by DfT on the process of appraisal of transport interventions.
Transport user benefit appraisals (TUBA)	A computer programme developed by DfT and widely used to undertake economic appraisal for multi modal transport studies, in line with TAG guidance.
WebTAG	Department for Transport appraisal guidance and toolkit.