



Suffolk County Council

IPSWICH NORTHERN ROUTE

AMCB, TEE, PA Tables





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Appendix F - AMCB, TEE, PA Tables

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Outer route tables

Economic Efficiency of the Transport System (TEE)						
<u>Non-business: Commuting</u>	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER	
<u>User benefits</u>	TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	139,516,072	139,516,072				
Vehicle operating costs	2,769,167	2,769,167				
User charges	-					
During Construction & Maintenance	-					
NET NON-BUSINESS BENEFITS: COMMUTING	142,285,238 (1a)	142,285,238	-	-	-	
<u>Non-business: Other</u>	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER	
<u>User benefits</u>	TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	113,145,454	113,145,454				
Vehicle operating costs	2,245,753	2,245,753				
User charges	-					
During Construction & Maintenance	-					
NET NON-BUSINESS BENEFITS: OTHER	115,391,207 (1b)	115,391,207	-	-	-	
<u>Business</u>		Goods Vehicles	Business Cars & LGVs	BUS AND COACH Passengers	RAIL Passengers	RAIL Freight
<u>User benefits</u>						
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	-					
Subtotal	96,116,519 (2)	27,866,666	68,249,853	-	-	-
<u>Private sector provider impacts</u>					RAIL Passengers	RAIL Freight
Revenue	-					
Operating costs	-					
Investment costs	-					
Grant/subsidy	-					
Subtotal	- (3)					
<u>Other business impacts</u>						
Developer contributions	-					
NET BUSINESS IMPACT	96,116,519 (5) = (2) + (3) + (4)					
TOTAL						
Present Value of Transport Economic Efficiency Benefits (TEE)	353,792,964 (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
Local Government Funding	TOTAL	INFRASTRUCTURE			
Revenue	-				
Operating Costs	11,106,275	11,106,275			
Investment Costs	-				
Developer and Other Contributions	-				
Grant/Subsidy Payments	-				
NET IMPACT	11,106,275 (7)	11,106,275	-	-	
Central Government Funding: Transport					
Revenue	-				
Operating costs	-				
Investment Costs	261,360,170	261,360,275			
Developer and Other Contributions	-				
Grant/Subsidy Payments	-				
NET IMPACT	261,360,170 (8)	261,360,170	-	-	
Central Government Funding: Non-Transport					
Indirect Tax Revenues	- 2,768,097	- 2,768,097			
TOTALS					
Broad Transport Budget	272,466,445	(10) = (7) +(8)			
Wider Public Finances	- 2,768,097	(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	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)
OVERALL IMPACTS		
Net Present Value (NPV)	80,013,150	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	1.3	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.

Middle route tables

Economic Efficiency of the Transport System (TEE)						
Non-business: Commuting	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER	
<u>User benefits</u>	TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	217,262,489	217,262,489				
Vehicle operating costs	4,300,996	4,300,996				
User charges	-					
During Construction & Maintenance	-					
NET NON-BUSINESS BENEFITS: COMMUTING	221,563,485 (1a)	221,563,485	-	-	-	-
Non-business: Other	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER	
<u>User benefits</u>	TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	153,054,880	153,054,880				
Vehicle operating costs	3,029,922	3,029,922				
User charges	-					
During Construction & Maintenance	-					
NET NON-BUSINESS BENEFITS: OTHER	156,084,802 (1b)	156,084,802	-	-	-	-
Business						
<u>User benefits</u>		Goods Vehicles	Business Cars & LGVs	BUS AND COACH Passengers	RAIL Passengers	RAIL Freight
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	-					
Subtotal	139,037,522 (2)	40,746,928	98,290,594	-	-	-
Private sector provider impacts					RAIL Passengers	RAIL Freight
Revenue	-					
Operating costs	-					
Investment costs	-					
Grant/subsidy	-					
Subtotal	- (3)				-	-
Other business impacts						
Developer contributions	-					
NET BUSINESS IMPACT	139,037,522 (5) = (2) + (3) + (4)					
TOTAL						
Present Value of Transport Economic Efficiency Benefits (TEE)	516,685,809 (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			
Local Government Funding	TOTAL				
Revenue	-				
Operating Costs	12,201,260	12,201,260			
Investment Costs	-				
Developer and Other Contributions	-				
Grant/Subsidy Payments	-				
NET IMPACT	12,201,260 (7)	12,201,260	-	-	-
Central Government Funding: Transport					
Revenue	-				
Operating costs	-				
Investment Costs	287,889,871	287,889,871			
Developer and Other Contributions	-				
Grant/Subsidy Payments	-				
NET IMPACT	287,889,871 (8)	287,889,871	-	-	-
Central Government Funding: Non-Transport					
Indirect Tax Revenues	- 4,929,644	- 4,929,644			
TOTALS					
Broad Transport Budget	300,091,131	(10) = (7) +(8)			
Wider Public Finances	- 4,929,644	(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)
OVERALL IMPACTS		
Net Present Value (NPV)	214,182,567	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	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)						
Non-business: Commuting	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER	
User benefits	TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	241,903,966	241,903,966				
Vehicle operating costs	8,075,384	8,075,384				
User charges	-					
During Construction & Maintenance	-					
NET NON-BUSINESS BENEFITS: COMMUTING	249,979,351 (1a)	249,979,351	-	-	-	-
Non-business: Other	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER	
User benefits	TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	187,747,437	187,747,437				
Vehicle operating costs	6,267,498	6,267,498				
User charges	-					
During Construction & Maintenance	-					
NET NON-BUSINESS BENEFITS: OTHER	194,014,935 (1b)	194,014,935	-	-	-	-
Business		Goods Vehicles	Business Cars & LGVs	BUS AND COACH Passengers	RAIL Passengers	RAIL Freight
User benefits						
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	-					
Subtotal	172,716,739 (2)	54,811,338	117,905,400	-	-	-
Private sector provider impacts				RAIL Passengers	RAIL Freight	
Revenue	-					
Operating costs	-					
Investment costs	-					
Grant/subsidy	-					
Subtotal	- (3)					
Other business impacts						
Developer contributions	-					
NET BUSINESS IMPACT	172,716,739 (5) = (2) + (3) + (4)					
TOTAL						
Present Value of Transport Economic Efficiency Benefits (TEE)	616,711,024 (6) = (1a) + (1b) + (5)					

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

Notes: Benefits appear as positive numbers, while costs appear as negative numbers.

Public Accounts (PA) Table

	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER
		INFRASTRUCTURE			
Local Government Funding	TOTAL				
Revenue	-				
Operating Costs	12,826,965	12,826,965			
Investment Costs	-				
Developer and Other Contributions	-				
Grant/Subsidy Payments	-				
NET IMPACT	12,826,965 (7)	12,826,965	-	-	
Central Government Funding: Transport					
Revenue	-				
Operating costs	-				
Investment Costs	294,153,117	294,153,117			
Developer and Other Contributions	-				
Grant/Subsidy Payments	-				
NET IMPACT	294,153,117 (8)	294,153,117	-	-	
Central Government Funding: Non-Transport					
Indirect Tax Revenues	- 10,741,777 (9)	- 10,741,777			
TOTALS					
Broad Transport Budget	306,980,083 (10) = (7) +(8)				
Wider Public Finances	- 10,741,777 (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)
OVERALL IMPACTS		
Net Present Value (NPV)	304,445,404	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	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.