

**Introduction**

1.1. The purpose of this note is to summarise a set of revisions to the Scheme Assessment Report version P07 dated May 2018.

**Revisions to tables**

1.2. The revisions presented in the tables below include a general formatting update where monetary values are presented. In the economic tables, monetary values are presented in units of £million, with a decimal point, and are right-aligned.

1.3. Table 6-12 contained an error in the transposition of data which has been corrected. The updated value is highlighted in red on the corrected Table 6-12.

**ORIGINAL TABLE 6-12: TOTAL ACCIDENT BENEFITS (£M)**

Table 6-12 Total accident benefits (£m)

PERIOD	OPTION 1	OPTION 3	OPTION 5A
Total without-scheme accident costs	£1867.756	£1867.252	£1867.321
Total with-scheme accident costs	£1851.748	£1833.474	£1837.279
Total accident benefits saved	£16.008	£34.778	£30.042

**CORRECTED TABLE 6-12: TOTAL ACCIDENT BENEFITS (£M)**

PERIOD	OPTION 1	OPTION 3	OPTION 5A
Total without-scheme accident costs	£1867.756	£1868.252	£1867.321
Total with-scheme accident costs	£1851.748	£1833.474	£1837.279
Total accident benefits saved	£16.008	£34.778	£30.042

1.4. Table 6-14 contained an error in the presentation of number units, where a comma was used in place of a decimal. The corrected cells are highlighted in red on the corrected Table 6-14.

**CORRECTED TABLE 6-14: ANALYSIS OF MONETISED COSTS AND BENEFITS, VARIABLE DEMAND ASSIGNMENT (£M)**

TYPE	OPTION 1	OPTION 3	OPTION 5A
Transport Economic Efficiency	£159.415	£166.818	£210.053
Greenhouse Gases	-£19.145	-£25.181	-£23.899
Wider Public Finances (Indirect Taxation Revenues)	£17.056	£23.821	£21.461
Accident benefits	£16.008	£34.778	£30.042
Construction Delay	-£6.522	-£1.445	-£1.755
Air Quality	£9.252	£9.016	£9.465
Noise	-£9.967	-£1.334	-£1.519
<b>Present Value of Benefits (PVB)</b>	<b>£166.097</b>	<b>£206.473</b>	<b>£243.848</b>
Broad Transport Budget	£87.190	<b>£166.997</b>	<b>£162.005</b>
<b>Present Value of Costs (PVC)</b>	<b>£87.190</b>	<b>£166.997</b>	<b>£162.005</b>
<b>Net Present Value (NPV)</b>	<b>£78.907</b>	<b>£34.476</b>	<b>£81.843</b>
<b>Benefit to Cost Ratio (BCR)</b>	<b>1.91</b>	<b>1.24</b>	<b>1.51</b>

- 1.5. Table 6-15 contained an error in the transposition of data which has been corrected. The corrected value has been highlighted in red on the corrected Table 6-15.

**ORIGINAL TABLE 6-15: SUMMARY OF BENEFITS AND COSTS (£m)**

Table 6-15 Summary of benefits and costs (£m)

TYPE	OPTION 1	OPTION 3	OPTION 5A
Present Value of Benefits (initial)	166,097	209,473	243,848
Wider Economic Benefits	47,500	20,800	19,300
Present Value of Benefits (adjusted)	213,597	227,273	263,148
Present Value of Costs	87,190	166,997	162,005
Net Present Value (adjusted)	126,407	60,276	101,143
Adjusted BCR	<b>2.45</b>	<b>1.36</b>	<b>1.62</b>

**CORRECTED TABLE 6-15: SUMMARY OF BENEFITS AND COSTS (£m)**

TYPE	OPTION 1	OPTION 3	OPTION 5A
Present Value of Benefits (initial)	£166.097	<b>£206.473</b>	£243.848
Wider Economic Benefits	£47.500	£20.800	£19.300
Present Value of Benefits (adjusted)	£213.597	£227.273	£263.148
Present Value of Costs	£87.190	£166.997	£162.005
Net Present Value (adjusted)	£126.407	£60.276	£101.143
Adjusted BCR	<b>2.45</b>	<b>1.36</b>	<b>1.62</b>

- 1.6. Table 10-10 has been updated to correct the Option 1 'Difference in accidents compared with DN', this is highlighted in the corrected Table 10-10.

**ORIGINAL TABLE 10-10: TOTAL ACCIDENTS BETWEEN MILL ROAD/TYE LANE AND CROSSBUSH JUNCTION**

Table 10-10 Total accidents between Mill Road/Tye Lane and Crossbush junction

	DN	OPTION 1	OPTION 1 (FLYOVER – ALL SLIPS)	OPTION 3	OPTION 5A
Total number of accidents	346	538	229	219	191
Difference in accidents compared with DN	-	+196	-117	-127	-155

**CORRECTED TABLE 10-10: TOTAL ACCIDENTS BETWEEN MILL ROAD/TYE LANE AND CROSSBUSH JUNCTION**

	DN	OPTION 1	OPTION 1 (FLYOVER – ALL SLIPS)	OPTION 3	OPTION 5A
Total number of accidents	346	538	229	219	191
Difference in accidents compared with DN	-	+192	-117	-127	-155

- 1.7. Table 12-1 contained an error in the transposition of data which has been corrected. The updated values are highlighted below in an amended section of the table.

**ORIGINAL TABLE (SECTION) 12-1: SUMMARISED PERFORMANCE OF OPTIONS AGAINST THE PROJECT OBJECTIVES**

MEASURE	OPTION 1	OPTION 3	OPTION 5A
Reduce accidents on the A27 at Arundel	+203	-127	-156

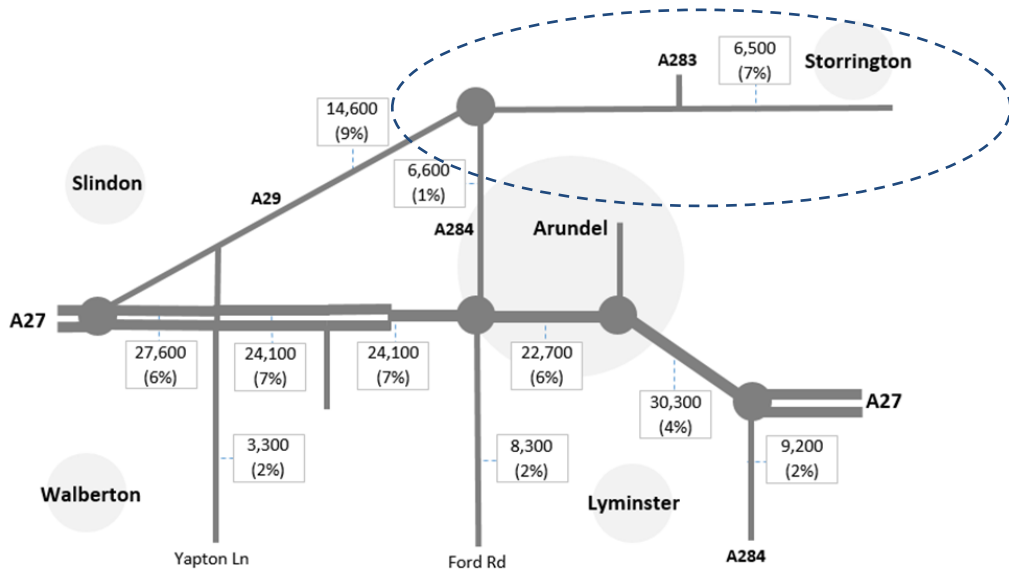
**CORRECTED TABLE (SECTION) 12-1: SUMMARISED PERFORMANCE OF OPTIONS AGAINST THE PROJECT OBJECTIVES**

MEASURE	OPTION 1	OPTION 3	OPTION 5A
Reduce accidents on the A27 at Arundel	+192	-127	-155

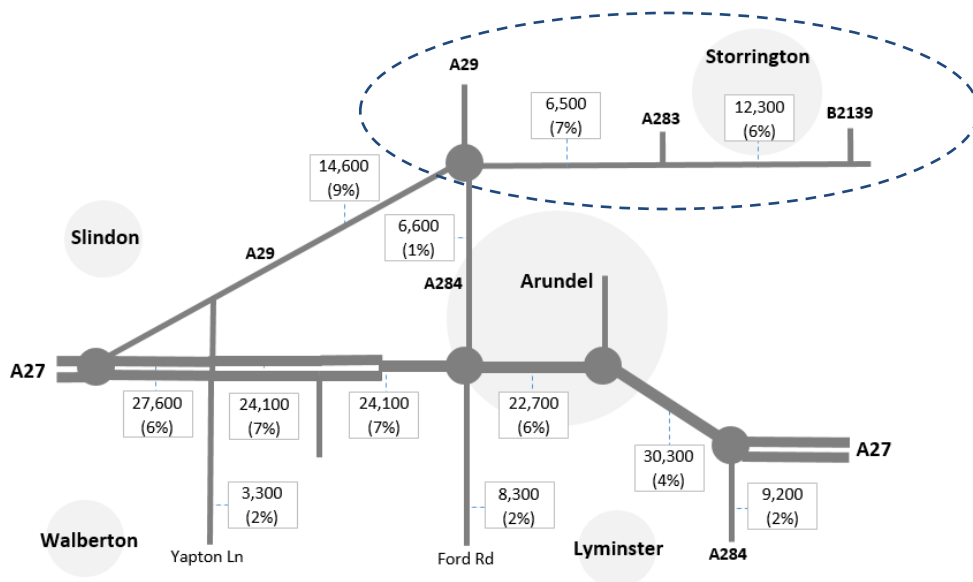
**Revisions to figures**

- 1.8. The traffic flow diagrams in Section 2, 4 and 6 have been updated to correct a presentational issue relating to the location of the B2139 traffic data in relation to the A283 and Storrington. In addition, further data has been added to these diagrams to aid their interpretation.
- 1.9. An example of the change is provided in the original and updated Figure 2-4, as presented below. All new Figures are then presented in the remainder of this note.

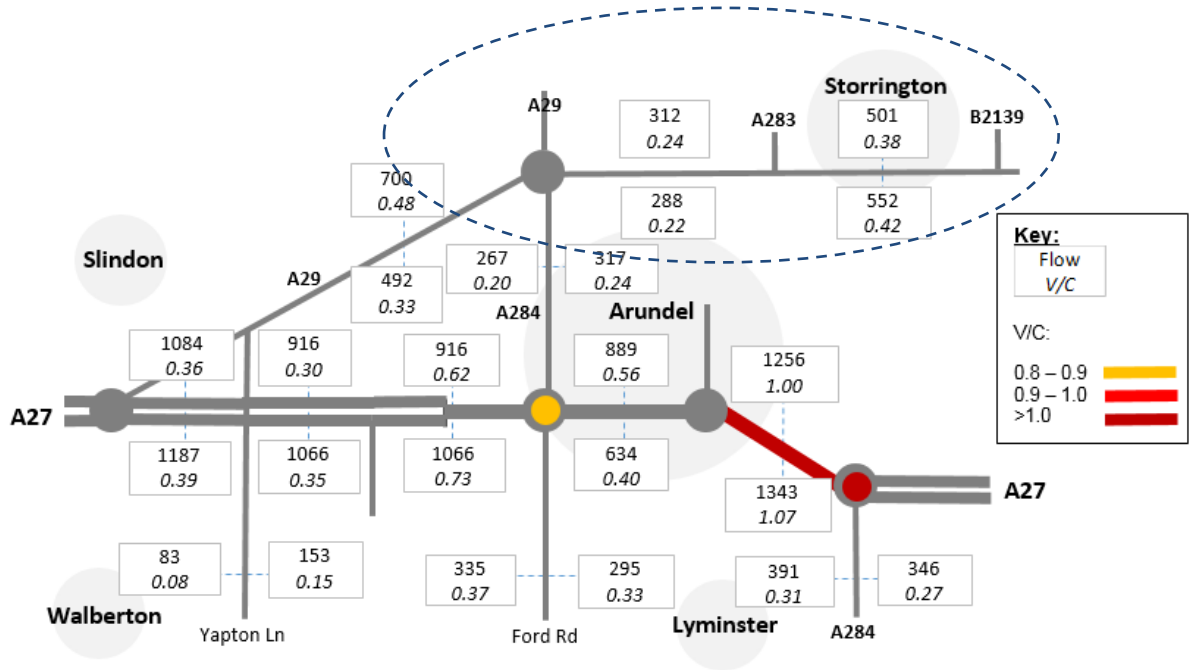
**ORIGINAL FIGURE 2-4: BASE YEAR (2015) TWO-WAY AADT**



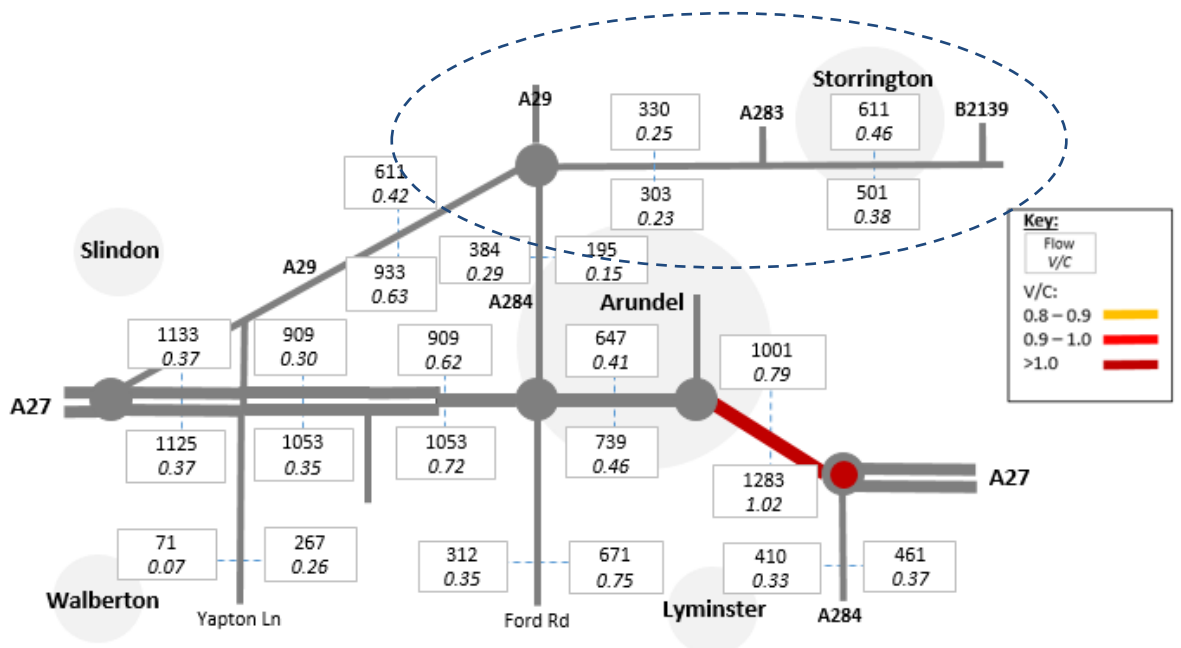
**UPDATED FIGURE 2-4: BASE YEAR (2015) TWO-WAY AADT**



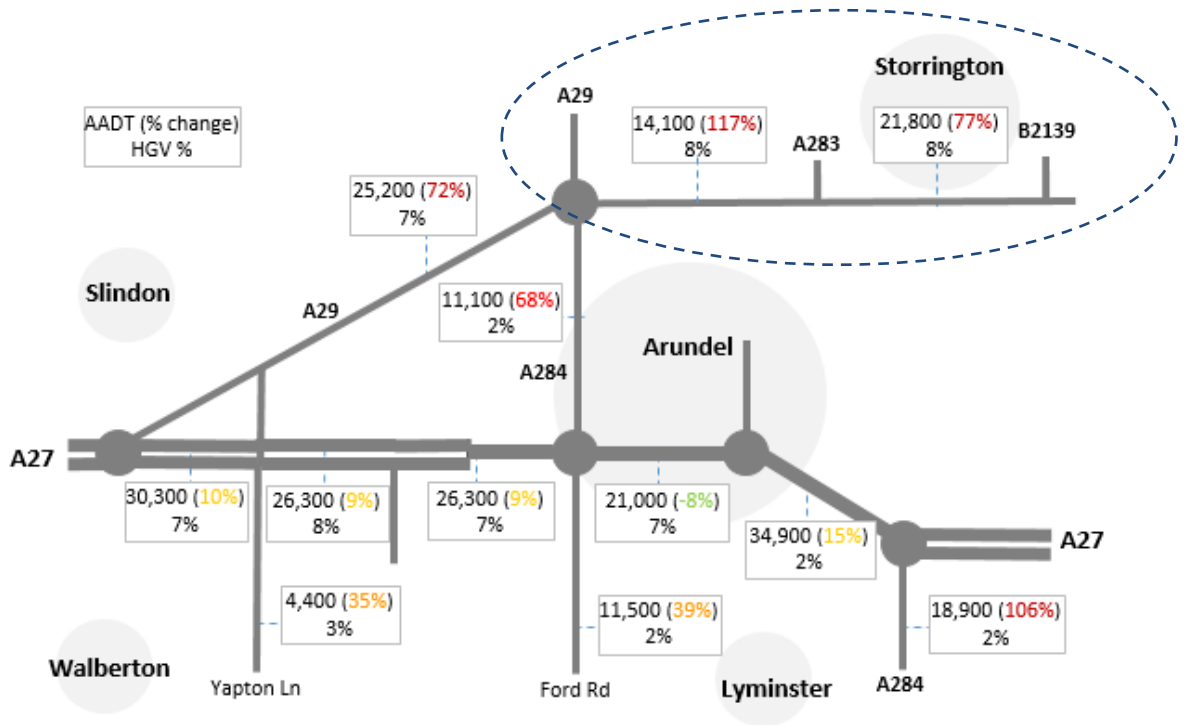
UPDATED FIGURE 2-5: BASE YEAR PEAK PERIOD FLOW AND V/C (AM)



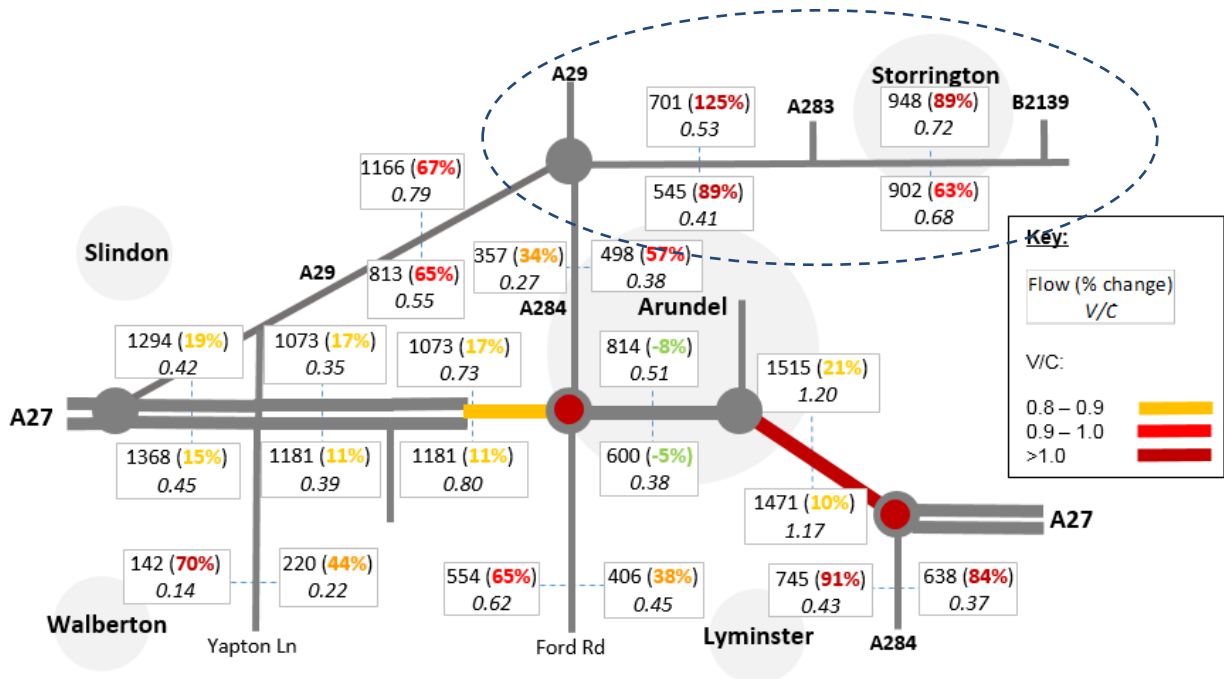
UPDATED FIGURE 2-6: BASE YEAR PEAK PERIOD FLOW AND V/C (PM)



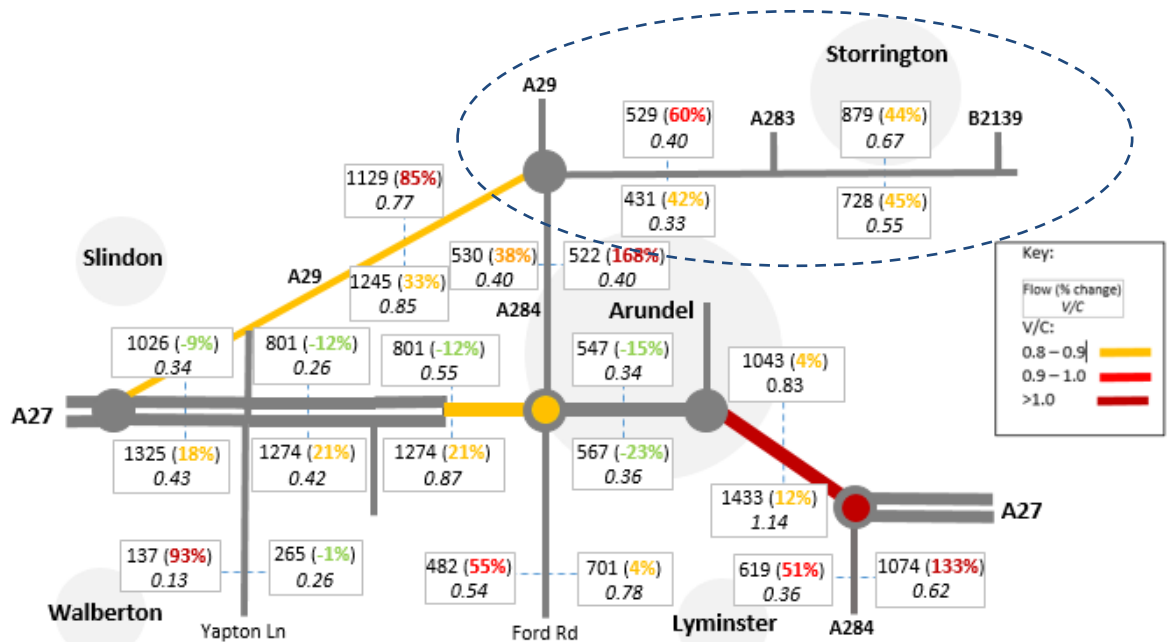
UPDATED FIGURE 4-1: 2041 DO NOTHING AADT FORECAST



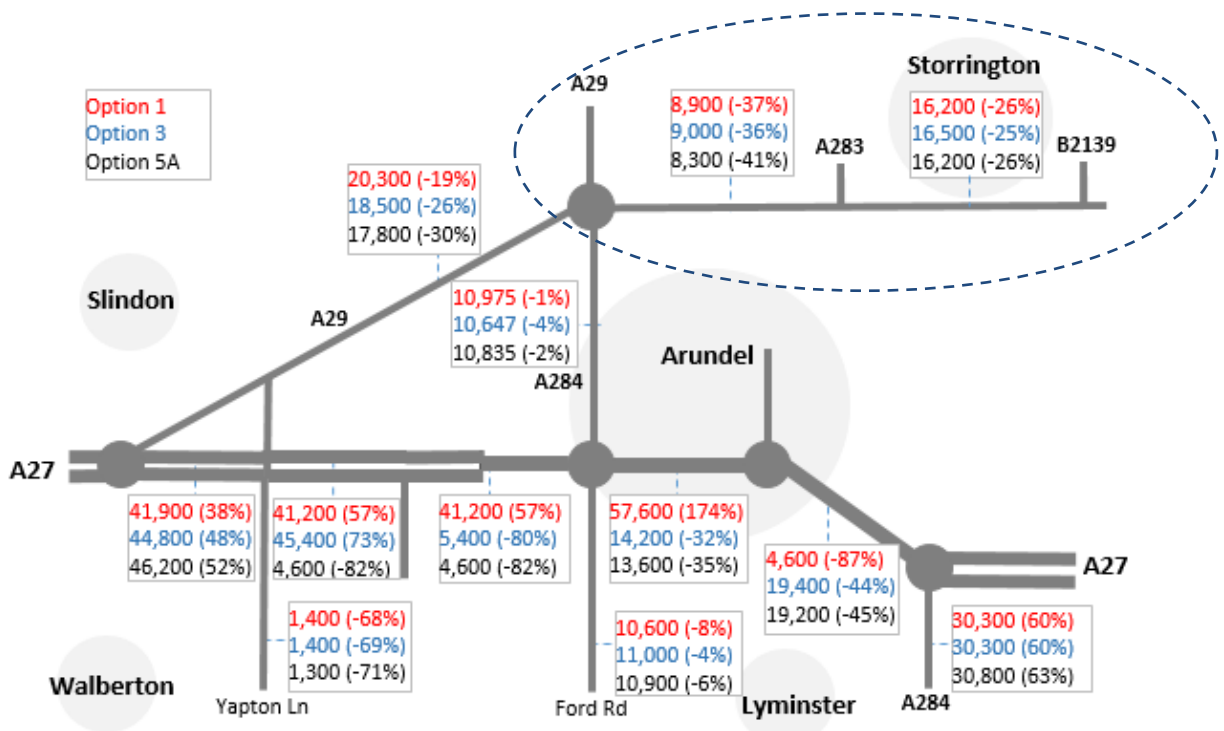
UPDATED FIGURE 4-2: 2041 DO NOTHING PEAK PERIOD FORECAST (AM)



UPDATED FIGURE 4-3: 2041 DO NOTHING PEAK PERIOD FORECAST (PM)

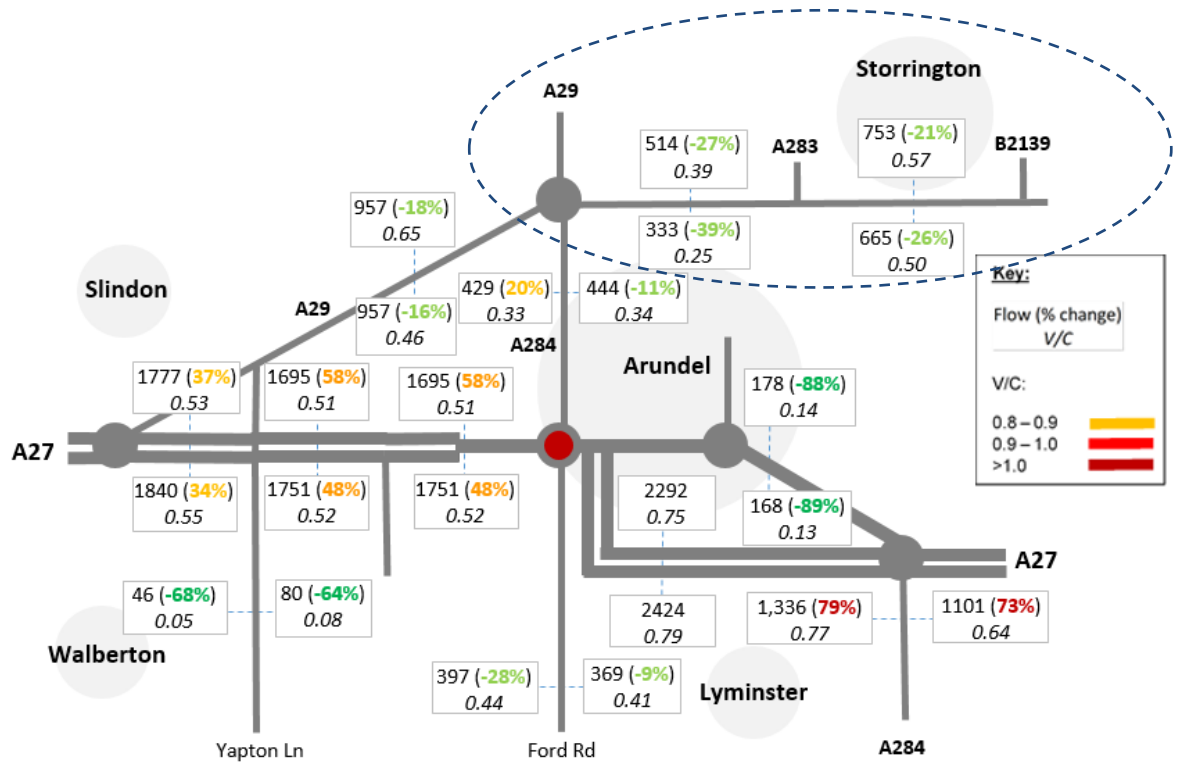


UPDATED FIGURE 6-1: 2041 AADT FIGURES AND PERCENTAGE CHANGE

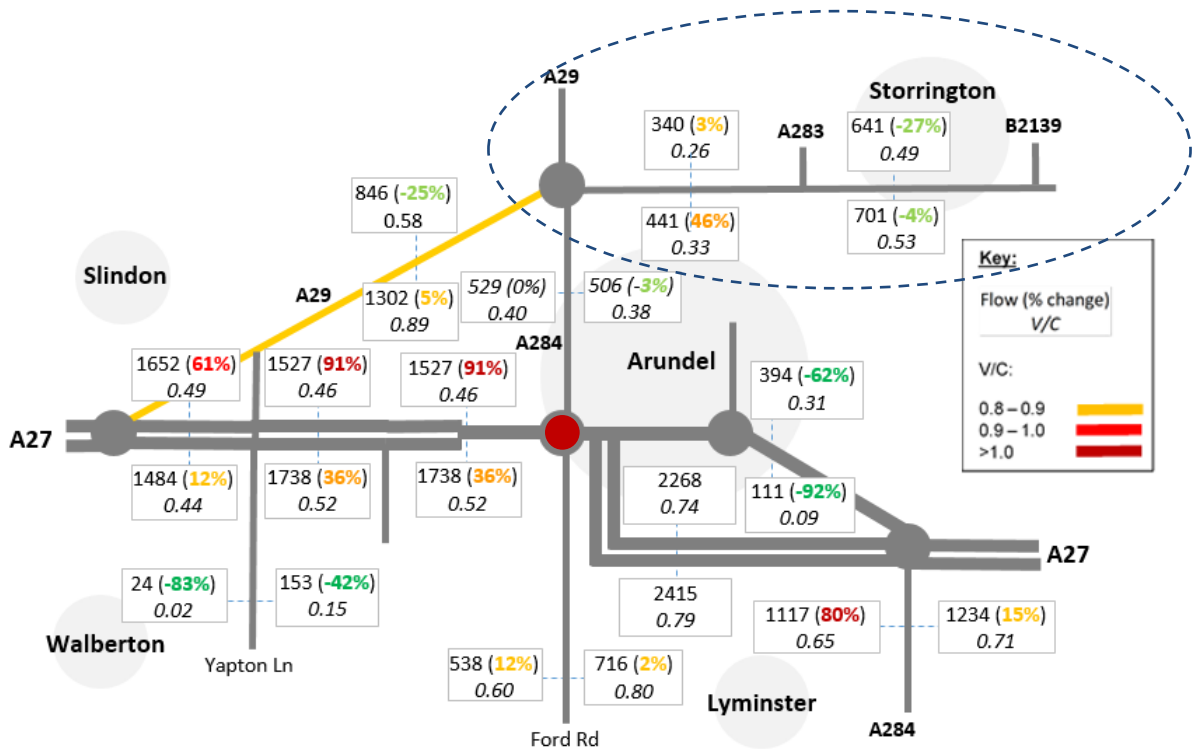




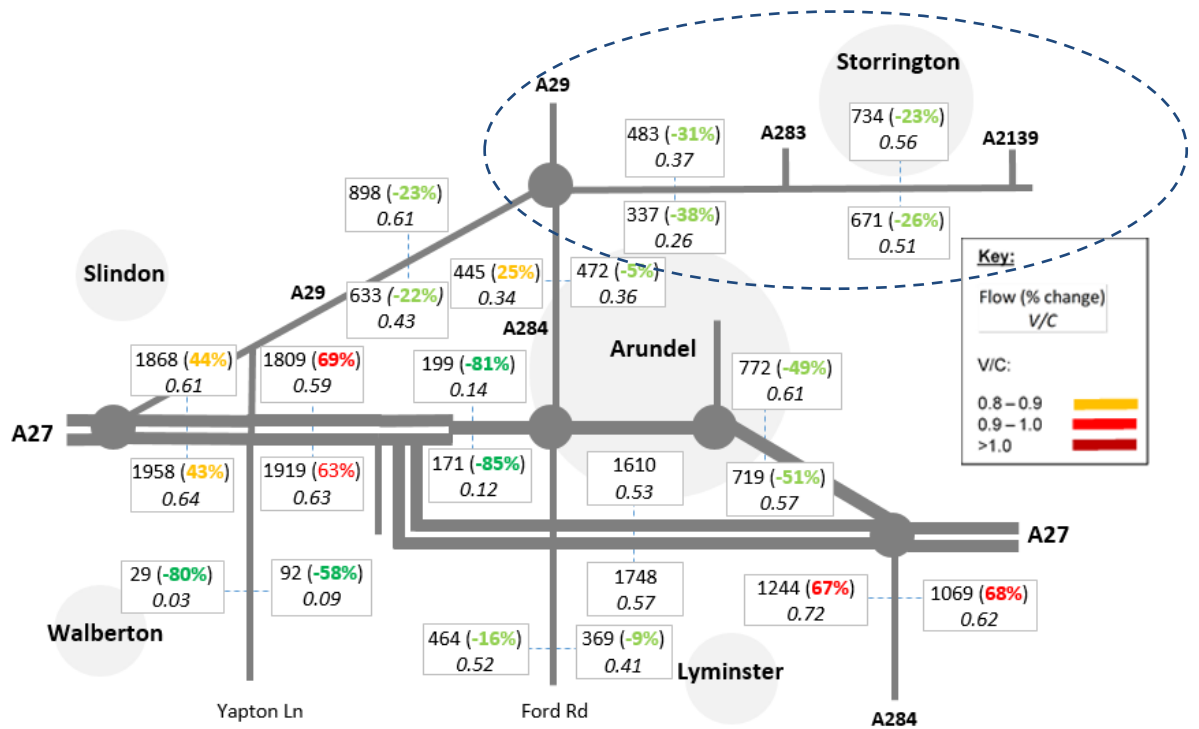
UPDATED FIGURE 6-2: FLOWS AND CAPACITIES WITH OPTION 1 (AM)



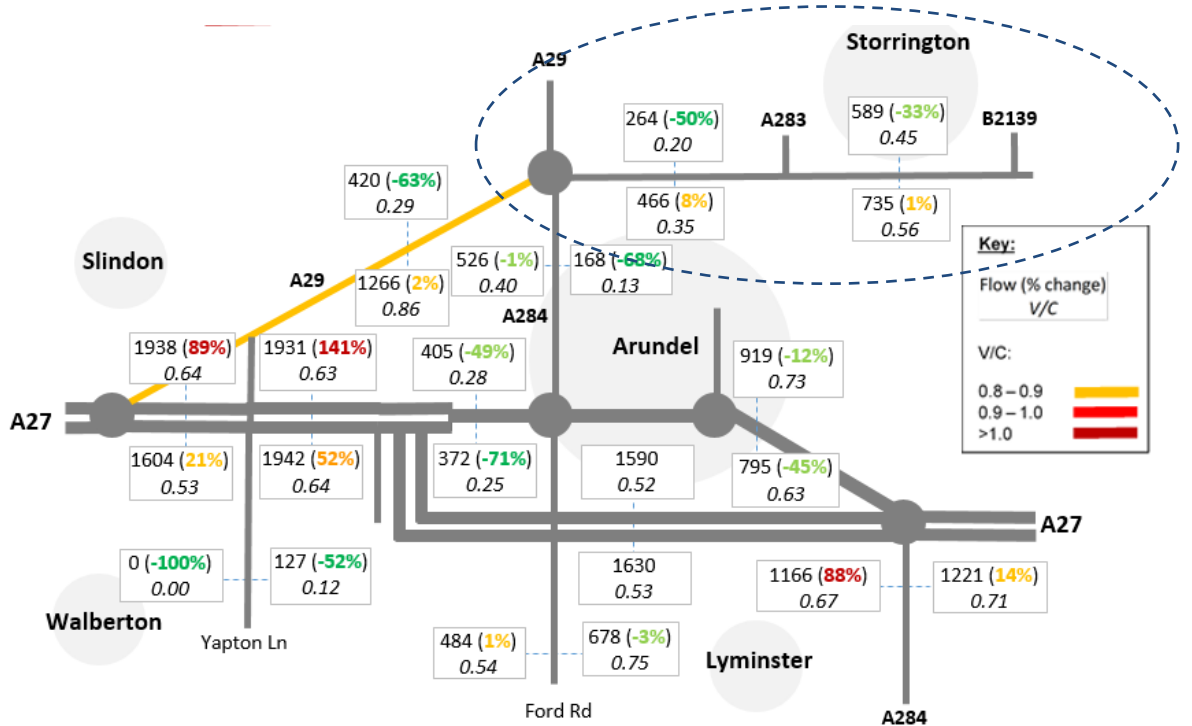
UPDATED FIGURE 6-3: FLOWS AND CAPACITIES WITH OPTION 1 (PM)



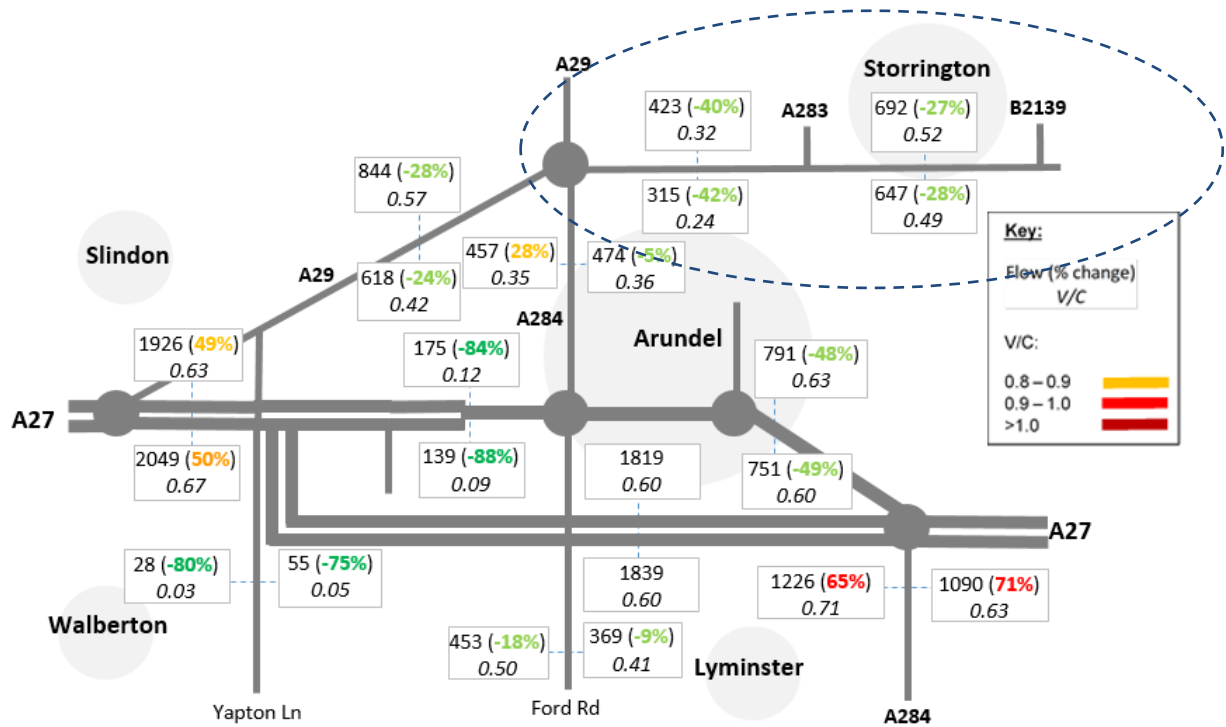
UPDATED FIGURE 6-4: FLOWS AND CAPACITIES WITH OPTION 3 (AM)



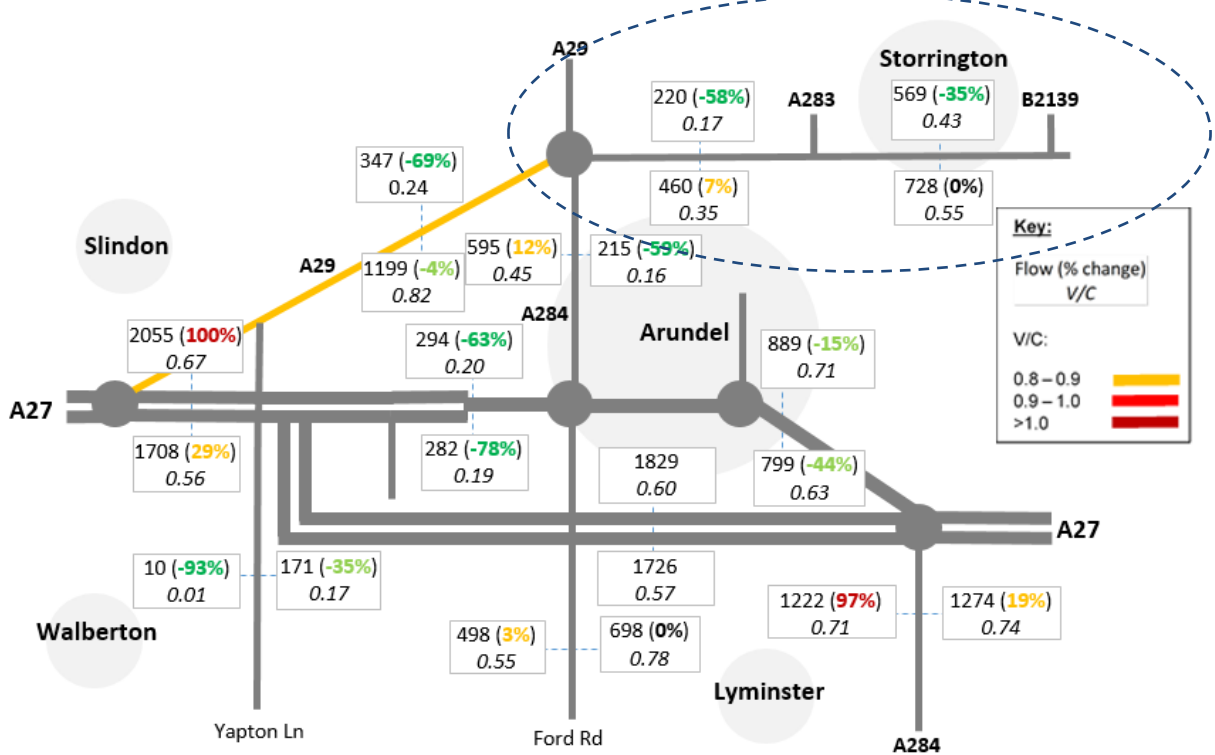
UPDATED FIGURE 6-5: FLOWS AND CAPACITIES WITH OPTION 3 (PM)



UPDATED FIGURE 6-6: FLOWS AND CAPACITIES WITH OPTION 5A (AM)



UPDATED FIGURE 6-7: FLOWS AND CAPACITIES WITH OPTION 5A (PM)



1.10. No other changes have been made to any figures, tables or text within the report.