

Table 1: Cost Breakdown for Arundel Options (revised figures shown in red)

Cost Description	Costs (millions)	
	Option A – offline dual bypass through National Park (pink/blue line)	Option B – offline dual bypass - longer to avoid National Park
<b>Basic Cost Inputs</b>		
Options	£4.87	£4.87
Development	£6.21	£7.25
Land	£11.82	£13.64
Construction	£104.16	£127.30
Other	£23.76	£30.03
<b>TOTAL - no inflation, no programme risk</b>	<b>£150.82</b>	<b>£183.08</b>
<b>TOTAL - including inflation</b>	<b>£213.00</b>	<b>£259.20</b>
<b>Risk Estimates</b>		
Increased environmental mitigation, unforeseen protected/invasive species find and/or archaeology discovery.	£6.91	£8.16
Protestor action on site	£2.64	£3.25
Additional requirements/delays resulting from interfaces with 3rd parties during construction phase e.g. Network Rail, LA, waterways, river etc, landowners, adjacent properties, site security/compound	£1.81	£2.30
Exceptional Adverse Weather during construction causes delays and additional costs.	£1.79	£2.16
Problems in sourcing labour, plant and material resources for construction works	£1.41	£1.74
<b>TOTAL - risk cost estimates</b>	<b>£14.56</b>	<b>£17.61</b>
<b>Values adjusted for centrally managed risks and adjusted to present value costs</b>		
Estimate @ outturn, including programme risk and HA scheme specific risk centrally managed	£227.26	£276.49
Deflation to 2010 values	£188.00	£228.60
Present Value Costs	£159.30	£192.70

**Table 4: Breakdown of Benefits\* included in the Stage 3 Report (revised figures shown in red)**

**Arundel Investment Case (referring to Figure 5-1 in the Stage 3 Report)**

Option	Description	Travel Time	VOC Fuel	VOC Non-fuel	Indirect Tax Revenues	Greenhouse Gases	Accident Savings	PVB** (TUBA)	PVB (TUBA) - Business Users	CORE		ADJUSTED***		
										PVB	PVB	Net journey time changes		
												0 to 2min	2 to 5min	> 5min
Option A	Offline dual bypass through National Park	296,683	-3,714	-646	1,947	-591	26,803	291,732	127,960	322,429	335,225	29,201	166,358	101,122
Option B	Offline dual bypass - longer to avoid National Park	295,846	-5,477	-2,192	2,885	-947	27,139	287,230	126,852	320,139	332,825	25,796	168,000	102,049

**Worthing Investment Case (referring to Figure 6-1 in the Stage 3 Report)**

Option	Description	Travel Time	VOC Fuel	VOC Non-fuel	Indirect Tax Revenues	Greenhouse Gases	Accident Savings	PVB** (TUBA)	PVB (TUBA) - Business Users	CORE		ADJUSTED***		
										PVB	PVB	Net journey time changes		
												0 to 2min	2 to 5min	> 5min
Option A	tunnels at Worthing and Lancing	1,004,259	-5,432	-7,868	2,745	-788	5,595	990,171	429,048	1,001,256	1,044,161	159,607	238,888	605,766
Option F	online dualling improvements a Worthing and Lancing	533,073	10,198	6,290	-5,554	2,342	-	551,903	232,962	540,795	564,091	120,787	336,437	75,849
Option G	online localised widening and junction improvements	286,419	6,638	3,745	-3,583	1,405	-	298,207	124,181	291,041	303,459	167,669	118,750	0
Arundel Bypass (A) + online dualling improvements at Worthing and Lancing (F)		916,723	9,295	9,644	-5,032	2,128	-	937,790	399,706	927,726	967,697	172,828	360,538	383,358

**East of Lewes Investment Case (referring to Figure 7-2 in the Stage 3 Report)**

Option	Description	Travel Time	VOC Fuel	VOC Non-fuel	Indirect Tax Revenues	Greenhouse Gases	Accident Savings	PVB** (TUBA)	PVB (TUBA) - Business Users	CORE		ADJUSTED***		
										PVB	PVB	Net journey time changes		
												0 to 2min	2 to 5min	> 5min
Option A	Dual Carriageway bypass east of Lewes	401,370	834	-1,172	-564	374	30,538	401,406	218,122	430,816	452,628	22,240	86,586	292,545
Option B	Single Carriageway bypass east of Lewes	364,153	5,296	1,787	-2,926	1,292	15,072	372,528	200,068	381,748	401,755	26,194	79,415	258,545
Option C	Bypass at Wilmington	166,734	4,471	2,530	-2,434	1,043	21,818	174,778	94,941	191,728	201,222	55,006	79,504	32,226
Option D	Bypass at Selmeston****	0	0	0	0	0	5,000	0	0	0	0	0	0	0
Option E	New road link at Folkington to East of Lewes	103,154	5,385	3,640	-2,899	1,204	21,295	113,383	59,441	128,880	134,824	57,064	19,654	26,435

\* All values in £000, discounted to 2010

\*\* PVB = Present Value Benefits

\*\*\* Adjusted PVB is calculated by adding 10% of the Business User Benefits as per the Value for Money Assessment: Advice Note for Local Transport Decision Makers (December 2013)<sup>3</sup> and described in Section 4.4. of the published Stage 3 report.

\*\*\*\* Due to the short length of the link this did not register journey time savings through the modelling tests. The benefits due to safety improvements were estimated via an assessment of the accident record.

<sup>3</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/267296/vfm-advice-local-decision-makers.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/267296/vfm-advice-local-decision-makers.pdf)