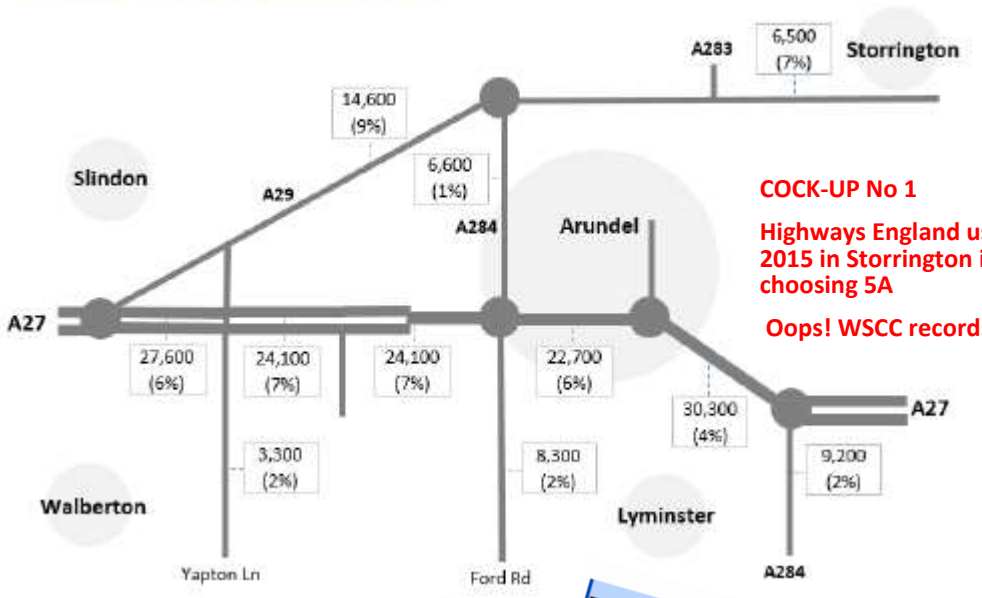
Figure 2-4 Base Year (2015) two-way AADT)



COCK-UP No 1

Highways England uses 6,500 AADT for 2015 in Storrington in its model for choosing 5A

Oops! WSCC records it as 17,600 AADT!

Any scheme with a BCR of 1.5 and above is considered 'medium' value for money, whilst a scheme with a BCR of above 2 is considered high value for money.

Costs and Benefits

	Option 1	Option 3	Option 5A
Most likely cost	£135m	£260m	£250m
BCR (Benefit to Cost ratio)	3.6	2.0	2.6
Value for money	High	High	High

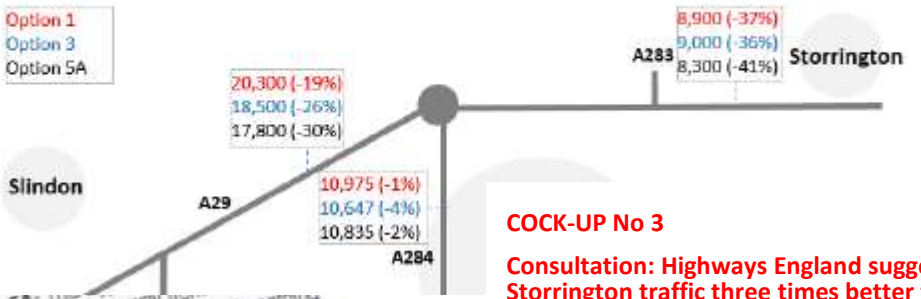
TYPE	OPTION 1	OPTION 3	OPTION 5A
Accident benefits	£16.008	£34.778	£30.042
Construction Delay	-£6.522	-£1.445	-£1.755
Air Quality	9.252	9.016	9.465
Noise	-£9.967	-£1.334	-£1.519
Present Value of Benefits (PVB)	£166.097	£206.473	£243.848
Broad Transport Budget	£87.190	£166.997	£162.005
Present Value of Costs (PVC)	£87.190	£166.997	£162.005
Net Present Value (NPV)	£78.907	£34.476	£81.843
nefit to Cost Ratio (BCR)	1.91	1.24	1.51

COCK-UP No 2

Consultation: Highways England uses BCR of 2.6 for 5A - it's a High Value for Money scheme

Oh No! Months later it is 1.51 - nearly Low Value and so a likely failure at its Planning Inquiry

Figure 6-1 2041 AADT figures and percentage change



- **Option 5A:** draw through-traffic away (down by 62% compared to the 'do nothing' situation). It would also reduce traffic using other routes through the South Downs National Park (A29 – down by 33%). Local traffic and traffic accessing Arundel would

COCK-UP No 3

Consultation: Highways England suggests Option 5A reduces Storrington traffic three times better than other options

Oops and Oh No! Months later all three are nearly the same