

CWLR Middle Section

			Middle Section	M51	M52	M53	M54	M55
Criteria		Weighting		99.5	99.5	96.5	96.5	89
Commercial/Industrial Impact	To what extent do the route options for the corridor impact, on commercial and industrial activities within and outside CBC and WSCC land?	2	5	5	5	5	5	5
			No commercial buildings are directly impacted by this option.	No commercial buildings are directly impacted by this option.	No commercial buildings are directly impacted by this option.	No commercial buildings are directly impacted by this option.	No commercial buildings are directly impacted by this option.	
Residential Impact	To what extent do the route options for the corridor directly impact on residential properties, taking into consideration their distance from the link road?	3	4	4	3.5	3.5	3.5	
			This link would not require removal of any existing residential houses. In addition, the link would be located at a reasonable distance from residential properties.	This link would not require removal of any existing residential houses. In addition, the link would be located at a reasonable distance from residential properties.	This link would not require removal of any existing residential houses. However, the link would be located relatively close to residential properties.	This link would not require removal of any existing residential houses. However, the link would be located relatively close to residential properties.	This link would not require removal of any existing residential houses. However, the link would be located relatively close to residential properties.	
Environmental	To what extent do the route options for the corridor impact on the environment and on existing environmental constraints?	3	2.5	2.5	2	2	2	
			The majority of this link is outside a flood zone. The link is located within biodiversity sites and would require the removal of approximately 1 hectare of trees.	The majority of this link is outside a flood zone. The link is located within biodiversity sites and would require the removal of approximately 0.8 hectares of trees.	The majority of this link is outside a flood zone. The link is located close to houses and within biodiversity sites, requiring the removal of approximately 0.8 hectares of trees.	The majority of this link is outside a flood zone. The link is located close to houses and within biodiversity sites, requiring the removal of approximately 1 hectare of trees.	The majority of this link is outside a flood zone. The link is located close to houses and within biodiversity sites, requiring the removal of approximately 1 hectare of trees.	
Safety	To what degree do the route options for the corridor ensure pedestrian and cyclist safety, motor users safety and construction individuals safety?	3	4	4	4	4	4	
			This link would provide facilities for pedestrians & cyclists with a low number of crossings. In addition, the consistent and compliant cross section should provide improved driver safety. Most of the link is offline from current roads, which should reduce the required safety mitigation during construction.	This link would provide facilities for pedestrians & cyclists with a low number of crossings. In addition, the consistent and compliant cross section should provide improved driver safety. Most of the link is offline from current roads, which should reduce the required safety mitigation during construction.	This link would provide facilities for pedestrians & cyclists with a low number of crossings. In addition, the consistent and compliant cross section should provide improved driver safety. Most of the link is offline from current roads, which should reduce the required safety mitigation during construction.	This link would provide facilities for pedestrians & cyclists with a low number of crossings. In addition, the consistent and compliant cross section should provide improved driver safety. Most of the link is offline from current roads, which should reduce the required safety mitigation during construction.	This link would provide facilities for pedestrians & cyclists with a low number of crossings. In addition, the consistent and compliant cross section should provide improved driver safety. Most of the link is offline from current roads, which should reduce the required safety mitigation during construction.	
Network performances	To what degree will the route options for the corridor impact the existing road network in relation to how corridor performs and how the corridor impacts access to sites, residential and commercial zones?	2	4.5	4.5	4.5	4.5	4.5	
			This link length is relatively direct and similar to all other options. This link has no junctions, access points or side roads which would affect performance.	This link length is relatively direct and similar to all other options. This link has no junctions, access points or side roads which would affect performance.	This link length is relatively direct and similar to all other options. This link has no junctions, access points or side roads which would affect performance.	This link length is relatively direct and similar to all other options. This link has no junctions, access points or side roads which would affect performance.	This link length is relatively direct and similar to all other options. This link has no junctions, access points or side roads which would affect performance.	
Constructability	To what degree will the corridor be characterised by risk and uncertainty and what are the requirements to introduce the corridor?	1	4	4	4	4	4	
			Most of the construction for this link will take place offline, with minimal construction risks envisaged.	Most of the construction for this link will take place offline, with minimal construction risks envisaged.	Most of the construction for this link will take place offline, with minimal construction risks envisaged.	Most of the construction for this link will take place offline, with minimal construction risks envisaged.	Most of the construction for this link will take place offline, with minimal construction risks envisaged.	
Stakeholder and Public Acceptability	How likely is support for construction of the corridor - from the public and key stakeholders?	3	3	3	3	3	2	
			This link would improve the quality of travel from Charlwood Road to London Road, by providing a new direct link which will include PT and active travel facilities. It is accepted that a new road may not be popular to all stakeholders and members of the public, given some of the associated impacts (Environment/Rugby club/proximity to existing houses). However, if this link is provided, the route provides an acceptable balance of positive and negative opinions.	This link would improve the quality of travel from Charlwood Road to London Road, by providing a new direct link which will include PT and active travel facilities. It is accepted that a new road may not be popular to all stakeholders and members of the public, given some of the associated impacts (Environment/Rugby club/proximity to existing houses). However, if this link is provided, the route provides an acceptable balance of positive and negative opinions.	This link would improve the quality of travel from Charlwood Road to London Road, by providing a new direct link which will include PT and active travel facilities. It is accepted that a new road may not be popular to all stakeholders and members of the public, given some of the associated impacts (Environment/Rugby club/proximity to existing houses). However, if this link is provided, the route provides an acceptable balance of positive and negative opinions.	This link would improve the quality of travel from Charlwood Road to London Road, by providing a new direct link which will include PT and active travel facilities. It is accepted that a new road may not be popular to all stakeholders and members of the public, given some of the associated impacts (Environment/Rugby club/proximity to existing houses). However, if this link is provided, the route provides an acceptable balance of positive and negative opinions.	This link would improve the quality of travel from Charlwood Road to London Road, by providing a new direct link which will include PT and active travel facilities. In addition to the effects on the environment, Rugby Club and adjacent housing (due to close proximity), this option also requires the removal of the Cherry Lane playing fields. There is no obvious space for these facilities to be re-provided in close proximity to the local residential housing.	
Shift to active travel and to public transport	Does the route options for the corridor promote active travel and public transport use?	3	4.5	4.5	4.5	4.5	4.5	
			This scheme would provide new active travel and public transport facilities, without negatively affecting the existing facilities (e.g. bridleway). The active travel facilities provide a direct route between West of Iwade and surrounding communities to the Manor Royal commercial/employment node. Segregated pedestrian, cycle and vehicle lanes ensure high levels of safety for all users.	This scheme would provide new active travel and public transport facilities, without negatively affecting the existing facilities (e.g. bridleway). The active travel facilities provide a direct route between West of Iwade and surrounding communities to the Manor Royal commercial/employment node. Segregated pedestrian, cycle and vehicle lanes ensure high levels of safety for all users.	This scheme would provide new active travel and public transport facilities, without negatively affecting the existing facilities (e.g. bridleway). The active travel facilities provide a direct route between West of Iwade and surrounding communities to the Manor Royal commercial/employment node. Segregated pedestrian, cycle and vehicle lanes ensure high levels of safety for all users.	This scheme would provide new active travel and public transport facilities, without negatively affecting the existing facilities (e.g. bridleway). The active travel facilities provide a direct route between West of Iwade and surrounding communities to the Manor Royal commercial/employment node. Segregated pedestrian, cycle and vehicle lanes ensure high levels of safety for all users.	This scheme would provide new active travel and public transport facilities. The active travel facilities provide a direct route between West of Iwade and surrounding communities to the Manor Royal commercial/employment node. Segregated pedestrian, cycle and vehicle lanes ensure high levels of safety for all users. However, whilst this middle section does not impact the Bridleway directly, any connecting link section, which would likely require the removal of the bridleway.	
Social Infrastructure Impact	Does the route options for the corridor affect any existing social infrastructures?	3	3.5	3.5	3.5	3.5	2	
			The link does not directly impact the club house building but impacts the rugby club by removing several the rugby pitches.	The link does not directly impact the club house building but impacts the rugby club by removing several the rugby pitches.	The link does not directly impact the club house building but impacts the rugby club by removing several the rugby pitches.	The link does not directly impact the club house building but impacts the rugby club by removing several the rugby pitches.	The link will have an impact on the rugby club by removing several the rugby pitches. This link also requires removal of a significant areas of the Cherry Lane fields.	
Cost Banding	A rating based on the likely construction costs and qualitative assessment of the land and commercial costs.	3	4	4	4	4	4	
			Construction costs associated with this link is approximately £5-10m. Considerable land areas required, but with relatively low commercial value.	Construction costs associated with this link is approximately £5-10m. Considerable land areas required, but with relatively low commercial value.	Construction costs associated with this link is approximately £5-10m. Considerable land areas required, but with relatively low commercial value.	Construction costs associated with this link is approximately £5-10m. Considerable land areas required, but with relatively low commercial value.	Construction costs associated with this link is approximately £5-10m. Considerable land areas required, but with relatively low commercial value.	