

Final Presentation

Crawley Western Link Road – Northern Section Corridor Study

21-07-2022



Agenda

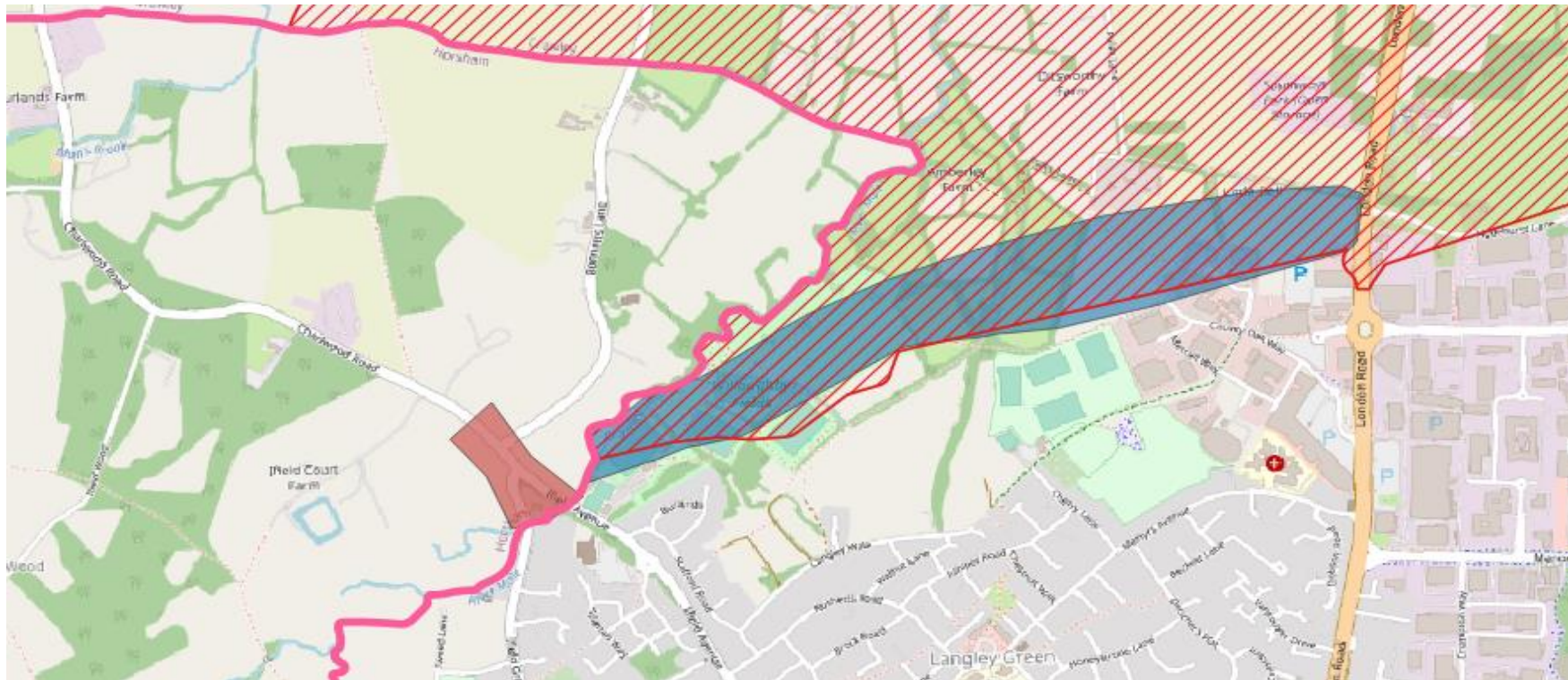
- **Aim of Todays meeting**
- **Study Recap**
- **Study outcomes**
- **AOB**

Aim of the Meeting

- Ensure that Major Stakeholders are informed of the study process and the outcomes;
- Give Stakeholders the possibility to ask questions related to the developed Area of Search; and
- Inform the Key Stakeholders of the required next steps.

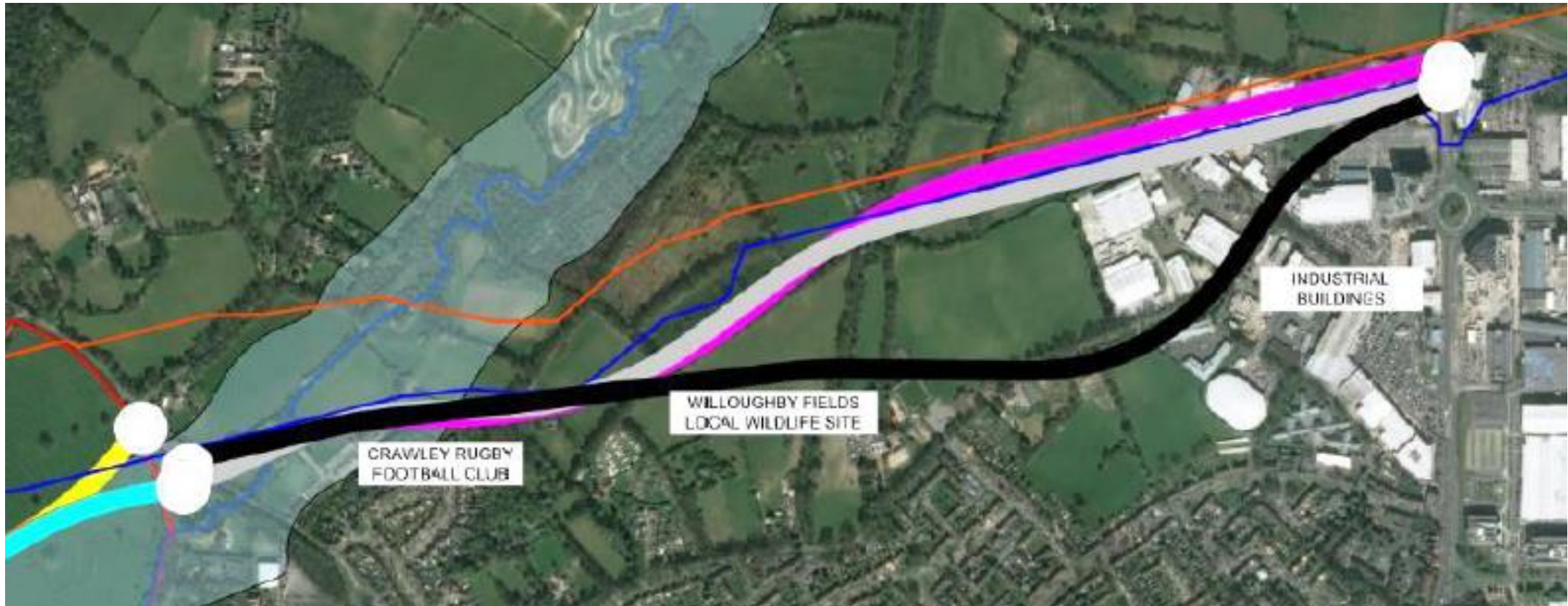
Purpose of the study

The purpose of the study was to identify a corridor for the northern section of the Crawley Western Link Road which is accepted by Stakeholders and overcomes current conflicts. (e.g. between safeguarding zone and current proposed Crawley Local Plan route corridor)

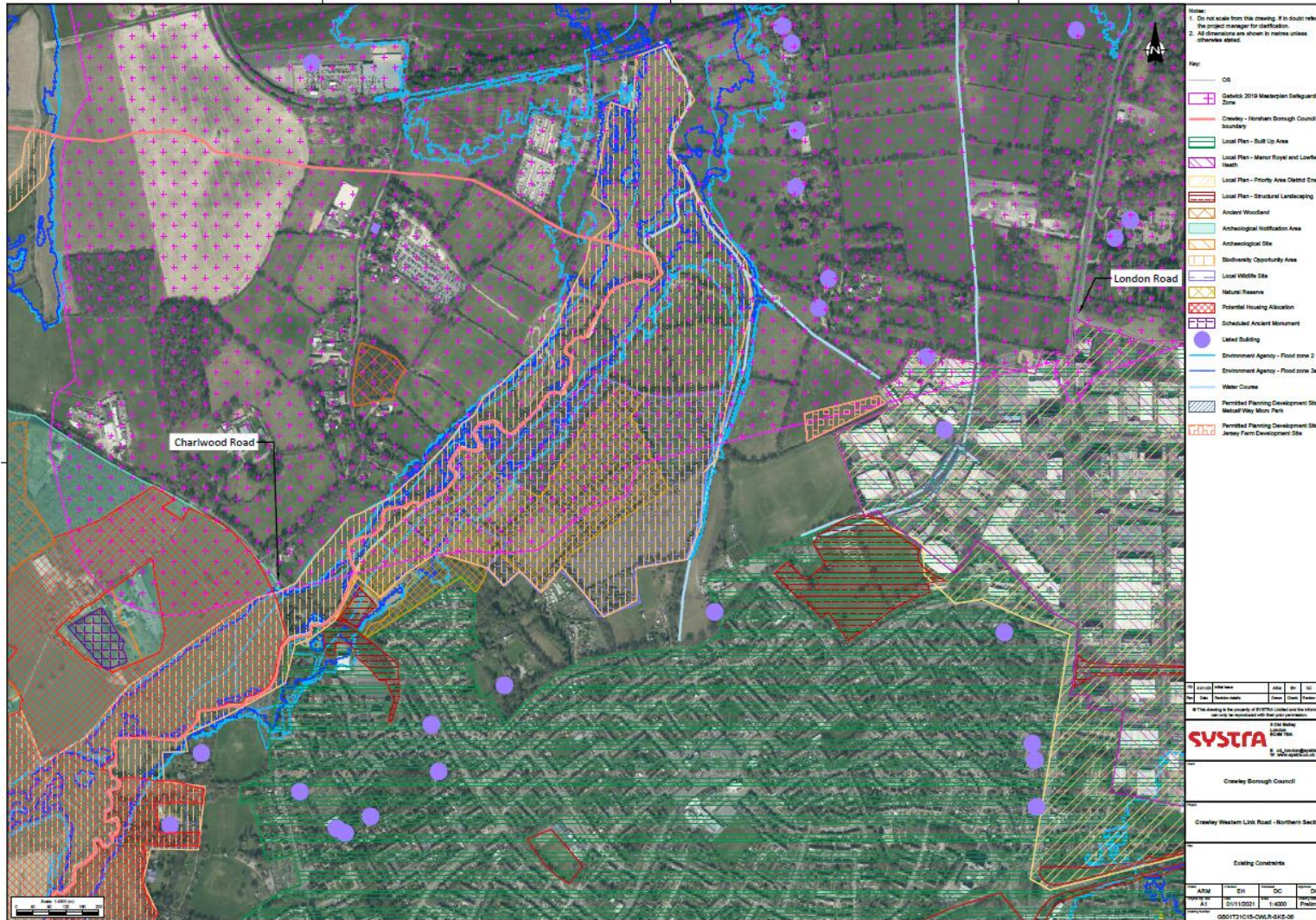


Route options previously considered

From the Arcadis / Homes England work, three route options were identified for the northern section of the Crawley Western Link Road.



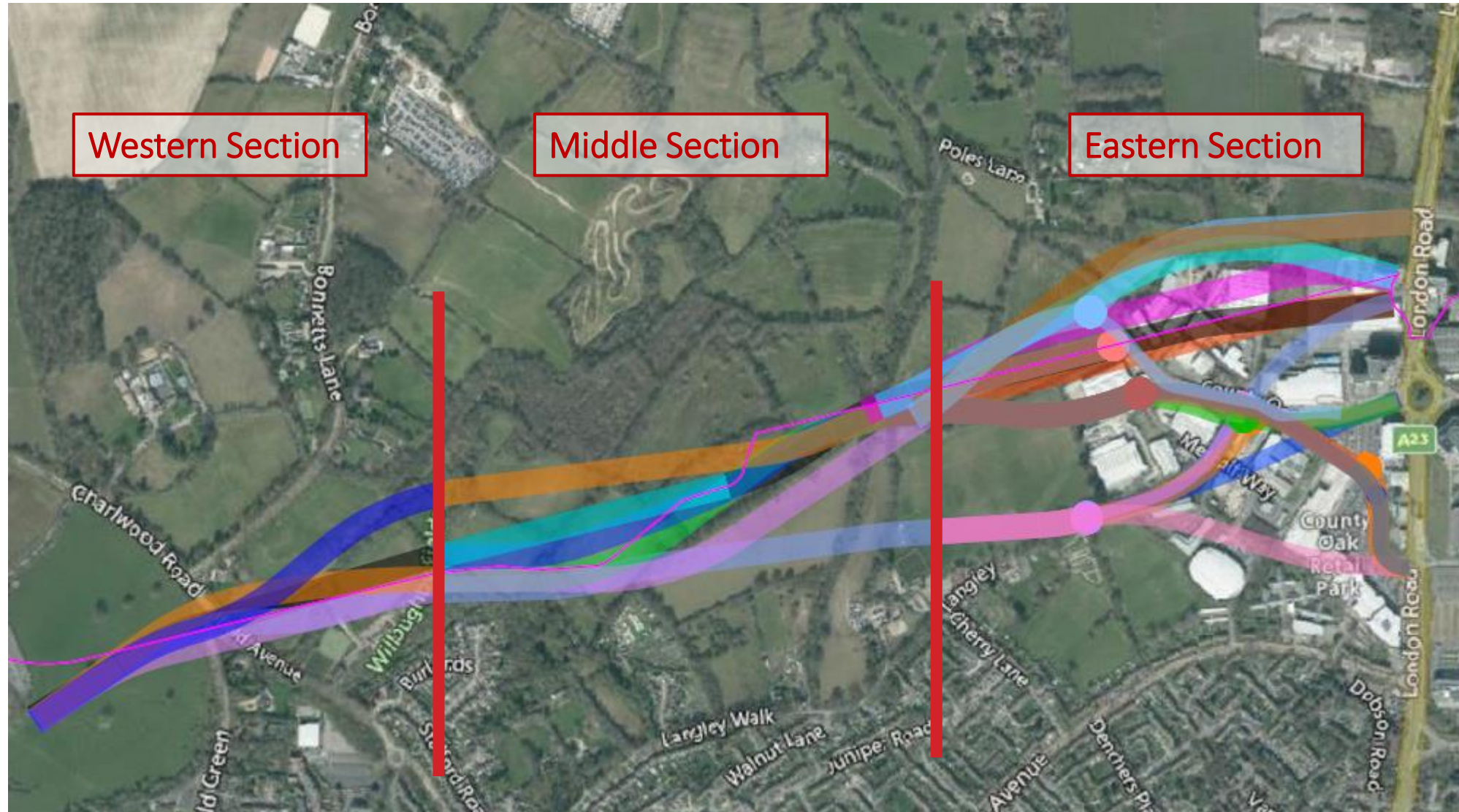
Existing Constrains



The area between Charlwood Road and London Road is heavily constrained by:

- environmental sites;
- listed buildings;
- River Mole flood plain;
- residential and commercial areas; and
- GAL safeguarded land.

Options Developed as part of this Study



Option Sifting

An initial sifting process was undertaken to determine if any of the developed route options could be discounted based on:

- Considerable GAL Safeguarding Encroachment;
- Pairwise comparison; and
- Inadequate public transport and pedestrian/cycle provision.

Multi-criteria Analysis

Following the Option Sifting, a performance assessment, in the form of a high-level multicriteria analysis, was undertaken to determine if there were any routes which may warrant removal from the final Area of Search corridor.

SIFTING CRITERIA	DESCRIPTION	WEIGHTING (TOTAL OF 26)
Commercial/industrial impact	To what extent does the link impact on commercial and industrial activities within and outside CBC and WSCC land?	2 (~7.7%)
Residential impact	To what extent does the link directly impact on residential properties considering also their distance from the link road?	3 (~11.5%)
Environmental	To what extent does the link impact on the environment and on existing local constraints?	3 (~11.5%)
Safety	To what degree does the link enhance active travel safety, vehicular travel safety and construction safety?	3 (~11.5%)
Network performance	To what degree will the link impact the existing road network, how will the route corridor perform and how does the route corridor affect access to sites and residential and commercial zones?	2 (~7.7%)
Delivery Complexity	To what degree will the link be characterised by risk and uncertainty and what are the requirements to introduce the new link?	1 (~3.8%)
Stakeholder and Public Acceptability	How likely are stakeholders and the public to support the link?	3 (~11.5%)
Shift to active travel and to public transport	Does the link provide a route and infrastructure to promote active travel and public transport ?	3 (~11.5%)
Social Infrastructure Impact	Do the route options for the corridor affect any existing social infrastructure?	3 (~11.5%)
Cost Banding	A rating based on the likely construction costs and qualitative assessment of the land and commercial costs	3 (~11.5%)

Options removed

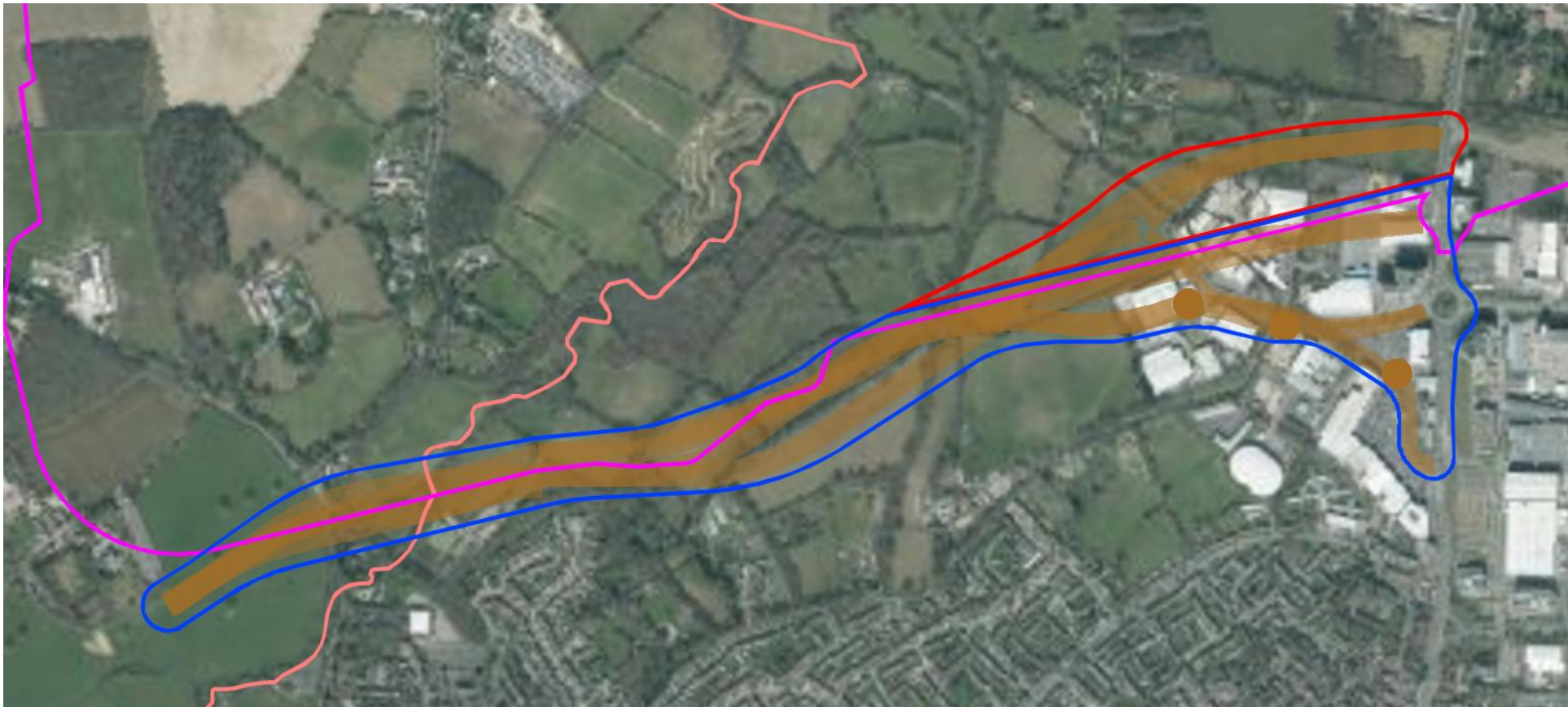
Option sifting helped discount 12 options and the MCA removed five further options.

At the end of this process the retained options were:

- **Western Section:** WS1, WS2, WS3 and WS4;
- **Middle Section:** MS1, MS2, MS3 and MS4; and
- **Eastern Section:** ES1, ES2, ES3, ES3a, ES12 and ES17.

Refined CWLR northern Section Area of Search

Based on the retained options, the following Area of Search were developed. Engagement with the major Stakeholders has indicated that the refined Area of Search will be acceptable to all the major stakeholders.



- Area of Search 1
- Area of Search 2
- GAL 2019 Masterplan Safeguarding Zone
- Crawley – Horsham Boundary
- Retained Options

Refined CWLR northern Section Area of Search

- Area of Search 1
- Area of Search 2
- GAL 2019 Masterplan Safeguarding Zone
- Crawley – Horsham Boundary



Next Steps

➤ Defining Area of Search:

- Issue the Area of Search Report and this Presentation
- Stakeholder opportunity to comment
- Any further refinement of Area of Search

➤ Project:

- Collect further information (e.g. flood plain, land ownership etc.)
- Conduct further engagement
- Conduct a feasibility stage to identify a preferred CWLR alignment
- Conduct a business case analysis to evaluate the benefits of providing a short and long term route for the eastern section.

AOB

SYSTRA
S Y S T R A . C O . U K