		/	ection				
	iddle Section		Balle Section NS3	99.5	*** ³	NEA	***
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	2	5	5	5	5	5
commercialy industrial impact	activities within and outside CBC and WSCC land?		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.
			impacted by this option.	impacted by this option.	impacted by this option.	impacted by this option.	impacted by this option.
	To what extent do the routes options for the	3	4	4	3.5	3.5	3.5
Residential impact	corridor directly impact on residential properties,		This link would not require removal of any existing residential houses. In	This link would not require removal of any existing residential houses. In addition, the	This link would not require removal of any existing residential houses. However, the	This link would not require removal of any existing residential houses. However, the	This link would not require removal of any existing residential houses. However, the
	taking into consideration their distance from the link road?		addition, the link would be located at a	link would be located at a reasonable	link would be located relatively close to	link would be located relatively close to	link would be located relatively close to
			reasonable distance from residential properties.	distance from residential properties.	residential properties.	residential properties.	residential properties.
	To what extent do the route options for the corridor	3	2.5 The majority of this link is outside a flood	2.5 The maiority of this link is outside a flood	2 The maiority of this link is outside a flood	2 The maiority of this link is outside a flood	2 The maiority of this link is outside a flood
Environmental	impact on the environment and on existing		zone. The link is located within	zone. The link is located within biodiversity	zone. The link is located close to houses and		zone. The link is located close to houses and
	environmental constraints?		biodiversity sites and would require the	sites and would require the removal of	within biodiversity sites, requiring the	within biodiversity sites, requiring the	within biodiversity sites, requiring the
			removal of approximately 1 hectare of trees.	approximately 0.8 hectares of trees.	removal of approximately 0.8 hectares of trees	removal of approximately 1 hectare of trees	removal of approximately 1 hectare of trees.
			ites.		uces.	11005.	uees.
		3	4 This link would provide facilities for	4 This link would provide facilities for	4 This link would provide facilities for	4 This link would provide facilities for	4 This link would provide facilities for
			pedestrians & cyclists with a low number	pedestrians & cyclists with a low number	pedestrians & cyclists with a low number of	pedestrians & cyclists with a low number of	pedestrians & cyclists with a low number of
	To what degree do the route options for the corridor ensure pedestrian and cyclist safety, motor users safety and construction individuals safety?		of crossings. In addition, the consistent	of crossings. In addition, the consistent	crossings. In addition, the consistent and	crossings. In addition, the consistent and	crossings. In addition, the consistent and
Safety			and compliant cross section should provide improved driver safety.	and compliant cross section should provide improved driver safety.	compliant cross section should provide improved driver safety.	compliant cross section should provide improved driver safety.	compliant cross section should provide improved driver safety.
			Most of the link is offline from current	Most of the link is offline from current	Most of the link is offline from current	Most of the link is offline from current	Most of the link is offline from current
			roads, which should reduce the required	roads, which should reduce the required	roads, which should reduce the required	roads, which should reduce the required	roads, which should reduce the required
			safety mitigation during construction.	safety mitigation during construction.	safety mitigation during construction.	safety mitigation during construction.	safety mitigation during construction.
		2	4.5	4.5	4.5	4.5	4.5
	To what degree will the route options for the corridor impact the existing road network in relation to how		This link length is relatively direct and	This link length is relatively direct and	This link length is relatively direct and	This link length is relatively direct and	This link length is relatively direct and
Network performances	corridor performs and how the corridor impacts		similar to all other options. This link has no junctions, access points or side roads	similar to all other options. This link has no junctions, access points or side roads	similar to all other options. This link has no junctions, access points or side roads which	similar to all other options. This link has no	similar to all other options. This link has no junctions, access points or side roads which
	access to sites, residential and commercial zones?		which would affect performance.	which would affect performance.	would affect performance.	would affect performance.	would affect performance.
		1	4	4	4	4	4
Constructability	To what degree will the corridor be characterised by risk and uncertainty and what are the requirements		Most of the construction for this link will	Most of the construction for this link will	Most of the construction for this link will	Most of the construction for this link will	Most of the construction for this link will
constructability	to introduce the corridor?		take place offline, with minimal construction risks envisaged.	take place offline, with minimal construction risks envisaged.	take place offline, with minimal construction risks envisaged.	take place offline, with minimal construction risks envisaged.	take place offline, with minimal construction risks envisaged.
			construction has christiged.	construction role childaged.	construction rate christiged.	construction risks chrossiged.	construction have chrosped.
				_	-	-	
		3	3 This link would improve the quality of	3 This link would improve the quality of	3 This link would improve the quality of travel	3 This link would improve the quality of travel	2 This link would improve the quality of travel
			travel from Charlwood Road to London	travel from Charlwood Road to London	from Charlwood Road to London Road, by	from Charlwood Road to London Road, by	from Charlwood Road to London Road, by
			Road, by providing a new direct link which will include PT and active travel	Road, by providing a new direct link which will include PT and active travel facilities. It	providing a new direct link which will include PT and active travel facilities. It is	providing a new direct link which will include PT and active travel facilities. It is	providing a new direct link which will
Stakeholder and Public Acceptability	How likely is support for construction of the corridor -		facilities. It is accepted that a new road	is accepted that a new road may not be	accepted that a new road may not be	accepted that a new road may not be	include PT and active travel facilities. In addition to the effects on the
	now likely is support for construction of the corndor -		facilities. It is accepted that a new road may not be popular to all stakeholders	is accepted that a new road may not be popular to all stakeholders and members	accepted that a new road may not be popular to all stakeholders and members of	accepted that a new road may not be popular to all stakeholders and members of	In addition to the effects on the environment, Rugby Club and adjacent
	from the public and key stakeholders?		facilities. It is accepted that a new road	is accepted that a new road may not be	accepted that a new road may not be	accepted that a new road may not be	In addition to the effects on the
	from the public and key stakeholders?		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) However, if	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).	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).	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).	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
	from the public and key stakeholders?		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) However, if this link is provided, the route provides	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	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	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	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
	from the public and key stakeholders?		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) However, if	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).	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).	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).	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
	now intery is support for consultation of the compar- from the public and key stakeholders?		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) However, if this link is provided, the route provides an acceptable balance of positive and	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	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	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	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
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