			/	nyeller bi	8	8	8	6	8	8	57	57	57
CWLR Ea	stern Section		643	¢ /			/ .	/	/	/			
Criteria		Weighting		92	93	99.5	102	78	79.5	73	98.5	80	94
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		1.5 This link would require the removal of approximately 5-10 commercial sites, including office blocks and indirectly affect approximately 0-5 sites.	2 This link would require the removal of approximately 5-10 commercial sites, including office blocks and indirectly affect aproximately 0-5 sites.	5 No commercial buildings are directly being removed by this option.	5 No commercial buildings are directly being removed by this option.	This link would require the removal of approximately 0-4 commercial sites, including office blocks and indirectly affects several others	3.5 This link would require the removal of aproximately 0-4 commercial sites, including retail space and indirectly affect several others	3 This link would require the removal of approximately 5-10 commercial sites, including retail space and indirectly affects several others.	3 This link would require the removal of approximately 5-10 commercial sites, including retail space and indirectly affect several others	3.5 This link would require the removal of approximately 0-4 commercial sites, including retail space and indirectly affer others.	3 This link would require the removal of approximately 5-10 commercial sites, ti including retail space and indirectly affect several others.
Residential impact	To what extent do the routes options for the corridor directly impact on residential properties, taking into consideration their distance from the link road?	3		4 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.	4 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.	3.5 This link would not require removal of any existing residential houses. Howeve the link would be located relatively clo- to residential properties.	3.5 This link would not require removal of rr, any existing residential houses. Howeve se the link would be located relatively close to residential properties.	4 This link would not require removal of , any existing private house. In addition, the link would be located at a reasonable distance from houses.	4 This link would not require removal of any existing private house. In addition, the link would be located at a reasonable distance from houses.	4 This link would not require removal of any existing private house. In addition, the link would be located at a reasonable distance from houses.	5 This link would not require removal of any existing private house. In addition, the link would be located at a reasonable distance from houses.	4.5 This link would not require removal of any existing private house. In addition, the link would be located at a reasonable distance from houses.	5 This link would not require removal of any existing private house. In addition, the link would be located at a reasonable distance from houses.
Environmental	To what extent do the route options for the corridor impact on the environment and on existing environmental constraints?	3		4.5 The link would predominantly be located with hown field sites, away from reidential receptors. This link would require the removal of some areas of trees.	4.5 The link would predominantly be located within brown field sites, away from residential receptors. This link would require the removal of some areas of trees.	3.5 The link would run closer to existing houses and would require the removal approximately L5 hectares of trees. Compared to other eastern corridor options, this link would require more green space, although the green space not within a designated area.	3.5 The link would require the removal c approximately 0.5 hectares of trees. Compared to other eastern corridor options, this link would require more signen space, although the green pace in not within a designated area.	3.5 This link runs along the existing fordideway, close to a number of residential receptors, affects the watercourse and requires tree removal along the bridleway. The route is not within a designated site area.	3.5 This link runs along the existing bridleway, does to a number of existential receptors, affects the watercourse and requires tree inervou'al long the buddeway. The route is no within a designated site area.	3.5 This link runs along the existing bridleway close to a number of reidential receptors, affects the watercourse and require tree removal along the bridleway. The runce is not within a designated site area.	4.5 The link would predominantly be locates within brown field stee, away from residential receptors. This link would require the removal of some areas of trees.	3.5 This link runs along the existing bridleway, close to a number of residential receptore, affects the watercourse and requires ther emoval along the bridleway. The route is not within a designated site area.	4.5 The link would predominantly be located within brown failets, away from residential receptors. This link would require the removal of some areas of trees.
Safety	To what diagree do the route options for the corridor ensure pedestrian and cyclist safety, motor vans safety and construction individuals safety?	3		4 This link would provide facilities for pedestrian, cycliss with a low number of crossings. In addition, the consistent and fully compliant cross section should provide improved driver safety. The link would also be located offline but within built-up area.	4 This link would provide facilities for pedestria, oycliss with a low number of crossings. In addition, the consistent and fully compliant cross section should provide improved driver safety. The link would also be located offline but within build-up area.	4 This link would provide facilities for pedestrian, cyclicitis with a low number crossings. In addition, the consistent an fully compliant cross section should provide improved driver safety. The link would require the majority of construction offline.	4 This link would be facilities for opedestria, victiss with a low number o d rossings. In addition, the consistent and fully compliant cross section should provide improved driver safety. The link would require the majority of construction offline.	3 This link is likely to provide a narrower active travel cords as consequence of the narrow cross-section. In addition, this link would have a direct impact on existing active travel facilities by removing the existing bridleway.	3 This link is likely to provide a narrower active travel corridor as consequence of the narrow cross exciton. In addition, this link would have a direct impact on existing active travel facilities by removing the existing birdleway.	3 This link is likely to provide a narrower active travel condrol as consequence of the narrow cross section. In addition, this link would have a direct impact on existing active travel facilities by removing the existing biddway. The online construction adoptile eastern end of country oak would require additional mitigation to maintain as the practices	3.5 This link is likely to provide a narrower active travel confort as consequence of the narrow cross section. The online construction along the value of the section of of country cak would require additional mitigation to maintain safe practices	3 This link is likely to provide a narrower active travel confidor as consequence of the narrow cross-section. In addition, thi link would have a deleta limpact on existing active twavel facilities by removing the existing bridleway.	3.5 This link is likely to provide a narrower active travel control as consequence of the narrow cross-section. The online construction along the eastern end of construction along the eastern end of county cak would require additional mitigation to maintain safe practices
		2		4.5	4.5	4.5	4.5	4	4	2.5	4	4	2.5
Network performances	To what degree will the route options for the corridor impact the existing road network in relation to have corridor parts and the the corridor impacts access to stor, residential and commercial 200457			This link length is relatively direct and similar to all other options. This link has no junctions (on top of Landon Road junction), 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 (on top of London Road junction), access points or side roads which would affect performance.	This link kength is relatively direct and similar to all other options. This link han no junctions (on top of London Road junction), 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 side roads which would a fifect performance. There is one junction (on top of London Road junction) on route t provide an improved PT service, allowin a more direct route to the commercial premises.	The link will require 2 additional junctions (no top of London Road junction) and moderate changes to the raad network (e.g. stopping up roads, nealigning existing roads etc.).	The link will require 2 additional junctions ( top of London Road junction) and moderate e changes to the road network (e.g. stopping u roads, realigning existing roads etc.).	This link would require 3 additional junctions (on too of London Road junction) and substantial changes to the raad network (e.g. stopping uroads, nealigning existing roads, widening existing road etc.). The connection with substantial mitigation and may not operate as well as the other A23 connection points.	The link will require 2 additional junctions (no hoof London Road junction) and moderate changes to the road network (e.g. stopping up roads, realigning existing roads etc.).	The link will require 2 additional junctions (no roof London Road junction) and moderate thanges to the road network (e, stopping up roads, nealigning existing roads etc.).	This link would require 3 additional junctions (on too of London Road junction) and substantial dranges to the coad network (e.g. stopping up roads, realigning existing roads, widening existing road etc.). The connection with substantial mitigation and may not operate as well as the other A23 connection points.
		1		2.5	2.5	4	4	3	3.5	2.5	2.5	2.5	2.5
Constructability	To what degree will the corridor be characterised by risk and uncertainty and what are the requirements to introduce the corridor?			While the construction of this link would be mostly offline, the link requires the removal of a large number of commercial buildings which may introduce additional construction risks, beyond the uncertainty of building demolition.	Whils the construction of this link would be marky offline, the link requires the removal of a large number of commercial buildings which may introduce additional construction risks, beyond the uncertainty of building demolition.	The majority of construction for this lin will take place of filme, with minimal construction risks envisaged.	k The majority of construction for this link will take place offline, with minimal construction risks enviraged. The section of the link including PT will be situated online and within a built-up area, but it shouldn't require extensive construction works.	Whils the construction of this link would be mostly offline, the link requires the removal of a large numbe of commercial buildings which may introduce additional construction risks beyond the uncertainty of building demolition. The watercourse along the bridleway also introduces some challenges to construction.	While the construction of this link would be mostly offine, the link requires the link requires the r modification of the Acom retail car park which may introduce additional construction risks. The watercourse along the biddeway also introduces some challenges to construction.	The majority of this option will require contraction. The existing site is likely to contain a number of significant utilities, which would add to the complexity. The eastern end of County Dak is especially bury and traffic management is likely to hinder the construction progress. The watercourse along the bridgeway also introduces some challenges to construction.	The majority of this option will require confine construction. The existing site is likely to contain a number of significant utilities, which would add to the complexity.	White the construction of this link would be mostly office, the link requires the removal of a large number of commercial buildings which may introduce additions construction risks, beyond the uncertainty of building demolition. The watercourse about the bridleway also introduces some challenges to construction.	The majority of this option will require online construction. The existing site is likely to contain a number of significant utilities, which would add to the complexity. The eastern end of County Dak is especially busy and traffic management is likely to hinder construction progress.
Stakeholder and Public Acceptability	How likely is support for construction of the corridor from the public and key stakeholders?	2		The line work the quality of travel from Charlesof Read to London Read, by providing a new direct link head, by providing a new direct link head of the second second and head the second second and number of commercial premises with explorite the movem of a substantial number of commercial premises with head to commercial premises with provides in the dorithmetian term before Garwide Southern numway implementation which may not make bits nude popular.	This link would improve the quality of travel from Challwood Road to London Road, by providing a new direct this which will include PT and active travel tacilities. However, this link would also require the removal of a substantial number of commercial promises, which mander of the travel provide require the temporal of a substantial number of commercial promises, which requires the shortcheadum tempora provides the shortcheadum tempora provides the shortcheadum tempora taken to a short the short the short requires the shortcheadum tempora the short active the short active popular.	It is like words the quality of traver from Charlmoot Read to London that we from Charlmoot Read to London which will include PT and active travel which will include PT and active travel charlings invester that the set of the nach may not be popular with all the in the residencial properties (inside) vesidents etc.)	3.2 This link served is moved the excelling of raise from Charlmood Road to London Road, by provide an evel effect this head, by an excellent and a new direct this link the link of the PT and active travel facilities. The PT connection would provide improved direct access for users however, the normation why not be popular directing the site for readential properties /nearby residents etc.)	2 Travel from Charlingod Root Ex London Galaxy by providing an we riter this which will include PT and active travel activities. Include PT and active travel includes PT and active travel includes PT and active travel moviding a well as allow removing the however, in the playing reficiency and includes a well as allow removing the however, in an playing reficience is no ablows assess for these facilities to be readerstal housing	This task would be quality of travel from Charlwood Road to London Road, by providing at over effect that which will include the control of the second product the second fragment will be availed require the remova of the existing briefways and in relatively about to the readerstatin broading as well at there is no obvious for the that failing to be the readerstatin broading as well at there is no obvious for the that failing to be the product the board and the the local	The link would impose travel from charlenge the quality of travel from charlenge that candon made by providing and use direct that while will include IT and active travel facilities. However, this link would require the nemoral of the existing bindleway and is inclusively close to the reduced ta housing provide the existing bindleway and is inclusively close to the reduced ta housing provide the existing bindleway and is inclusively close to the reduced ta housing provide the set of the existing bindleway and provide the set of the set of the existing bindleway and provide the set of the set of the set of the set of the provide the set of the set of the set of the set of the provide the set of the set of the set of the set of the provide the set of the set of the set of the set of the provide the set of the set of the set of the set of the provide the set of the provide the set of the provide the set of the provide the set of the provide the set of the set of the set of the set of the set of the set of the set of the set of the set of th	This field would light the equality of travel from Charlewood Root to London Road, by providing an evel enter (Init which will include P and active travel facilities. However, this field would also require the removal of avairal commercial permits along the Carbon commercial permits along the Carbon provide the second second and the second second travel and the second and the second second playing fields.	This link would report the quality of travel from Charlwood Root London Road, by providing an owd rest (ink which will include PT and active travel facilities. However, this link would require the removal of the existing biddeway and is as well as also removing the Charry blue paying fields. There is no obvious gase for these facilities to be reproved in close provintly to the local residential housing	15 this kind when the quarks of travel from Charlwood Read to London Read. by providing an end rest Tak which and the second second term of the second networks, this link accular also regions the memory of a number of commercial premises along the County OA Way look to be Charry lane playing fields.
		3		4.5	4.5	4.5	5	3	3	3	4.5	3	4.5
Shift to active travel and to public transport	Does the route options for the corridor promote active travel and public transport use ?			This scheme would provide new active Travel and public transport facilities, without negatively affecting the existing facilities (e.g. biddeway). However, this link would not connect to the existing retail area.	This scheme would provide new active travel and public transport facilities, without negatively affecting the existing facilities (e.g. britkowy). However, this link would not connect to the existing retail area.	This scheme would provide new active travel and public transport facilities, without negatively affecting the existin facilities (e.g. briddeway). However, this link would not connect to the existing retail area.	This scheme would provide new active travel and public transport facilities, g without negatively affecting the existing facilities (e.g. pridleway). In addition, the link would also connect to the existing retail areas, providing improved connectivity to these existing areas.	This scheme would provide active travel and public transport facilities. However, this option requires the nerowal of the brideway, leading to less space for active travel.	This scheme would provide active travel and public transport failties. However, this option requires the removal of the bridleway leading to less space for active travel.	This scheme would provide active travel and public transport facilities. However, this option requires the removal of the bindleway, leading to less space for active travel.	This scheme would provide new active travel and public transport facilities, without negatively affecting the existing facilities (e.g. bridleway). In addition, thi link would also connect to the existing retrail areas, providing improved connectivity to these existing areas. However, the reduced cross succion we deduced the provision verses other options.	This scheme would provide a sche travel and public transport facilities. However, this option requires the removal of the biddeway, leading to less space for active travel.	This scheme would provide new active travel and public transport facilities, travel and public transport facilities, activities (e.g. brindleway). In addition, this link would also connect to the existing estal areas, providing improved connectivity to these existing areas. However, the reduced cross section would reduce elements of the provision verses other options.
	Describeration ( 12 11 11	3		4	4	4	4	2	2	2	4	2	4
Social Infrastructure Impact	existing social infrastructures?			The link would not affect any existing social infrastructure.	The link would not affect any existing social infrastructure.	The link would not affect any existing social infrastructure.	The link would not affect any existing social infrastructure.	The link will require the removal existing social infrastructures such as	The link will require the removal existing social infrastructures such as the Cherry Lane	The link will require the removal existing social infrastructures such as the Cherry	The link would not affect any existing social infrastructure.	The link will require the removal existing social infrastructures such as the Cherry	The link would not affect any existing social infrastructure.
			+					the Cherry Lane playing fields field.	playing fields field.	Lane playing fields field.		Lane playing fields field.	
Cost Banding	A rating based on the likely construction costs and qualitative assessment of the land and commercial costs.	3		3.5 Construction cets associated with this link is approximately 55-15m. Considerable commercial activities are required to be removed and of substantial commercial value.	3.5 Construction costs associated with this link is approximately £5-5m. Considerable commercial activities are required to be removed and of subdantial commercial value.	4 Contruction cost of approximately ES LSm. No commercial activities are required to be removed. However, it should be noted that this is the cost of provision of this option in th thor/madul metal. Du there may be additional costs in the longer term (wha additional costs in the longer term (wha additional costs costmern runway was implementation)	4 Construction costs of approximately ES- ISm. No commercial activities are required to be removed. However, it should be noted that this is the cost of provision of this option in the short/medium term, but there may be additional costs in the longer term (whe and if a Gatwick Southern runway was implementation)	3.5 Contruction cords associated with this link is approximately £7.5-20m. Moderate value commercial activities may be indirectly affected by the link.	3.5 Construction cost associated with this link in approximately (7.5.20m, Moderate value commercial activities may be indirectly affected by the link.	3 Construction costs associated with this link is approximately £10-25m. Moderate value commercial activities may be indirectly affected by the link.	3.5 Construction cost sasciated with this link is approximately ET-520m. Moderate value commercial activities may be indirectly affected by the link.	3.5 Construction cost sacctated with this link is approximately £7.5 20m. Moderat value commercial activities may be indirectly affected by the link.	3 Construction costs associated with this link is approximately £10-25m. Moderate value commercial activities may be indirectly affected by the link.