A22 / A264 Godstone to East Grinstead Area Transport Improvements:

Scheme Information Summary

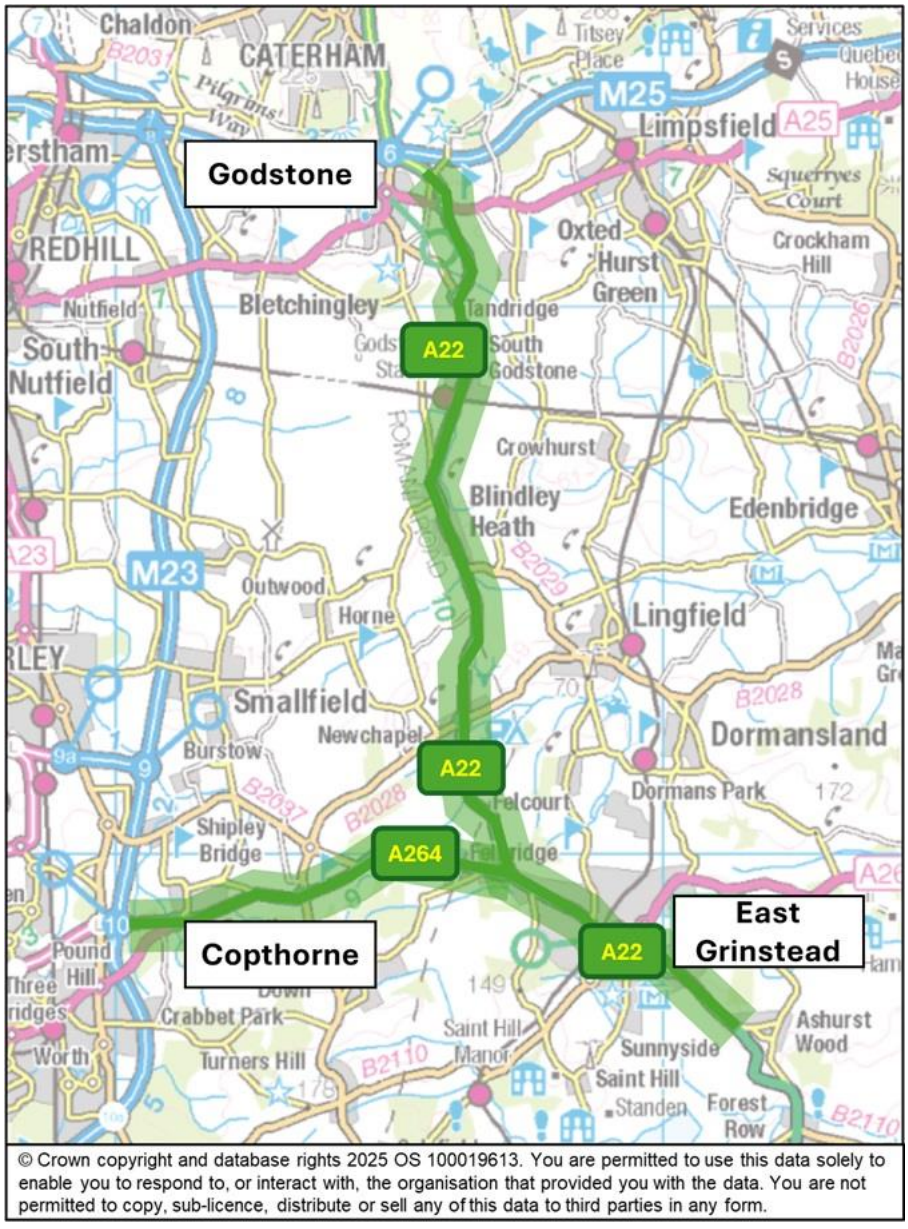
Screen reader accessible version (Nov 2025)

Overview

We are working to improve the transport network across Surrey and West Sussex. By making it safer, easier and more convenient to walk, cycle, use public transport and improving the standards of our roads, we can help to create more pleasant places in which to live, work and do business.

About the scheme

A22 / A264 Godstone to East Grinstead Area Transport Improvements scheme is a package of proposed measures that are being developed in partnership between Surrey County Council and West Sussex County Council. The area, shown in the image below, covers the A22 from Godstone to the village of Ashurst Wood, just beyond East Grinstead. It also covers the A264 between Copthorne and the point where it meets the A22 at Felbridge.



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Figure 1. A22 / A264 Godstone to East Grinstead Area Transport Improvements scheme area

The scheme is at an early stage of development where both councils are looking to establish the locations along the corridors that should be selected for improvement and the types of measures that should be considered. It is for this reason that we are undertaking this period of ‘early engagement’ with the wider community to gather local insight into the transport issues, priorities and ideas for enhancements to help inform what improvements are taken forward for further development.

The Surrey Transport Plan (opens in new window) [External link] and West Sussex Transport Plan (opens in new window) [External link] set out how the councils intend to address a number of priorities including sustainable economic growth, climate change, public health and community cohesion through transport improvements in areas such as the A22/A264 corridors.

The need for improvements

The A22 between Godstone and East Grinstead, and the A264 between Copthorne and Felbridge, are vital transport corridors that support access to employment, education, and essential services. These routes serve both local journeys between nearby communities and longer-distance travel, providing an important alternative route to the M23 corridor connecting south coast communities and rural parts of West Sussex and Surrey towards Gatwick Airport, the M25 and London.

Most journeys along these sections of A22 and A264 are currently made by private car and public transport use is low in parts which can lead to congestion, especially during peak times. Drivers who become frustrated by slow moving traffic sometimes resort to using alternative rural and residential roads that are not equipped to carry high volumes of traffic which can lead to negative impacts on local communities.

Some sections of the corridors do carry a higher volume of buses and there is believed to be an opportunity to grow patronage in these areas, however these existing services can often become stuck in queuing traffic making journeys longer and unreliable which reduces their appeal to prospective passengers.

As new housing and employment developments come forward in the area, the demand for journeys on the transport network is expected to increase. This could be further intensified by future expansion of Gatwick Airport, increasing pressure on the transport network.

The roads pass through several communities where a lack of safe crossings can make it challenging for people to access local destinations by walking, wheeling and bicycle, while there are a number of public rights of way crossings which could be improved for different user groups.

Road safety can also be an issue outside of the main populated areas, including where vehicles find it difficult to turn in and out of side roads.

These challenges reduce the appeal of public transport, walking, and cycling, and restrict access across the corridors for various user groups. Addressing these issues through targeted improvements could significantly enhance connectivity, safety, and travel choice.

Road use has environmental impacts including traffic emissions, noise, and wildlife disruption. The A22 and A264 pass near to areas including the High Weald and Surrey Hills National Landscapes that are protected from major development such as road building, so this needs to be taken into account as we develop any improvements.

Objectives

A series of four objectives have been developed for the scheme based upon the priorities that are set out within the Surrey Transport Plan and the West Sussex Transport Plan and how these relate to the specific context of the local area around the A22 and A264 corridors. We would like to understand views about these objectives through the survey below.

Objective	What this means for the local area
Economic prosperity: Growing a sustainable and prosperous economy.	• Enabling sustainable development in Tandridge and Mid Sussex, particularly through sustainable transport. • Supporting local businesses to thrive and be connected to their markets. • Support the strategic function of the corridors as part of the Major Roads Network.
Environment: Enabling a greener future, making best use of resources.	• Minimising impacts of the transport network on the environment. • Reducing carbon emissions and helping to meet environmental targets relating to air quality, noise and biodiversity.
Community cohesion: Helping people and communities to thrive.	• Reducing severance between communities. • Support short to medium distance journeys for commuting, education, service, and leisure. • Improving transport network accessibility.
Health: Tackling health inequality and keeping people safe.	• Improving the road safety record along the corridor. • Increasing active travel and public transport for short to medium distance journeys.

The objectives of the scheme will guide the type of improvements that are selected. In addition to this, we will also consider the **deliverability** of any potential improvements by considering whether they are:

- technically feasible;
- offer value for money;
- are fundable; and
- have the support of local stakeholders.

Emerging ideas

Our initial ideas for the corridors include enhancements at key junctions to address congestion and known road safety issues. Our ideas also include infrastructure improvements to make bus services quicker, more reliable and a more attractive transport choice, and enhancements to make walking and cycling a natural choice to access local destinations. This could help reduce the overall number of local car journeys, if more short distance trips are made by public transport, cycling and walking instead.

The types of improvements that we are considering along the existing routes include:

- junction capacity and signalling improvements
- bus priority measures and improvements to bus stop facilities
- walking and cycling path improvements
- improved crossing facilities over busy roads
- road safety improvements including junction layout modifications and calming measures to support adherence to speed limits in built-up areas

A more detailed summary of the types of improvement being considered and what they might mean is available in the A22/A264 Glossary (opens in new window).

Have your say

We would like to hear your views on our emerging proposals by completing our survey (opens in new window). The engagement period is open until **23:59** on **Tuesday 23 December 2025**.

Your feedback is important to us and will help shape the designs moving forward. Please take this opportunity to let us know what you think, it should only take approximately 10-15 minutes to complete the survey. We also invite you to provide your comments on the interactive map (opens in new window).

Through this early engagement period we hope to understand the views of the wider communities on some of the work completed to date, as well as any further

comments from representatives of organisations. This activity builds upon targeted engagement that is taking place with representatives of large organisations along the A22 and A264 corridors which is helping us to identify a feasible set of potential improvements – further information on this can be found in the A22/A264 organisational engagement summary (opens in new window).

A22 / A264 Godstone to East Grinstead Area Transport Improvements:

Frequently Asked Questions

Screen reader accessible version (Nov 2025)

Overview

This document contains information in response to questions that might be asked during the early engagement period about the A22 / A264 Godstone to East Grinstead Area Transport Improvements scheme.

Frequently asked questions

1. What are the expected benefits of the proposals?

We want to provide people with attractive and practical alternatives to making journeys in the area by car. Where people have no other option but to drive, we want to make those journeys safer and more reliable.

To achieve this the proposals are expected to consider improvements that will:

- Reduce delays to traffic at key junctions.
- Improve journey times and service quality for passengers of bus services that use the A22 and A264.
- Enhance safety for all road users, particularly at junctions and in populated areas where there is a history of accidents.
- Support more people to make trips to work, and local schools, shops and other amenities by walking, wheeling or bicycle instead of travelling by car.

2. Is the scheme linked to the planned expansion of Gatwick Airport?

On 21 September 2025 the Secretary of State for Transport granted consent for a Development Consent Order (DCO) to create a second runway at Gatwick Airport by repositioning and bringing the existing Northern Runway into routine use.

Any such development would be responsible for providing measures to mitigate transport-related impacts that might be expected to arise as a result.

The A22 / A264 Godstone to East Grinstead Area Transport Improvements scheme has been developed to address existing issues that face the area, rather than the specific impacts of Gatwick expansion. Nonetheless, any transport modelling that is undertaken will take account of the anticipated expansion of Gatwick to understand any potential interactions with improvements on A22 or A264.

3. How much will the proposals cost and how is it being funded?

A cost estimate for the proposals is yet to be produced given the early stage of the project. As specific measures are identified and developed through the design process, we will prepare estimates that will be shared during future public engagement.

It is currently expected that any improvements would be funded predominantly through contributions received by local development and through central Government grants that are intended for transport improvement schemes. In order to access such grant funding, the councils will be required to produce a business case to show that the proposals are deliverable and would provide good value for money.

4. Will new road-building form part of the proposals for the A22 or A264?

To ease vehicle congestion we have considered the option to build new sections of road parallel to the existing corridor. Historic proposals that have explored the feasibility of a relief road of Felbridge and East Grinstead have indicated that high cost, proximity of sensitive areas (e.g. High Weald National Landscape where government policy restricts new road building) and the significant environmental impacts of such an option means that this is unlikely to be deliverable.

5. Congestion is a really significant issue for the A22 and A264, why is road widening not the main focus of the scheme?

Widening roads without also providing improvements to public transport, walking and cycling facilities has previously been shown to encourage more people to drive leading to more congestion in the longer-term. The Surrey Transport Plan (opens in new window)(External link) and West Sussex Transport Plan (opens in new window)(External link) both identify the need for improvements to highways, public transport and active travel facilities to tackle congestion in a way that is sustainable over the long-term.

The potential improvements could include a range of measures to tackle congestion such as increasing the capacity of some junctions through traffic signals and/or additional approach lanes. However, we are also considering improvements for other transport modes to provide alternative public transport, walking and cycling options for journeys where this is a realistic option.

Potential measures to support public transport could include implementing bus lanes, providing improved information and upgrading bus stop infrastructure, and these would aim to make bus journey times more competitive and bus services more reliable.

By providing improved facilities for walking and cycling along the A22 and A264, such as improved crossing facilities and local path connections, we aim to make active travel a more comfortable, attractive, and safe option for local journeys.

6. Are there any proposals aimed at improving the flow of traffic along the A22 and A264?

Aside from the measures to improve the attractiveness of alternative modes of travel, the improvements could also include targeted measures to improve the efficiency and vehicle capacity of junctions by introducing or modifying the existing traffic signal operation or by increasing lane capacity.

7. Will the proposals consider improvements at junctions with the M23 and M25?

Improvements to the A22/M25 J6 and A264/M23 J10 roundabouts are outside the scope of this project.

8. What measures are you considering to improve bus services?

The proposals could include new bus lanes and traffic signals that prioritise buses at key junctions. This may support an increased frequency of bus services in the future.

9. Will measures that give priority to buses lead to delays for other vehicles?

Where bus priority measures are being considered, we would look to undertake transport modelling at an appropriate stage to forecast the positive or negative impact of any such measures on journey times for both buses and general traffic.

10. Will proposals link up to existing walking and cycle infrastructure?

The proposals will be expected to link to existing facilities, such as cycle lanes, footways and public rights of way along the corridor, including by considering potential new crossing improvements that can benefit pedestrians and cyclists by providing a more joined-up network.

11. What is being done to fix potholes / why don’t you concentrate on repairing the roads?

Information about the approach of both councils to road maintenance can be found on our websites:

How we manage pothole repairs - Surrey County Council (opens in new window)

Better Roads - West Sussex County Council (opens in new window)

It is currently expected that any measures that form part of the scheme will be largely funded using central Government grants and developer funding that is ringfenced for capital improvements which typically cannot be used for road maintenance.

12. What are the next steps?

Following the end of the engagement period, all responses will be analysed and used to help shape future proposals. We will publish an engagement report in due course to present the results of the analysis and show how the feedback has been considered. If proposals are taken forward, we will develop a business case and undertake design work and further public engagement on specific interventions to determine whether or not they should ultimately be delivered.

13. When would you expect the improvements to be built?

The project is in its early stages and the next steps for the proposals will be informed by the outcomes of this engagement activity. Further design and consultation would be needed before we would consider constructing any potential improvements.

Construction would also likely be subject to obtaining funding from third party sources. Therefore, it is not possible to confirm a delivery timescale at this stage. The timescales are likely to vary depending on the scale of any measures that are brought forward, however, for larger scale measures it could be several years before any construction could commence.

14. Will there be any impact on biodiversity/wildlife from the proposals?

While specific proposals are not known at this stage, we are mindful that transport corridor improvements can sometimes have localised impacts on grass verges, vegetation and wildlife as a result of any highway widening and lighting proposals. Any such potential impacts will be assessed in further detail as any designs develop, through detailed environmental assessment, including ecological impact assessments where necessary.

15. If the proposals go ahead, will there be road closures during construction?

This is unknown at this early stage of the project. Before any construction on the proposals could start, Construction Management Plans would be developed to minimise the impact on the local community as much as possible. This will establish the need for any traffic management or the need for any diversion routes during construction. Any such plans will be communicated during future public engagement when the project reaches the appropriate stage.

16. I am a representative of an organisation or stakeholder group who has previously been engaged about potential proposals for the A22/A264 corridor. Why is this engagement being carried out again?

This public engagement is building on targeted engagement that we previously undertook with representatives of organisations along the A22 and A264 corridors which helped to understand some of the local issues, develop objectives and identify potential improvements that could be brought forward. This is summarised in the organisational engagement summary (opens in new window). Through this public engagement exercise we hope to understand the views of the wider communities on some of the work completed to date, as well as understand any further comments from representatives of organisations.

17. I have a question that isn't answered here, what should I do?

You can either email any comments or questions to the team at surreytransportplan@surreycc.gov.uk or you can telephone 0300 200 1003. If you are deaf or hard of hearing you can contact us using textphone (via Text Relay) on 18001 (0300 200 1003).

Surrey County Council is coordinating this joint engagement activity for the A22 and A264 between Godstone, Copthorne and East Grinstead with West Sussex County Council. Any queries specifically related to the section of roads in West Sussex may be shared with colleagues at West Sussex County Council to provide a response.

A22 / A264 Godstone to East Grinstead Area Transport Improvements:

Glossary and description of potential measures

Screen reader accessible version (Nov 2025)

General terms

Term	Definition
Active travel	Active travel describes any journey made by walking, wheelchair, cycling, or using other forms of physical activity.
Bus priority measures	Bus priority refers to a set of improvements designed to give buses an advantage over other vehicles in congested areas. The goal is to improve the reliability, speed, and efficiency of bus services. Measures can include bus lanes and smart traffic signals as described below.
Public Rights of Way	Public Rights of Way are routes that allow the public to pass through land. They include: footpaths for use by pedestrians only; bridleways for pedestrians, cyclists and horse riders; and byways which are open to all users, including motor vehicles. They are usually located away from roads but they can extend across them.

Junction capacity improvement measures

Specific potential measure	Example Image	Details
Traffic signals	 *Traffic signals at A24/B2237 Robin Hood junction. Image from Google Street View © 2025 Google*	Traffic signals can help to control traffic flows at junctions at peak times to minimise delays and also enable crossings to be provided.
Road widening to provide additional junction approach lanes		Road widening to provide additional approach lanes can help to provide more capacity at junctions to minimise delays.

	Additional traffic lanes previously provided at A24 Robin Hood junction, Horsham. Image from Google Street View © 2025 Google	

Road safety improvement measures

Specific potential measure	Example Image	Details
Speed limits	 *Lower speed limits previously introduced on part of A24 Findon bypass, north of Worthing. Image from Google Street View © 2025 Google*	Lower speed limits and the suitable placement of terminal signs that show where speed limits change can reduce the risk of traffic collisions and improve safety.

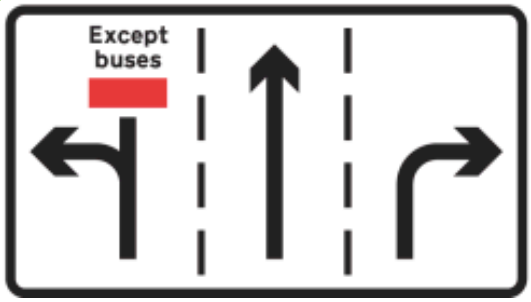
Active travel improvement measures

Specific potential measure	Example Image	Details
Walking and cycing paths	 *New footway built to access a bus stop along the A3044 Stanwell Moor Road. Image taken by a Surrey County Council staff member.*	Walking and cycling paths are typically physically separated from the road by kerbs. They can include: **Footways** – space within the public highway for use by pedestrians only. They provide a safe space to walk alongside the carriageway which carries vehicles. Whilst most roads in populated areas have footways to help pedestrians access local destinations, this is not always the case.

Specific potential measure	Example Image	Details
	 *Shared cycling and pedestrian path south of Findon, A24, north of Worthing. Image from Google Street View © 2025 Google.*  *Advisory cycle lane on the A22 London Road, east of Felbridge. Image from Google Street View © 2025 Google.*	**Shared use paths** – where cyclists and pedestrians share the same space. Shared use paths are typically two-way (i.e. allowing walking and cycling in both directions). **Cycle lanes and tracks** – space for cycling that is separate from vehicles and pedestrians. In some cases there can be physical features to provide segregation (e.g. kerbs or bollards). Cycle lanes and tracks can operate one or two-way in direction.
Crossing facilities – signal controlled crossings	 *Toucan and Pegasus crossing facilities, Mowbray Village, north of A264, Horsham. Image from Google Street View © 2025 Google*	Puffin crossings are for use by pedestrians only, toucan crossings are for use for cyclists and pedestrians, while Pegasus crossings can be used by equestrians. These different crossing types are wide enough to allow different user groups to use them, with cyclists and equestrians not required to dismount.

Specific potential measure	Example Image	Details
Crossing facilities – crossing islands	 *Pedestrian crossing island, A22 London Road, Felbridge. Image from Google Street View © 2025 Google*	Crossing islands are protected refuges in the middle of the road to make it easier for pedestrians to cross.

Public transport improvement measures

Specific potential measure	Example Image	Details
Bus priority – bus lane	 *Bus lane in Crawley. Image from Google Street View © 2025 Google*	A bus lane is used by buses and other permitted vehicles only, such as emergency vehicles. It is usually separated from lanes for other traffic by painted white lines. Bus lanes can apply at specified times or throughout the day and helps buses to avoid queuing.
Bus priority – lane designation at junctions	 *Image excerpt taken from The Traffic Signs Regulations and General Directions 2016 no. 362 © Department for Transport.*	At junctions, signs can indicate the appropriate traffic lane for vehicle manoeuvres with different lane designations for buses to help reduce delays through junctions and on the approach to bus lanes.

Specific potential measure	Example Image	Details
Bus smart traffic signals	 *Smart signals at bus lane in Farnborough. Image from Google Street View © 2025 Google*	Traffic signals that can detect and prioritise buses over general traffic to improve bus journey times.
Bus stops	 *Bus stop at Felbridge, A264. Image taken by a Surrey County Council staff member*	Bus stops can include waiting facilities such as signage, a shelter, seating and timetable information.
Bus electronic real time displays	 *Image taken by a West Sussex County Council staff member*	Electronic real time displays show expected bus arrival times including information about delays to buses.

A22 / A264 Godstone to East Grinstead Area Transport Improvements:

Questionnaire

Screen reader accessible version (Nov 2025)

Overview

We're working to improve the transport network and would like to understand your views on our proposals for transport improvements on the A22 corridor between Godstone and East Grinstead, and the A264 corridor between Copthorne and Felbridge.

This survey contains twenty questions split over six different parts:

- **Part 1: Your response**
- **Part 2: Current travel habits**
- **Part 3: Transport issues along the A22 / A264**
- **Part 4: Objectives to improve the A22 / A264**
- **Part 5: Ideas for improvements to the A22 / A264**
- **Part 6: About you**

We estimate the survey will take around 10-15 minutes to complete on average. We will use the feedback that we receive during this early engagement period alongside other information to help develop our proposals.

Before you complete this survey, please read the accompanying A22 / A264 Improvements Information Pack which contains:

- A22 / A264 Scheme Information Summary
- A22 / A264 Frequently Asked Questions
- A22 / A264 Glossary

Privacy

We collect some personal data in order to comply with a statutory duty. We will process this data in accordance with the 2018 Data Protection Act, and your data will be used in line with Surrey County Council's privacy policy and West Sussex County Council's privacy policy.

The data will be collected, processed and analysed by our consultants, AtkinsRealis, on behalf of Surrey County Council and West Sussex County Council for the purpose of this engagement period only. For further information, please view AtkinsRealis's privacy policy.

Closing date

This engagement period is open from **Wednesday 12 November 2025** and will close at **23:59** on **Tuesday 23 December 2025**.

Questions

Part 1: Your response

Question 1.

In what capacity are you responding to this engagement activity? *(Please select **one** answer)*

☐ a. A resident living in Surrey

☐ b. A resident living in West Sussex

☐ c. A resident from outside Surrey and West Sussex

☐ d. A representative of a local community group or residents' association

☐ e. A representative of an educational establishment (e.g. a school or college)

☐ f. A representative of a business

☐ g. A representative of a charity, voluntary or community sector organisation

☐ h. A representative of a local council

☐ i. Other

If you selected a representative of an organisation or 'other', please provide details:

Question 2.

How did you find out about this engagement exercise? *(Please select all that apply)*

☐ a. Postcard

☐ b. Poster

☐ c. Social media

☐ d. Surrey County Council website

☐ e. West Sussex County Council website

☐ f. Email

☐ g. Newsletter

☐ h. Press release

☐ i. Word of mouth

☐ j. Other

If you selected ‘other’, please provide details:

Question 3.

What is your postcode / the postcode of your organisation?

Part 2: Current travel habits

Question 4.

Thinking about your normal travel habits, do you travel along any part of the A22 between Godstone and East Grinstead and/or the A264 between Copthorne and Felbridge/East Grinstead? *(Please select **one** answer)*

☐ a. Yes

☐ b. No [Skip to Question 7]

Question 5.

Thinking about your normal travel habits, on average, how often do you use the following methods of transport when travelling in and around the area between Godstone, Copthorne and East Grinstead? *(Please select **one** answer for each method of transport)*

	5+ times per week	**3-4 times per week**	**1-2 times per week**	**Less than once per week**	**Never**
Car (as driver)	☐	☐	☐	☐	☐
Car (as passenger)	☐	☐	☐	☐	☐

	5+ times per week	3-4 times per week	1-2 times per week	Less than once per week	Never
Train	☐	☐	☐	☐	☐
Bus	☐	☐	☐	☐	☐
Goods vehicle	☐	☐	☐	☐	☐
Motorbike	☐	☐	☐	☐	☐
Bicycle (including e-bike)	☐	☐	☐	☐	☐
Walking	☐	☐	☐	☐	☐
Using a mobility aid (e.g. wheelchair or mobility scooter)	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

If you selected ‘other’, please provide details on the method of transport:

Question 6.

We are interested in the factors that influence people's travel choices along the A22 / A264 corridors. Please indicate your level of agreement with the following statements about travel. *(Please select **one** answer for each statement)*

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don’t know
I feel confident about using public transport	☐	☐	☐	☐	☐	☐
My health means I am unable to walk or cycle more frequently	☐	☐	☐	☐	☐	☐
People should be free to use their car as much as they want	☐	☐	☐	☐	☐	☐

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
I feel guilty because of the impact using a car has on the environment	☐	☐	☐	☐	☐	☐
I would like to walk, cycle and use public transport more often	☐	☐	☐	☐	☐	☐
I would like to be more active to improve my health and/or stay fit	☐	☐	☐	☐	☐	☐
It's too expensive for me to own a car	☐	☐	☐	☐	☐	☐
Using public transport is too expensive	☐	☐	☐	☐	☐	☐
If there were more and safer cycle paths in the area, I would cycle more	☐	☐	☐	☐	☐	☐
If there were more frequent and faster bus services where I live, I would use them more	☐	☐	☐	☐	☐	☐
My schedule and/or destinations are not flexible, so I depend on the car	☐	☐	☐	☐	☐	☐
If buses were more comfortable, I would use them more	☐	☐	☐	☐	☐	☐

Part 3: Transport issues along the A22 / A264

Question 7.

We have identified the following transport-related issues along the A22 / A264 corridors and would like to understand how important it is to you for these to be addressed. *(Please select **one** answer for each issue on a scale of 1 to 5 where 5 is 'very important' and 1 is 'not important')*

	5 (Very important)	4	3	2	1 (Not important)	Don't know
Vehicle traffic congestion approaching junctions	☐	☐	☐	☐	☐	☐
Vehicle traffic 'rat running' on less appropriate routes (e.g. rural lanes, residential roads)	☐	☐	☐	☐	☐	☐
Road safety and/or traffic collisions	☐	☐	☐	☐	☐	☐
Slow bus journey times	☐	☐	☐	☐	☐	☐
Difficulties getting to/from bus stops and railway stations	☐	☐	☐	☐	☐	☐
Poor quality facilities for walking and cycling	☐	☐	☐	☐	☐	☐
Difficulty crossing busy roads	☐	☐	☐	☐	☐	☐
Environmental impacts from road traffic such as emissions, noise, and wildlife disruption	☐	☐	☐	☐	☐	☐
Increased traffic resulting from local development	☐	☐	☐	☐	☐	☐

Please use the box below to indicate if there are other significant transport issues that you think should be addressed along A22 / A264 corridors.

Part 4: Objectives to improve the A22 / A264

We have identified the following objectives for the A22 / A264 corridors and would like to understand your views about them:

Objective	What this means for the local area
Economic prosperity: Growing a sustainable and prosperous economy.	• Enabling sustainable development in Tandridge and Mid Sussex, particularly through sustainable transport. • Supporting local businesses to thrive and be connected to their markets. • Support the strategic function of the corridors as part of the Major Roads Network.

Environment: Enabling a greener future, making best use of resources.	• Minimising impacts of the transport network on the environment. • Reducing carbon emissions and helping to meet environmental targets related to air quality, noise and biodiversity.
Community cohesion: Helping people and communities to thrive.	• Reducing severance between communities. • Support short to medium distance commuting, education, service, and leisure journey purposes. • Improving transport network accessibility.
Health: Tackling health inequality and keeping people safe.	• Improving the road safety record along the corridor. • Increasing active travel and public transport for short to medium distance journeys.

Question 8.

To what extent do you feel these objectives are important to help guide improvements along the A22 / A264? *(Please select **one** answer for each objective on a scale of 1 to 5 where 5 is 'very important' and 1 is 'not important')*

	5 (Very important)	**4**	**3**	**2**	**1 (Not important)**	**Don't know**
Economic prosperity	☐	☐	☐	☐	☐	☐
Environment	☐	☐	☐	☐	☐	☐
Community cohesion	☐	☐	☐	☐	☐	☐
Health	☐	☐	☐	☐	☐	☐

Please use the box below to indicate if there are other objectives that you feel should guide improvements along the A22 / A264 corridors, or if you have any comments on the objectives above:

Part 5: Ideas for improvements to the A22 / A264

We have undertaken early technical work to identify the sorts of improvements that we think are feasible to deliver and also address issues facing the A22 and A264. This section of the survey aims to understand your views on these ideas.

Question 9.

To what extent do you support the following ideas to reduce vehicle traffic delays along the A22 / A264 corridors? *(Please select **one** answer for each improvement idea)*

	Strongly support	Support	Neutral	Oppose	Strongly oppose	Don't know
Lengthening approach lanes at key junctions to increase vehicle capacity	☐	☐	☐	☐	☐	☐
Changes to lane designations at key junctions to improve use of existing road space	☐	☐	☐	☐	☐	☐
Signalisation of junctions to better regulate traffic movements, minimise delays and improve crossings	☐	☐	☐	☐	☐	☐
Linking traffic signals at adjacent junctions to smooth traffic flows	☐	☐	☐	☐	☐	☐

To ease vehicle congestion we have considered the option to build new sections of road parallel to the existing corridor. Historic proposals that have explored the feasibility of a relief road of Felbridge and East Grinstead have indicated that high cost, proximity of sensitive areas (e.g. High Weald National Landscape where government policy restricts new road building) and the significant environmental impacts of such an option means that this is unlikely to be deliverable.

Question 10.

To what extent do you support the following ideas to improve road safety along the A22 / A264 corridors? *(Please select **one** answer for each improvement idea)*

	Strongly support	Support	Neutral	Oppose	Strongly oppose	Don't know
Speed calming measures to encourage adherence to speed limits in populated areas.	☐	☐	☐	☐	☐	☐

	Strongly support	Support	Neutral	Oppose	Strongly oppose	Don't know
Changes to road layouts at side road junctions where it is difficult to join or leave the main road to reduce collisions.	☐	☐	☐	☐	☐	☐

Question 11.

To what extent do you support the following ideas to make it easier to walk and cycle along the A22 / A264 corridors? *(Please select **one** answer for each improvement idea)*

	Strongly support	Support	Neutral	Oppose	Strongly oppose	Don't know
Construction of new pedestrian footways where there are gaps in provision	☐	☐	☐	☐	☐	☐
New / improved crossing facilities over busy roads for different types of users.	☐	☐	☐	☐	☐	☐
New / improved walking and cycling paths away from the road to provide links to local community destinations	☐	☐	☐	☐	☐	☐
Worth Way improvements for east-west active travel journeys between East Grinstead, Crawley Down and towards Crawley	☐	☐	☐	☐	☐	☐

Question 12.

To what extent do you support the following ideas to improve the attractiveness of public transport along the A22 / A264 corridors? *(Please select **one** answer for each improvement idea)*

	Strongly support	Support	Neutral	Oppose	Strongly oppose	Don't know
Smart traffic signals that give priority to late running buses to improve journey times	☐	☐	☐	☐	☐	☐
Bus lanes to enable bus services to bypass queuing traffic and improve journey times	☐	☐	☐	☐	☐	☐

	Strongly support	Support	Neutral	Oppose	Strongly oppose	Don't know
Changes to lane designations at key junctions to give buses greater priority	☐	☐	☐	☐	☐	☐
Improved facilities at bus stops (e.g. shelters, seating, 'next bus' information screens)	☐	☐	☐	☐	☐	☐

Question 13.

How do you feel overall about the types of improvements that are being considered for the A22 / A264 corridors?

☐ a. Strongly support

☐ b. Support

☐ b. Neutral

☐ b. Oppose

☐ b. Strongly oppose

☐ b. Don't know

Question 14.

Please use the box below if you have any suggestions for improvements to the A22 / A264 corridors that have not been considered above:

Part 6: About you

The demographics section of our questionnaire asks you to provide answers to a set of questions which are about you as a person and are **optional**. This will help us to better understand and analyse the range of responses we receive - they will not be used for any other purposes.

The information is collected anonymously and cannot be used to identify you personally.

You **should not** complete this section if you are aged under 13.

You **do not** need to complete this section if you are responding on behalf of a group or organisation.

Question 15.

What age group are you in? *(Please select **one** answer)*

☐ a. 13-15
☐ b. 16-24
☐ c. 25-34
☐ d. 35-44
☐ e. 45-54
☐ f. 55-64
☐ g. 65-74
☐ h. 75-84
☐ i. 85+
☐ j. Prefer not to say

Question 16.

What is your gender? *(Please select **one** answer)*

☐ a. Man
☐ b. Woman
☐ c. Non-binary
☐ d. Prefer not to say

Question 17.

Do you have a long-standing illness or disability (physical or mental impairment that has a 'substantial' and 'long-term' negative effect on your ability to do normal daily activities)? *(Please select **one** answer)*

☐ a. Yes
☐ b. No
☐ c. Prefer not to say

Question 18.

Are you currently looking after a family member, partner, or friend in need of help because they are ill, frail or have a disability? *(Please select **one** answer)*

☐ a. Yes

☐ b. No
☐ c. Prefer not to say

Question 19.

What is your ethnic group? *(Please select **one** answer)*

☐ a. White - British, English, Northern Irish, Scottish or Welsh
☐ b. White - Irish
☐ c. White - Gypsy or Irish Traveller
☐ d. Any other White background
☐ e. White and Black Caribbean
☐ f. White and Black African
☐ g. White and Asian
☐ h. Any other mixed or multiple ethnic background
☐ i. Asian or Asian British - Indian
☐ j. Asian or Asian British - Pakistani
☐ k. Asian or Asian British - Bangladeshi
☐ l. Asian or Asian British - Chinese
☐ m. Any other Asian background
☐ n. Black or Black British - Caribbean
☐ o. Black or Black British - African
☐ p. Any other black British, Caribbean or African background
☐ q. Arab
☐ r. Other ethnic group (please specify below)
☐ s. Prefer not to say

If you selected ‘other’, please provide details:

Question 20.

What is your religion/belief? *(Please select **one** answer)*

☐ a. Christian
☐ b. Buddhist
☐ c. Hindu
☐ d. Jewish

☐ e. Muslim
☐ f. Sikh
☐ g. Spiritual but not affiliated
☐ h. I do not have spiritual beliefs
☐ i. Prefer not to say

Submitting your answers

Thank you for spending time to complete this questionnaire, your participation is greatly appreciated.

If you are completing this questionnaire electronically, it can be **emailed** to: surreytransportplan@surreycc.gov.uk

If you are completing this questionnaire via paper, it can be returned by post to:

Surrey County Council
Transport Policy Team
Victoria Gate
Chobham Road
Woking
GU21 6JD

This engagement period will close at **23:59** on **Tuesday 23 December 2025**.

Further information

If you have any questions or you would like the questionnaire in a different format including hard copy with a stamped addressed envelope, please contact us as follows:

- **Telephone**: 0300 200 1003
- **Textphone (via Relay UK)**: 18001 (0300 200 1003)
- **British Sign Language**: SignLive Video Relay Service
- **Email**: surreytransportplan@surreycc.gov.uk
- **Write to us**: Surrey County Council, Transport Policy Team, Victoria Gate, Chobham Road, Woking GU21 6JD