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	 *Additional traffic lanes previously provided at A24 Robin Hood junction, Horsham. Image from Google Street View © 2025 Google*	Road widening to provide additional approach lanes can help to provide more capacity at junctions to minimise delays.

Road safety improvement measures

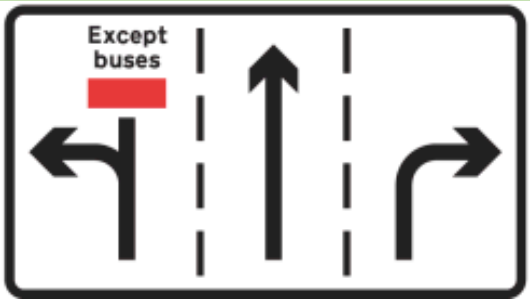
Specific potential measure	Example Image	Details
Speed limits	 *Lower speed limits previously introduced on part of A24 Findon bypass, north of Worthing. Image from Google Street View © 2025 Google*	Lower speed limits and the suitable placement of terminal signs that show where speed limits change can 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.*  *Shared cycling and pedestrian path south of Findon, A24, north of Worthing. Image from Google Street View © 2025 Google.*	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. **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

Specific potential measure	Example Image	Details
	 *Advisory cycle lane on the A22 London Road, east of Felbridge. Image from Google Street View © 2025 Google.*	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.
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.
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.

Specific potential measure	Example Image	Details
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.