A22 / A264 Godstone to East Grinstead Area Transport Improvements Study – previous organisational engagement summary, November 2025

1. Introduction

Surrey County Council and West Sussex County Council are working in partnership to undertake a study of the A22 / A264 corridors between Godstone and East Grinstead (A22), and Copthorne to Felbridge (A264). This summary describes the previous engagement undertaken with representatives of organisations during summer 2024.

2. Scope of engagement

The engagement exercise sought views from organisations that represent users of, and the communities that live along, the A22 and A264 corridors on the issues, objectives and potential types of interventions to improve the corridors.

3. Method

As part of the study work to date representatives of organisations were invited to attend a webinar and provide feedback via a survey in summer 2024. The representatives included:

- County, District, Town and Parish Council officers and councillors from authorities along or close to the A22 / A264 corridors; and

- representatives of transport operators, local access forums, interest groups; and other business, environment and resident groups understood to have an interest in the corridors.

4. Key findings

4.1 Issues

The key reported issues highlighted by stakeholders included:

- High levels of congestion/traffic in the study area impacting journey times;
- Traffic 'rat running' on less appropriate routes;
- Limited or unattractive travel options to employment, education, healthcare and other services for those without access to a car;
- Traffic collisions;
- Delays in deliveries/haulage and resultant loss of trade;
- Noise and air pollution;
- Appeal, cost and reliability of public transport including bus stop infrastructure in need of improvements;
- Safety of pedestrian and cycle travel along the A22 and A264; and
- A general lack of cycle infrastructure in the area.

Additional issues raised included:

- The lack of active travel crossings across the A22 and A264;
- A lack of facilities to support equestrian users;
- Speeding traffic in parts of the study area;
- The need for the study to demonstrate how it complies with the statutory duty to conserve and enhance national landscapes;
- A lack of appeal for inter-urban journeys to be made by sustainable transport; and
- Improvements needed to rail services.

4.2 Objectives

A range of initial objectives were identified related to addressing transport issues along the A22 and A264 corridors including; growing a sustainable and prosperous economy (economic prosperity); enabling a greener future, making the best use of resources (environment), helping people and communities to thrive (community cohesion), tackling health inequality and keeping people safe (health) and the overall need for any proposals to be deliverable.

There was overall agreement with the draft objectives set out for the study with minor changes and additions suggested, including in relation to managing traffic growth, facilitating local business growth, minimising habitat loss, scheme delivery timing, best practice design guidance, equestrian facilities, and taking into account the views of local stakeholders. Many organisations emphasised the significance of public transport and active travel with these aspects often named as top priorities.

4.3 Interventions

A range of different interventions were discussed with stakeholder groups along the A22 and A264 corridors such as:

- Junction capacity improvements, including new traffic signal controls, and longer approach lanes;
- Bus priority and bus stops improvements, including bus lanes and traffic signal controls that prioritise the flow of buses at key junctions, and bus stop access improvements;
- Targeted active travel crossing and path improvements in key locations; and
- Road safety improvements, including junction modifications and changes to speed limits.

The most frequently highlighted suggestions for improvements were:

- Active travel infrastructure;
- Public Rights of Way crossing improvements, including for equestrians;
- Junction capacity and safety measures; and
- Public transport infrastructure improvements.

There was a variety of additional suggestions and issues highlighted including:

- Rail station parking pressures;
- Improving traffic signal controls to optimise traffic flows and bus priority;
- Pedestrianisation of East Grinstead High Street;
- Expanding the study area to Forest Row on the A22 in East Grinstead, and reconsideration of historical proposals for an East Grinstead Relief Road.
- Accounting for future travel demands including in relation to development and potential Gatwick expansion.

5. Summary

The feedback received by representatives of local organisations has been used to shape the objectives and types of intervention being considered for the corridors and these will be presented during the wider expanded public engagement exercise in Autumn 2025.