

A22 and A264 Corridor Feasibility Study

Planning Policy Committee Thursday, 16 November 2023

Report of: Interim Planning Policy Manager

Purpose: For information

Publication status: Open

Wards affected: All

Executive summary:

Surrey County Council and West Sussex County Council have started a feasibility study on the A22/A264 corridor to determine a package of measures to improve transport related issues associated with the A22 corridor between the M25 junction 6 and Ashurstwood and the A264 corridor between M23 Junction 10 and Felbridge. It will focus on movements throughout this corridor and interconnecting junctions rather than just focusing on a single junction / section of the network. The study is currently progressing through stage 1, with stage 2 expected to take place throughout 2024.

This report supports the Council's priority of: Building a better Council/
Creating the homes, infrastructure and environment we are need/
Supporting economic recovery in Tandridge/
Becoming a greener, more sustainable District

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Recommendation to Committee:

The Committee should note the report.

Introduction and background

- 1 The Council has been engaging in a A22/A264 East Grinstead to Godstone Corridor Study led by Surrey County Council (SCC) with the support of West Sussex County Council (WSCC). The work is being undertaken by Atkins. Officers have asked Surrey County Council for the final brief for the study and will endeavour to provide a copy for Members prior to the meeting. The summary in this report is based on the briefing and accompanying presentation provided by SCC on 1st November 2023 to district members as part of the overall governance and engagement for the study.
- 2 The aim of the study is to determine a package of measures to improve transport related issues associated with the A22 corridor between M25 junction 6 and Ashurstwood; and the A264 corridor between M23 Junction 10 and Felbridge. It will focus on movements throughout this corridor and interconnecting junctions rather than just focusing on a single junction / section of the network.
- 3 The study has four objectives:
 - a Address highway related transport issues along corridors across all travel modes
 - b Attainment of Local Transport Plan (LTP) objectives and targets
 - c Support shift to sustainable modes
 - d Support strategic development/ economic growth.

Study

- 4 The study corridor is part of the Department for Transport Major Road Network (MRN). The MRN forms a middle tier of the country's busiest and most economically important local authority 'A' roads, sitting between the national Strategic Road Network (SRN) and the rest of the local road network.
- 5 The Government has five objectives for the MRN: reduce congestion, support economic growth and rebalancing, support housing delivery, support all road users, and support the SRN. Funding may become available to help MRN achieve these objectives.
- 6 The A22/A264 study will be used to support future funding applications by each of the Highway Authorities (WSCC and SCC) where additional funding is required to deliver the schemes. Funds already sought from development in the location of the corridor will also be used.
- 7 The study aims at addressing some key issues currently faced by the corridor, namely: a high car dependence, traffic congestion and rat running; long bus journey time; low public transport mode share; lack of active travel infrastructure; pressure from Mid Sussex and Tandridge developments; highway collisions, limited space for highway improvements; environmental constraints and impacts.

- 8 To help reduce transport related emissions and meet the commitment to achieve net zero emissions by 2050, there has been a marked shift in the approach to transport planning, as set out in the Surrey and West Sussex Local Transport Plans (adopted July 2022 and April 2022 respectively). Adopted policy will no longer take a 'predict and provide' approach (i.e. building road capacity to cater for or exceed forecast traffic growth) which could exacerbate other related issues such as air quality, health and well-being and climate change.
- 9 The new approach, which will be reflected in the approach to the corridor study will be to adopt what is often referred to as 'decide and provide' approach which decides upon a preferred future or vision for the network / local area and then provides the means to work towards achieving that vision. For example, decide to reduce transport related emissions by reducing reliance on the private car and provide improve walking and cycling environment to support the shift away from the car.
- 10 The focus will be on sustainable transport measures and is likely to comprise a combination of bus and rail related interventions, active travel infrastructure, and highway capacity and safety improvements with the aim of encouraging more sustainable travel patterns.
- 11 The project is split into two main parts:

Stage 1 (Autumn 2023/ early 2024):

- Includes a background policy review and desktop review of evidence
- Summary of current and future network issues
- Long list of potential measures/interventions and prioritising recommendations.
- Initial stakeholder engagement with WSCC/SCC members), District level members and all other interested parties

Stage 2 (throughout 2024):

- Will include the development of feasibility designs of option short-list and testing
- Development of an outline business case
- Further stakeholder engagement.

A264/A22 corridor wide potential measures

- 12 To address the corridor wide issues which are being identified, a long list of potential measures and interventions is being developed in line with the new vision of SCC for the highway network. This includes:
 - Rail station and bus stop access improvements including active travel connectivity
 - Targeted active travel measures
 - Intelligent Transport Strategy measures
 - Measures to consider any key collision hotspots

SCC Proposed Funding strategy

- 13 The study will aim to develop a package of modular interventions:
- Short term measures that can be delivered through existing secured developer funding (3-5 years);
 - Longer term measures (5 years+) that can be delivered as part of future funding bids
 - Scheme package subject to future prioritisation
 - Business Case to be developed to confirm likely value for money

Implications of the Study for Planning applications

- 14 Prior to the conclusion of this work, any planning applications in and around the corridor will need to demonstrate they can mitigate their own transport impacts in line with NPPF (2023) paragraph 111 and the adopted development plan.
- 15 There may be opportunities to secure contributions from these developments through Section 106 agreements, which could help deliver prioritised schemes in the corridor study. This will depend on the scale and type of development, the type of mitigation required and the timing of their delivery.

Key implications

Comments of the Chief Finance Officer

As this report is for noting, there are no direct financial implications. The Council is not required to contribute to the cost of the study. Where SCC refer to existing developer funding, we assume this refers to contributions for transport managed by the County Council, however this will be clarified.

Comments of the Head of Legal Services

The report is submitted for noting purposes only and as such does not seek a decision. In developing the proposals for the corridor transportation study consideration must be had to:- (i) the relevant legislative requirements and wider policy and guidance documents which regulate/affect the proposals under consideration (these are numerous and it is not practical to list them) and (ii) the potential legal implications and liabilities that could flow. The Council's internal Legal Services Team are not advising on this project but can be drawn in as and when required.

Equality

In considering this matter the report author must have regard to the Council's duties under the Equality Act 2010. Pursuant to these legal duties Councils must, in making decisions, have due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. Protected characteristics are: (a) Age, (b) Gender reassignment, (c) Sex, (d) Race – including ethnic or national origin, colour or nationality, (e) Disability, (f) Pregnancy and maternity, (g) Marriage and civil partnership, (h) Sexual orientation and (i) Religion or belief – including lack of belief. There are no equality impacts associated with this report.

Climate change

There are no significant environmental / sustainability implications associated with this report.

Appendices

Appendix 1 – Map of study area

Background papers

None

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