

Performance Indicator			Do Minimum		Do Something	
			Score	Qualification	Score	Qualification
<b>Scheme Objectives</b>						
T1	Traffic	To improve the flow of traffic around the town particularly on these main routes of access to the town where new housing development is planned	✓	Addresses existing and forecast traffic capacity issues on the A22	✓✓	With reserve capacity more development enablement potential at Felbridge and Lingfield Junctions
PT1	Public Transport	Over a dozen bus routes pass through here and can be caught up in congestion. Public transport to be seen as a viable and attractive alternative should be able to pass through more conveniently	✓	Improvements in bus journey times	✓	Improvements in bus journey times
PC1	Pedestrians & Cyclists	As cycling and sustainable transport is encouraged the ability to safely cycle around the town through the adequate provision of connecting cycle lanes, must be addressed along this busiest of routes	□	Some improvements can be achieved with ASL's however considered 'optional' as not without take of capacity gained; current levels of cycling proportionate to users of the corridor not seen to warrant this level of implementation on this arterial traffic route	□	Some improvements can be achieved with ASL's however considered 'optional' as not without take of capacity gained; current levels of cycling proportionate to users of the corridor not seen to warrant this level of implementation on this arterial traffic route
En1	Environment	The congestion leads to poor air quality. East Grinstead is a rural area that must be affected by the increased engine emissions on these busy routes where traffic queues are common	✓✓	Congestion relief offered in this scenario	✓✓	Congestion relief offered in this scenario
En2		The congestion results in higher pressure on neighbouring villages as motorists seek to avoid the town traffic. Heightening concerns for safety and environmental damage to outlying rural settlements and the less suitable roads for heavy volumes and speeds of traffic	□	Offers little reserve capacity in future years to absorb rat-running traffic	✓	Some reserve capacity in future year scenarios
Ec1	Economy	The ability to move more freely through the town would improve the visitor experience and encourage trade in to the town centre.	✓	Improvements on route into but not around the town - to be addressed by Town Centre Study	✓	Improvements on route into but not around the town - to be addressed by Town Centre Study
S1	Safety	The safe co-existence of vehicular traffic / cycles and pedestrians needs to be ensured on this busy stretch of road. Or the ability to deviate the pedestrian and cyclist to other, shorter and safer routes	✓	Improvements to pedestrian crossing points in the DM scheme at Felbridge and Lingfield Junctions	✓✓	Additional improvements to pedestrian routes into the town with segregation of pedestrians across the railway bridge south of Lingfield
S2		The congestion results in higher pressure on neighbouring villages as motorists seek to avoid the town traffic. Heightening concerns for safety and environmental damage to outlying rural settlements and the less suitable roads for heavy volumes and speeds of traffic	□	Offers little reserve capacity in future years to absorb rat-running traffic	✓	Some reserve capacity in future year scenarios
<b>Policy Objectives</b>						
EG1	East Grinstead Town Action Plan (2003)	Making East Grinstead a place that is safe and easy to get around - policy E1 and 2	✓	Improvements with signalisation and pedestrian crossing enhancements	✓	Improvements with signalisation and pedestrian crossing enhancements
EG2		A Place of sensitive change and development, and a place to care about - policy D1	✓	accommodates committed and proposed developments; more restrictive to large scale development	□	Some additional development enablement potential associated with this scenario
MS1	MSDC SPD 'East Grinstead Town Centre Masterplan'	Provide a robust structure to the town centre that ensures that future development complements and integrates with the unique character of the town	□	Town Centre not addressed in remit of Study	□	Town Centre not addressed in remit of Study
MS2		Improve accessibility and permeability within the town centre by providing safe, direct and attractive routes that encourage walking, cycling and use of public transport	□	Town Centre not addressed in remit of Study	□	Town Centre not addressed in remit of Study
MS3		Create opportunities for new retail and associated parking within the town centre that dramatically improves the quality and offer of the shopping experience	□	Town Centre not addressed in remit of Study	□	Town Centre not addressed in remit of Study
MS4		Provide a greater mix of uses and residential accommodation, including affordable housing, within the town centre, to increase and diversify its resident, visitor and workplace populations and giving family orientated evening vitality	□	Town Centre not addressed in remit of Study	□	Town Centre not addressed in remit of Study
MS5		Enhance the public realm and create a new town square	□	Town Centre not addressed in remit of Study	□	Town Centre not addressed in remit of Study
MS6		Ensure new development respects and builds on East Grinstead's special identity and character	✓	accommodates committed and proposed developments; more restrictive to large scale development	□	Some additional development enablement potential associated with this scenario
MS7		Create a sustainable town	✓	Some enhancements for movement of buses and pedestrians	✓✓	Addition benefits over DM
MS8	MSDC Local Plan	Relieve congestion on the A22 to improve highway safety, environment and local economy	✓✓	Congestion relief offered in this scenario	✓✓	Congestion relief offered in this scenario
MS9		Support long distance cycle routes including completion of the national cycle route through East Grinstead	□	County and National Level routes should be considered as part of a comprehensive East Grinstead cycling strategy	□	County and National Level routes should be considered as part of a comprehensive East Grinstead cycling strategy
WS1	WSCC Structure Plan 2001-2016	Encourage efficient movement of traffic by the implementation and completion of the planned improvements to the highway network in the District	✓	Some contribution with improvements to the A22	✓	Some contribution with improvements to the A22
WS2		Reduce energy consumption and pollution by reducing traffic congestion	✓	Some relief of congestion on this route	✓	Some relief of congestion on this route
WS3		Reduce the level of road accidents by implementing road safety and traffic calming measures	✓	traffic calming not seen as appropriate on this route however signalisation of Lingfield should offer some secondary benefits to road safety	✓	traffic calming not seen as appropriate on this route however signalisation of Lingfield should offer some secondary benefits to road safety
WS4		Integrate land use and transport policies so that any new development proposals can be accessed by public transport, cyclists and pedestrians; and are located in, or adjacent to, existing urban areas	□	Beyond the remit of this Study	□	Beyond the remit of this Study
WS5		Encourage a reduction in car use through traffic management and integrated parking measures	□	Beyond the remit of this Study	□	Beyond the remit of this Study
WS6		Encourage alternatives to car use by improving the environment and facilities for pedestrians and cyclists and encouraging greater coordination and provision of public transport services	✓	Bus journey time and pedestrian connectivity improvements at specific locations in Corridor	✓	Bus journey time and pedestrian connectivity improvements at specific locations in Corridor
WS7	WSCC LTP3 2011-2016	Promote economic growth	✓	A22 corridor 'unlocked' improving the movement of traffic in and out of the Town Centre	✓	A22 corridor 'unlocked' improving the movement of traffic in and out of the Town Centre
WS8		Tackle climate change	□	Some improvements from the congestion relief however considered negligible in the wider scale of things	□	Some improvements from the congestion relief however considered negligible in the wider scale of things
WS9		Provide access to services, employment and housing	□	Beyond the remit of this Study	□	Beyond the remit of this Study
WS10		Improving safety, security and health	✓	Improvements to pedestrian crossings	✓	Improvements to pedestrian crossings
WS11		Develop and implement a traffic management strategy using contributions from development to optimise the A22/A264 route through East Grinstead, improving access and managing congestion	✓✓	The introduction of signals along the A22 enables the control of traffic flow via SCOOT systems	✓✓	The introduction of signals along the A22 enables the control of traffic flow via SCOOT systems
N1	PPG13	Promote more sustainable transport choices for both people and for moving freight	□	Negligible Impact	□	Negligible Impact
N2		Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling	□	Negligible Impact	□	Negligible Impact
N3		Reduce the need to travel, especially by car	□	Negligible Impact	□	Negligible Impact
<b>Scheme Performance</b>						
M1	Journey Times	Vehicles	✓	In most instances improvements over future baseline; marginalised by JT routes through gyratory where improvements aren't seen to enhance on existing arrangement for traffic	✓	In most instances improvements over future baseline; marginalised by JT routes through gyratory where improvements aren't seen to enhance on existing arrangement for traffic
M2		Buses	✓	In most instances improvements over future baseline; marginalised by JT routes through gyratory where improvements aren't seen to enhance on existing arrangement for traffic	✓	In most instances improvements over future baseline; marginalised by JT routes through gyratory where improvements aren't seen to enhance on existing arrangement for traffic
M3	Static Indicators	Queue Lengths	✓✓	Significant reduction in queue lengths at critical junctions	✓✓	Significant reduction in queue lengths at critical junctions
M4		Delays	✓	Reductions in delay at critical junctions. Indicator indicative of JTs	✓	Reductions in delay at critical junctions;. Indicator indicative of JTs
M5		Degrees of Saturation	✓	In most instances improvements over future baseline	✓✓	Capacity enhancements at Felbridge and Lingfield Junction
Summary	Do Minimum	Scheme Objectives	✓		1	1
		Policy Objectives	✓		1	1
		Scheme Performance	✓		1	2
	TOTAL	✓		3	4	
	Do Something	Scheme Objectives	✓		2	1
		Policy Objectives	✓		1	1
		Scheme Performance	✓✓		2	4
TOTAL		✓		4	6	
			Score		Weighted (/8)	