



Land East of Henfield Road, Cowfold

Transport Statement

May 2026

Landacre Developments

**Land East of A281, Cowfold, Horsham,
West Sussex**

Transport Statement

May 2026

NEO Transport Planning

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1. Introduction

1.1 General

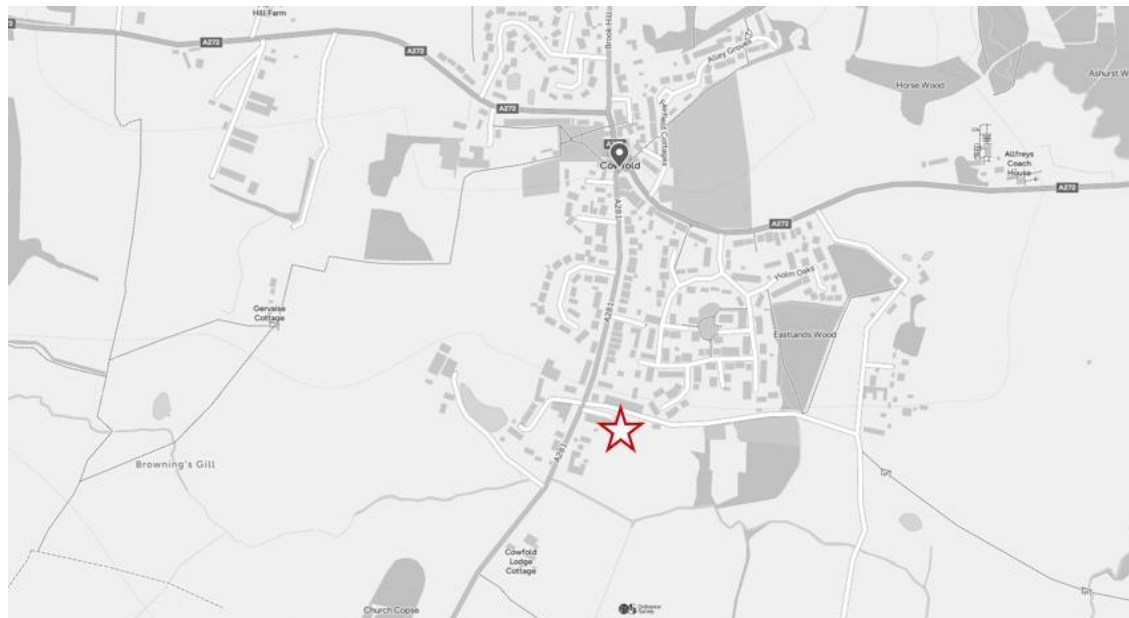
- 1.1.1 Landacre Developments (hereafter referred to as 'the Applicant') has appointed NEO Transport Planning (NEO) to deliver transport planning and highways consultancy services in support of a proposed residential development on Land east of the A281, Cowfold, West Sussex (the 'site'), for circa 40 residential dwellings (Use Class C3).
- 1.1.2 The Local Planning Authority (LPA) is Horsham District Council (HDC), and the Local Highways Authority (LHA) is West Sussex County Council (WSCC).
- 1.1.3 This Transport Statement (TS) report is intended to accompany an outline application for a development of up to 40 units, alongside appropriate access and infrastructure at the Site. This TS has been prepared with due consideration given to the relevant local, regional and national planning policy guidance. The scope and contents of this TS have also been agreed with WSCC during pre-application scoping discussions, which are detailed further in this report.
- 1.1.4 This TS is submitted in support of an outline planning application with the following description of development (DoD):

"Outline planning application for approximately 40 residential dwellings, vehicular access, car parking, landscaping, open space and other associated works and infrastructure. All matters reserved except for the main site access"

1.2 Site Location and Description

- 1.2.1 The site is located on the eastern side of the A281, Cowfold. It is bordered by the Southern Water water treatment facility to the east, Eastland Lane to the north and residential units fronting the A281 to the west. The site in the wider Cowfold context is shown in **Figure 1.1**.

Figure 1.1 - Site Location Plan



1.3 Report Scope and Structure

- 1.3.1 The scope and content of this report have been shaped by pre-application engagement between NEO and officers from WSCC Highways. As part of this process, a Transport

Statement Scoping Note was submitted to WSCC in April 2026, with formal feedback received later that month. Both the Technical Note and the written response from WSCC are provided in **Appendix A**.

1.3.2 Following this introductory chapter, the remainder of this report is structured as follows:

- **Chapter 2: Policy Review** – This chapter presents a summary of the relevant national, regional and local planning policy, including the relevant parking standards for the proposed development;
- **Chapter 3: Baseline Conditions** – this chapter provides an outline of the existing, or 'baseline', transport conditions currently prevailing at the site and within the immediate surrounding area, including opportunities for non-car-based travel and a review of the local highway network;
- **Chapter 4: Development Proposals** – This chapter provides a summary of the development proposals, including the proposed site access arrangements, car and cycle parking provision, and how the proposed development will tie into existing transport networks;
- **Chapter 5: Trip Generation, Distribution Assessment and Highway Impact Assessment** – This chapter presents the results of a trip generation and distribution assessment; and
- **Chapter 7: Summary and Conclusion** – This chapter presents a summary of the results and findings of the Transport Assessment and the overall conclusions of the report.

1.3.3 All technical appendices are included at the end of this report.

2. Policy Review

2.1 Introduction

- 2.1.1 This chapter of the TS examines the context of the site and how this relates to relevant planning policies and guidelines. It provides an overall spatial and planning context for the development proposal.
- 2.1.2 The following national and regional planning documents have been included in the policy review:

National Policy

- National Planning Policy Framework (NPPF) (February 2025); and
- The National Planning Policy Guidance (NPPG) (February 2024).

Regional Policy

- West Sussex Transport Plan (2022-2036);
- West Sussex Guidance on Parking at New Developments (2020);
- West Sussex Walking and Cycling Strategy 2016 – 2026; and
- West Sussex Cycling Design Guide (August 2019).

Local Policy

- Horsham District Planning Framework (2015-2031);
- Emerging Horsham District Local Plan (2023-2040) and
- Cowfold Neighbourhood Plan (2019-2031).

2.2 National Policy

National Planning Policy Framework (February 2025)

- 2.2.1 The NPPF is defined as being the document that ‘sets the Government’s planning policies for England and how these are expected to be applied.’ The latest version of the NPPF was published in December 2024 and last updated in February 2025. The NPPF is not a transport-specific document; rather, it sets out the Government’s general requirements for the planning system.
- 2.2.2 The NPPF incorporates guidance for local planning authorities when defining their local plans and in determining planning applications. The purpose of the planning system, as identified in the NPPF, is to contribute to the achievement of sustainable development, with three objectives identified as supporting this, which are:
- **Economic** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - **Social** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and
 - **Environmental** – to protect and enhance our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural

resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low-carbon economy.

2.2.3 Chapter 9 of the NPPF relates to the promotion of sustainable travel and using a vision-led approach. Paragraph 109 states that:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) making transport considerations an important part of early engagement with local communities;*
- b) ensuring patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes, and contribute to making high-quality places;*
- c) understanding and addressing the potential impacts of development on transport networks;*
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example, in relation to the scale, location or density of development that can be accommodated*
- e) identifying and pursuing opportunities to promote walking, cycling, and public transport use; and*
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."*

2.2.4 Paragraph 115 states that:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) sustainable transport modes are prioritised, taking account of the vision for the site, the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflect current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost-effectively mitigated to an acceptable degree through a vision-led approach."*

2.2.5 Paragraph 116 notes that:

'development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios'.

2.2.6 With paragraph 116 in mind, paragraph 117 notes that development applications should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high-quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

National Planning Practice Guidance (February 2024)

- 2.2.7 The Government's National Planning Practice Guidance (NPPG) was launched on 6th March 2014 by the Department for Communities and Local Government (DCLG) as a web-based resource. The document was most recently updated in February 2024.
- 2.2.8 Within the NPPG, the 'Travel Plans, Transport Assessments and Statements in Decision-Taking' guidance provides advice on when transport assessments and transport statements are required, what they are and what they should contain.
- 2.2.9 Paragraph 6 sets the importance of the Travel Plans (TPs), Transport Assessments (TAs) and Transport Statements (TSs), saying that they can positively contribute to:

- *"Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads."*

- 2.2.10 The NPPG then goes on saying that the key principles that should be taken into account in preparing a TP, TA or TS should be:

- *"Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *established at the earliest practicable possible stage of a development proposal;*
- *be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies, provided there is robust evidence for doing so locally); and*
- *be brought forward through collaborative ongoing working between the Local Planning Authority/ Transport Authority, transport operators, Rail Network Operators, Highways Agency, where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities)."*

- 2.2.11 In determining whether a TA or TS will be needed for a proposed development, the NPPG states that local planning authorities should take into account the following considerations:

- *"The Transport Assessment and Statement policies (if any) of the Local Plan;*
- *The scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Transport Assessment or Statement);*
- *Existing intensity of transport use and the availability of public transport;*

- Proximity to nearby environmental designations or sensitive areas ;
- Impact on other priorities/ strategies (such as promoting walking and cycling);
- The cumulative impacts of multiple developments within a particular area; and
- Whether there are particular types of impacts around which to focus the Transport Assessment or Statement (e.g. assessing traffic generated at peak times)."

2.3 Regional Policy

West Sussex Transport Plan (2022-2036)

- 2.3.1 The fourth West Sussex Transport Plan (WSTP) was adopted on 1st April 2022 and sets out the transport strategy for the county up to 2036. The document sets out how the county council intends to address key challenges by improving, maintaining and managing the transport network.
- 2.3.2 The plan contains five thematic and eight area transport strategies, which are intended to deliver the transport plan's objectives covering the following four themes:
- Prosperous West Sussex
 - Healthy West Sussex
 - Protected West Sussex
 - Connected West Sussex
- 2.3.3 The document outlines planned transport proposals. Part 4 of the WSTP states, under the heading 'Development and Regeneration Pressures and Opportunities', that:

"The transport network in West Sussex is expected to cater for increased transport movements as planned development and regeneration initiatives take place. Sites for over 76,000 new homes are allocated in adopted local plans across West Sussex from the early 2010s through to the early 2030s, alongside packages of strategic infrastructure improvements to mitigate severe cumulative impacts. Even if high levels of sustainable transport mode share are achieved at development sites, there is still expected to be an overall increase in the number of trips on the transport network. As local plans are reviewed, additional sites are expected to be allocated for development, and further mitigation measures will be identified.

Planned development presents opportunities to change and embed more sustainable travel behaviour and contribute funding towards transport network improvements (including resilience improvements), which will benefit existing users, as well as mitigate the transport and environmental impacts of development. While a number of major schemes and junction improvements are planned to mitigate development, developer-led highway mitigation schemes are not intended to resolve pre-existing issues. This can result in gaps between development-led mitigation and those required to address cumulative impacts and/or pre-existing issues. There is also a challenge to ensure that these schemes do not overprovide capacity, which could lead to unmanaged traffic growth."

- 2.3.4 Part 4 of the WSTP is about Key Issues. Paragraph 4.52 describes the importance of the Road Network Performance. The document states the following:

"Road network performance issues can result in delays to road users, casualties, pollution and rat-running on less suitable routes and peak spreading; i.e. peak periods starting earlier and/or ending later. Delays can cause productivity issues for businesses due to lost time and missed appointments, and poor connectivity to customers and labour. These issues can also make conditions for public transport and active travel modes less attractive."

- 2.3.5 The highest priorities for Chichester in terms of transport and highways include improvements to the A27 via junction improvements and A259 National Cycle Network Route 2 / 'Chemroute', south of the proposed development site.

West Sussex Guidance on Parking at New Developments (2020)

- 2.3.6 Car and cycle parking for the proposed development will be provided in accordance with the standards provided in the WSCC's Guidance on Parking at New Developments (2020) document. Car parking for residential developments is to be provided on the basis of the relevant 'Parking Behaviour Zone' (PBZ), and the site is located within **PBZ 1**. The relevant residential parking standards are provided in **Table 2.1**.

Table 2.1 - Residential Car and Cycle Parking Standards

Dwelling Type	Dwelling Size	Recommended Car Parking Provision (per unit)*	Minimum Cycle Parking Provision (per unit)
House	1 bed	1.5	1 space
	2 beds	1.7	1 space
	3 beds	2.2	2 spaces
	4+ beds	2.7	2 spaces
	Multiple Occupation	-	1 space
Flat	1 bed	1.4	0.5 space (if communal storage, otherwise same as 1 & 2 bed house)
	2 beds	1.7	0.5 space (if communal storage, otherwise same as 1 & 2 bed house)
	3 beds	2.1	1 space
	4+ beds	2.7	1 space
*To accommodate potential variations in parking demand within a single ward, consideration may be given to varying the expected parking demand by 10% above or below, which is based on the average variation in demand between PBZs. In order to determine whether or not this is acceptable, the applicant will need to provide justification through, for example, the provision of parking beat surveys			

Source: WSCC (2020 Guidance Document)

West Sussex Walking and Cycling Strategy 2016 to 2026

- 2.3.7 The WSCC Walking and Cycling Strategy outlines the objectives for cycling and walking up to 2026 and "outlines the design and safety principles for walking and cycling that the County Council will follow, and developers will be expected to follow, when implementing infrastructure schemes."
- 2.3.8 The Key Objectives of the Strategy are to:

1. "To ensure that cycling and walking are recognised as important travel modes and therefore part of the transport mix;
2. To make cycling and walking the natural choice for shorter journeys (such as journeys to school), or as part of a longer journey;
3. To reduce the number of cyclists and pedestrians who are killed or seriously injured on our roads;
4. To support economic development by facilitating travel to work and services without a car;
5. To reduce congestion and pollution by encouraging and enabling people to travel without a car;

6. *To increase levels of physical activity to help to improve physical health;*
7. *To help maintain good mental health and stay independent later in life;*
8. *To increase the vitality of communities by improving access by bicycle and on foot; and*
9. *To help people access rural areas and enjoy walking and cycling."*

2.3.9 The strategy also provides a mechanism by which schemes can be identified and prioritised, thereby enabling the County Council to direct future investment (such as contributions from future development) and support future funding bids.

2.3.10 The following design principles are noted as being applicable in infrastructure design:

- Cycling and walking are recognised as a key part of the transport mix;
- All new (development) and improvement/maintenance schemes will consider, and wherever possible prioritise, the needs of cyclists and walkers;
- The differing needs of users will be recognised in the design of routes and those needs will, wherever possible, be incorporated, e.g. people with pushchairs, equestrians, etc., and
- Deliver sound economic and other benefits with key determinants including:
 - Supporting economic growth;
 - Supporting future development;
 - Accessibility;
 - Health;
 - Air quality;
 - Carbon reduction;
 - Safety; and
 - Reducing traffic congestion and delay.

West Sussex Cycling Design Guide (August 2019)

2.3.11 The county council adopted the West Sussex Walking and Cycling Strategy 2016-2026 as an integral part of the West Sussex Transport Plan 2011-2026. This cycle design guide was prepared to help deliver the aims and aspirations of the strategy.

2.3.12 The document demonstrates a strategic vision for enhancing cycling infrastructure across West Sussex. Its purpose is to assist decision-makers and provide clearer expectations for developers regarding cycling provision. The guidance adopts principles from Manual for Streets, particularly in relation to the design of internal site layouts, to ensure developments are more accommodating for cyclists.

2.3.13 In respect to cycle parking, the document states:

"All cycle parking facilities should be secure, easy to use, and located in convenient, sheltered positions. Residential visitor cycle parking should be provided as communal parking at convenient and appropriate locations throughout the development ('Sheffield' stands preferred). Garages should be designed to allow space for a car plus storage of cycles in line with 'Principle G' of the County Council's 'Guidance on Parking in New Developments 2020'".

2.4 Local Policy

Horsham District Planning Framework (2015)

2.4.1 The Horsham District Planning Framework forms the current local plan, setting out HDC's planning strategy for the years up to 2031. The document, which was adopted in November 2015, identifies six priority themes for the Council; namely:

- **Economic Development:** Plan for a successful local economy with high levels of employment;
- **Efficiency and Taxation:** Delivering excellent value and high performance;
- **Arts, Heritage and Leisure:** Build an arts, leisure and culture reputation that also supports our economy;
- **Living, Working Communities:** Working together to support the life of local communities;
- **Environment:** A better environment for today and tomorrow; and
- **Safer and Healthier:** Improving health and well-being

Policy 40 – Sustainable Transport

2.4.2 In regard to sustainable transport, **Policy 40** sets out the following:

There is a commitment to developing an integrated community connected by a sustainable transport system. In order to manage the anticipated growth in demand for travel, development proposals which promote an improved and integrated transport network, with a re-balancing in favour of non-car modes as a means of access to jobs, homes, services and facilities, will be encouraged and supported.

Development will be supported if it:

- 1. Is appropriate and in scale to the existing transport infrastructure, including public transport;*
- 2. Maintains and improves the existing transport system (road, rail, cycle);*
- 3. Is integrated with the wider network of routes, including public rights of way and cycle paths;*
- 4. Includes opportunities for sustainable transport which reduce the need for major infrastructure and cut carbon emissions;*
- 5. Is located in areas where there are, or will be a choice in the modes of transport available;*
- 6. Minimises the distance people need to travel and minimises conflicts between traffic, cyclists and pedestrians;*
- 7. Delivers better local bus and rail services in partnership with operators and increasing opportunities for interchange between the public transport network and all other modes of transport;*
- 8. Develops innovative and adaptable approaches to public transport in the rural areas of the district;*
- 9. Provides safe and suitable access for all vehicles, pedestrians, cyclists, horses riders, public transport and the delivery of goods; and*
- 10. Is accompanied by an agreed Green Travel Plan where it is necessary to minimise a potentially significant impact of the development on the wider area or as a result of needing to address an existing local traffic problem.*

Emerging Horsham District Local Plan (2023-2040)

2.4.3 At the time of this submission, HDC are preparing their next local plan, which will cover the years up to 2040 once it is adopted. Whilst the local plan is not yet adopted and is at the examination stage, it is appropriate to consider the draft policies contained within it and, where possible, seek to meet the guidance and requirements set out within the emerging document.

2.4.4 Within the emerging local plan, Chapter 10 covers infrastructure, transport and healthy communities. The relevant policies are considered below.

Strategic Policy 42 – Sustainable Transport

2.4.5 Policy 42 is similar to the current local plan Policy 40 and states the following:

There is a commitment to developing an integrated community connected by a sustainable transport system. In order to manage the anticipated growth in demand for travel, development proposals which promote an improved and integrated transport network, with a re-balancing in favour of non-car modes as a means of access to jobs, homes, services and facilities, will be encouraged and supported.

Development will be supported if it:

- 1) Provides safe and suitable access for all vehicles, pedestrians, cyclists, horse riders, public transport and the delivery of goods;*
- 2) Minimises the distance people need to travel and minimises conflicts between traffic, cyclists and pedestrians;*
- 3) Prioritises and provides safe and accessible walking and cycling routes and is integrated with the wider network of routes, including public rights of way and cycle paths;*
- 4) Includes opportunities for sustainable transport which reduce the need for major infrastructure and cut carbon emissions;*
- 5) Delivers better local bus and rail services in partnership with operators and increasing opportunities for interchange between the public transport network and all other modes of transport;*
- 6) Develops innovative and adaptable approaches to public transport in the rural areas of the District;*
- 7) Maintains and improves the existing transport system (pedestrian, cycle, rail and road); and*
- 8) Is accompanied by an agreed Green Travel Plan where it is necessary to minimise a potentially significant impact of the development of the wider area, or as a result of needing to address an existing local traffic problem.*

Policy 43 – Parking

2.4.6 Policy 43 provided the following regarding parking:

- 1) Development should seek to improve parking in town centres so it is convenient, safe and secure. Parking provision must ensure a balance between good urban design, highway safety, residential amenity and promoting town centre attractiveness and vitality;*
- 2) Adequate parking and facilities must be provided within developments to meet the needs of anticipated users. Consideration should be given to the needs of cycle parking, motorcycle parking, and vehicles for the mobility impaired;*
- 3) Adequate parking and plug-in charging facilities must be provided to cater for the anticipated increased use of electric, hybrid or other low emission vehicles;*
- 4) Development which involves the loss of existing parking spaces will only be allowed if suitable alternative provision has been secured elsewhere or the need for the development overrides the loss of parking and where necessary measures are in place to mitigate against the impact; and*
- 5) Planning permission will not be granted for off-airport parking facilities related to Gatwick Airport unless a need can be demonstrated and no other realistic alternatives is available.*

Cowfold Neighbourhood Plan (2019-2031)

2.4.7 The Cowfold Neighbourhood Plan was formally adopted on 8th October 2025 and was prepared by Cowfold Parish Council. Chapter 8 of the document focuses on transport and highways and sets out the following two objectives:

- 1) *Prioritise developments that provide improved road safety, encouraging solutions that result in improved sustainability, pedestrian and cycling facilities, taking particular note of the needs of the disabled, elderly, parents with young children and children; and*
- 2) *Ensure developments take into account the local level of car ownership and off-street car parking requirements with appropriate Electric Vehicle charging facilities as appropriate.*

2.4.8 The above objectives are supported by Policy 16: Car Parking Provision, which is set out below.

Policy 16: Car Parking Provision

- i) *Residential development proposals should provide off-street parking in accordance with the following minimum standards:*
 - a) *Residential 1 Bed dwellings; 2 spaces;*
 - b) *Residential 2 Bed dwellings; 3 spaces; and*
 - c) *Residential 3+ Bed dwellings; 4 or more spaces*
- ii) *Development proposals that demonstrate that off-road parking provision is sufficient so as to minimise on-street parking will be supported.*

3. Baseline Conditions

3.1 Introduction

- 3.1.1 The purpose of this chapter is to provide a summary of the existing, or 'baseline', transport conditions currently in place in the vicinity of the site.

3.2 Existing Highway Network

A281 Henfield Road

- 3.2.1 The A281 forms the principal north-south route through Cowfold and functions as the main spine road within the settlement. It comprises a two-way single carriageway subject to a 30mph speed limit. Continuous footway provision is present on both sides of the carriageway, supporting pedestrian accessibility. Bus stops are located at regular intervals of approximately 200–400m along the route, providing convenient access to local bus services and contributing to the overall sustainability of the site location. Within the vicinity of the site there are no parking restrictions and intermittent parking along the western edge of the carriageway has been observed.
- 3.2.2 Within the village centre, the A281 intersects with the A272 at a double mini-roundabout junction. This arrangement facilitates the distribution of vehicular movements in all directions, providing connectivity to the north, east and west. As such, the junction enables convenient access to key higher-order settlements, including Horsham, Crawley and Haywards Heath, thereby supporting the site's integration with the wider highway network.
- 3.2.3 At the request of WSCC, a seven-day Automatic Traffic Count (ATC) survey was undertaken on the A281 Henfield Road in the vicinity of the existing site access. This survey ensured the collection of up-to-date traffic flows and speeds for the A281 Henfield Road. The results of this survey are shown in **Table 3.1**.

Table 3.1 - A281 Henfield Road Traffic Data

Direction	AM Peak			PM Peak			Ave. Speed (mph)	85 th %ile Speed (mph)
	All Veh	HGVs	HGV %age	All Veh	HGVs	HGV %age		
Northbound	271	3	1%	228	0	0%	26.9	32.5
Southbound	222	1	0%	231	1	0%	31.2	37.5
Total	493	4	1%	459	1	0%	29.1	35.0

- 3.2.4 As can be seen from Table 3.1, the A281 is relatively low-trafficked, with 493 two-way vehicles across the two peak hours combined, approximately eight vehicles every minute. It is also noted that vehicle speeds vary depending on the direction of approach, with southbound vehicles travelling on average 6mph faster than the northbound traffic. This is likely as a result of the intermittent parking that can be observed on the western side (northbound lane) of the carriageway.

Figure 3.1 - A281 Highfield Lane



3.3 Road Safety Review

- 3.3.1 An initial review of personal injury collision data, obtained from WSCC's collision database, has been undertaken to assess the safety record in the vicinity of the site. The analysis covers the most recently available five-year period from 1st April 2021 to 31st March 2026, which the police have validated.
- 3.3.2 The study area encompasses the following areas:
- 250m north of the existing site access; and
 - 250m south of the existing site access.
- 3.3.3 This is deemed sufficient based on the size of the proposed scheme and its expected interaction with the immediate local highway network. **Figure 3.2** illustrates the study area and plots the recorded collision locations. As can be seen from **Figure 3.2**, over the five years, one collision classified as 'serious' and two classified as 'slight' were recorded within the study area. Importantly, no collisions were recorded at the existing site access onto the A281 Henfield Road, nor were there any recorded at the car showroom accesses opposite the site.

Figure 3.2 - Collision Map

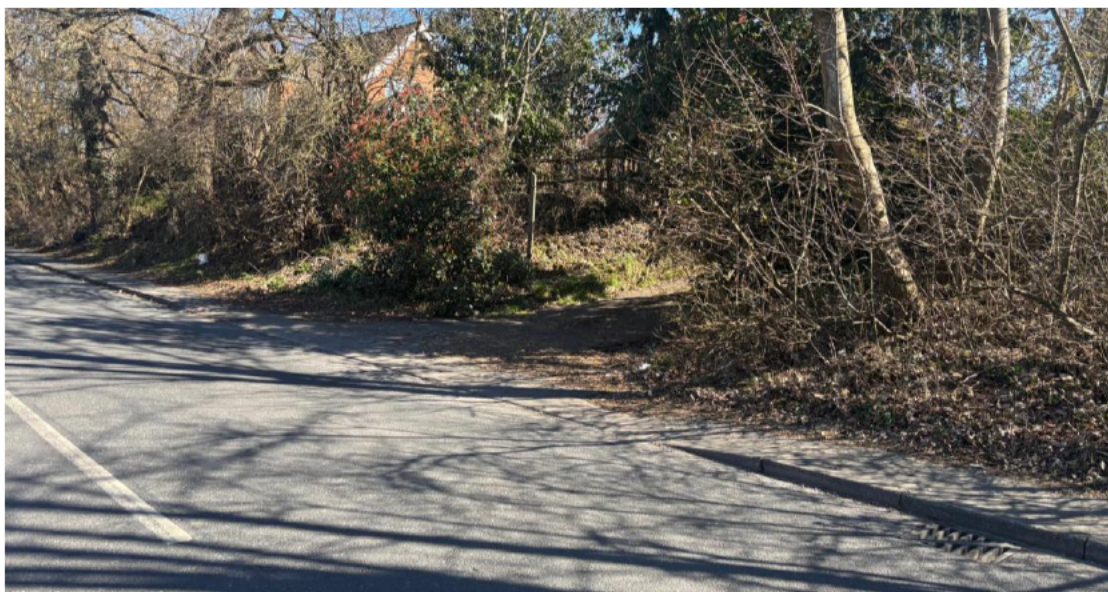


- 3.3.4 A single serious collision was recorded within the study area during the five years, occurring in 2022, adjacent to Bridge Grage. The incident involved a collision between a car and a motorcyclist, resulting in serious injuries to the rider.
- 3.3.5 Two slight collisions were recorded on the A281 Henfield Road during the assessment period:
- The first incident occurred in 2023 and involved three vehicles, two cars and a goods vehicle less than 3.5t, likely a sprinter van or similar. The driver of the goods vehicle suffered a slight injury; and
 - The second collision occurred in 2025 and was between two cars. Both drivers and a passenger suffered slight injuries.
- 3.3.6 The recorded collisions within the study area are generally dispersed, with no evidence of recurring patterns. The majority of incidents appear to be attributable to human error rather than highway design or infrastructure deficiencies. Importantly, no collisions were recorded at the existing site access, the car showroom access, nor the A281 / Summer Meadow junction. On this basis, it is not anticipated that the proposed development will result in a materially adverse impact on highway safety. Accordingly, there is no indication of an existing safety concern, and further detailed collision analysis is not considered necessary.

3.4 Existing Vehicular Access

- 3.4.1 Existing access to the site from the A281 is via a shared private drive with the property known as Oaklands. This access point is primarily utilised for equestrian vehicles serving the existing land use and residential vehicles serving Oaklands.

Figure 3.3 - Existing Site Access



3.5 Pedestrian Access and Local Facilities

Pedestrian Access

- 3.5.1 As stated previously, the site is accessed directly from the A281 Henfield Road, which has footway provision on both sides of the carriageway. The footways are circa 1.2m adjacent to the site entrance widening to 2.0m in width further from the site with provision of dropped kerbs where they cross junctions. These pedestrian routes provide a safe and convenient route to key local amenities such as the local bus stops and the village centre to the north.

Figure 3.4 - Existing Footways



Local Amenities and Facilities

- 3.5.2 A range of local services and amenities are situated within suitable walking and cycling distances from the site, supporting opportunities for sustainable, non-car travel. These include

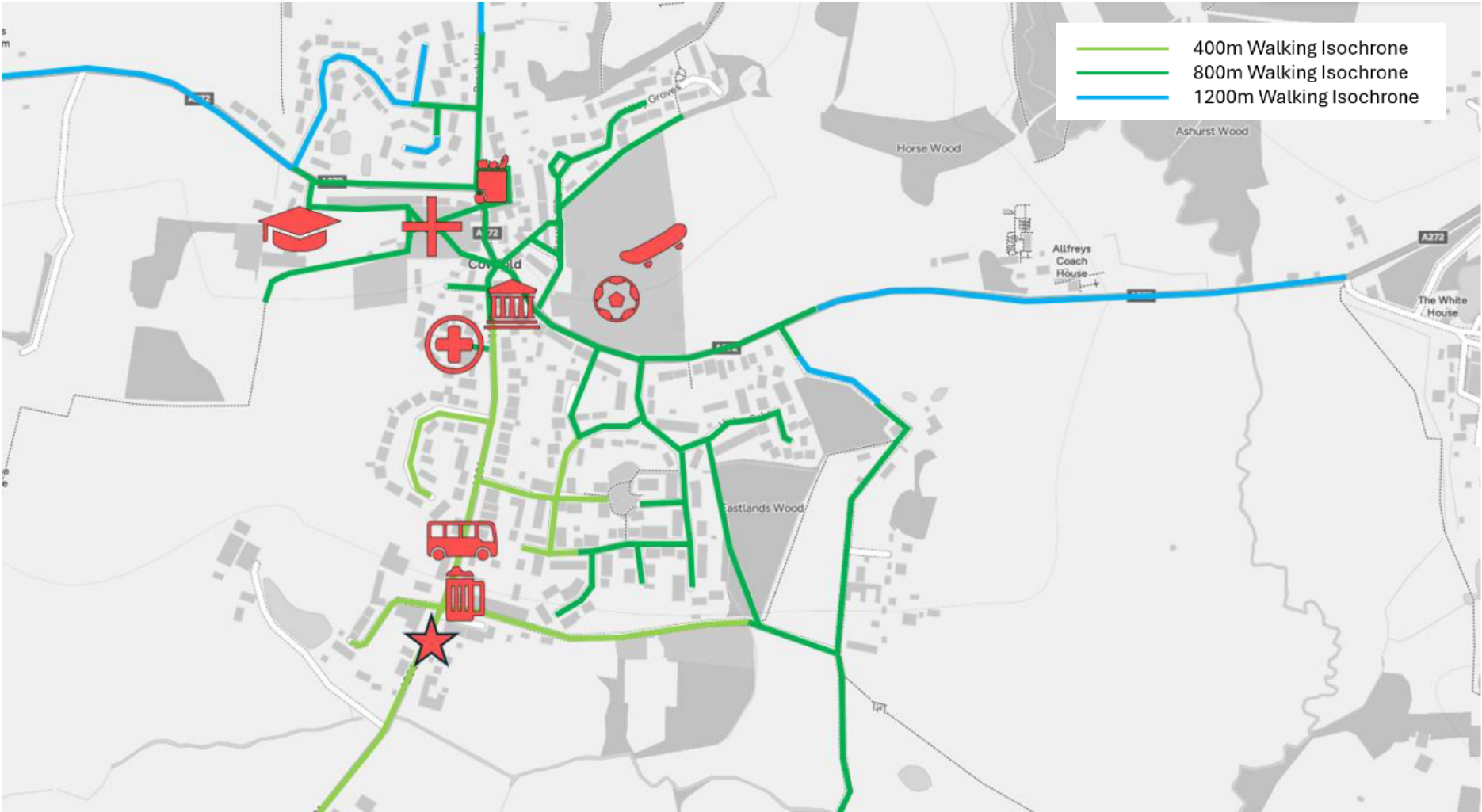
educational facilities, healthcare services, food and grocery retailers, as well as public transport infrastructure such as bus stops and a railway station. **Table 3.2** details some of the key local amenities and facilities close to the site.

Table 3.2 - Local Services and Amenities

Type of Amenity	Amenity	Distance from the site	Walking Time	Cycling Time
Grocery / Food Retail	Co-op Food	600m	7 ½ minutes	2½ minutes
Childcare / Education	Country Mice Nursery	800m	10 minutes	3 minutes
	St Peter's Primary School	800m	10 minutes	3 minutes
Healthcare	Cowfold Surgery	400m	5 minutes	1½ minutes
Public Transport	South Leas Bus Stop	140m	2 minutes	<1 minute
Places of Worship	St Peter's Church	500m	9 minutes	2 minutes
Other	Hare And Hounds Cowfold Public House	70m	<1 minute	<1 minute
	Cowfold Village Hall	400m	5 minutes	1½ minutes
	Cowfold Recreation Ground	650m	7¾ minutes	2½ minutes

- 3.5.3 As illustrated in **Table 3.2** and **Figure 3.5**, a variety of services and amenities are situated within a short walking distance of the site. The proximity of these facilities offers viable alternatives to car travel, thereby supporting opportunities to minimise the potential impact of the proposed development on the local highway network.

Figure 3.5 - Amenities Plan



3.6 Cycling

- 3.6.1 National and local policy encourages sustainable development and a shift away from private car use; however, there is no specific recommended maximum cycle distance for access to services/ leisure facilities from new developments stated within the NPPF or local planning policy.
- 3.6.2 It is noted that the distances people will be willing to travel on a bicycle will be highly variable depending on the type of development, site users and age profile, as well as the perception of personal safety in the local environment. However, Local Transport Note 2/08 (published by the Department for Transport) does provide a useful reference point; it indicates that an acceptable distance for general trips by cycle is considered to be up to 5km (5000m), but it also acknowledges that this may be slightly longer (up to 8km) for those commuting to employment uses by cycle.

3.7 Public Transport

Bus

- 3.7.1 The nearest bus stops to the site are the South Leas stops, located 140m north of the existing site access. In terms of facilities, these stops are demarcated with flag poles with attached timetables only.
- 3.7.2 The bus service available from the South Leas Stops is outlined in **Table 3.3** below

Table 3.3 - Existing Bus Services

Service Number	Route	Peak Hour Frequency
17	Brighton to Horsham via Henfield	1 per hour

- 3.7.3 Whilst the site is served by a single bus service, it is important to consider both its operating hours (06:00 to 22:53) and the quality of its connections. The service provides direct links between Cowfold and the key settlements of Horsham and Brighton. In particular, connectivity to Horsham is strong, with the route serving Horsham Railway Station in approximately 20 minutes, facilitating onward travel to London Victoria. The service also provides convenient access to Horsham Hospital (approximately 22 minutes) and Horsham Bus Station (approximately 29 minutes). On this basis, it is clear that the site can be considered to benefit from a proportionate level of accessibility to higher-order centres and essential services by public transport.

Rail

- 3.7.4 As stated above, whilst there is no train station within Cowfold, Horsham Train Station can be accessed via a 22-minute bus journey. This allows onward travel to London Victoria, Gatwick Airport, Portsmouth Harbour, and Bognor Regis.
- 3.7.5 The nearest railway station to the site is Horsham railway station, which is located approximately 11km to the north of the site and is accessible via the 17 bus service (which provides hourly services between 06:00-23:53 Mon-Fri) with an expected journey time of 20 minutes from the South Leas bus stops to the railway station. The station is served by frequent Southern and Thameslink train services. Journeys from Horsham railway station to London Victoria are approximately 55 minutes with services available from as early as 05:15. The station includes step-free access to platforms, 220 car parking spaces and 253 sheltered cycle parking spaces.

- 3.7.6 For commuters heading into London, this combination of bus and train services provides a realistic, sustainable travel route. For example, it is possible to take the Route 17 bus service at 06:36 from the South Leas bus stop, connecting to the 07:20 train service from Horsham railway station. This train arrives at London Victoria at 08:15, offering a timely, efficient journey and ensuring access to the City of London before 09:00.
- 3.7.7 Overall, it is considered that the site location benefits from good accessibility to public transport services, despite the single bus route that is provided.

4. Proposed Development

4.1 Introduction

- 4.1.1 This section of the TS introduces and outlines the development proposals for the Site. It includes a description of the proposed land use, access arrangements by all modes and the internal design requirements.

4.2 General

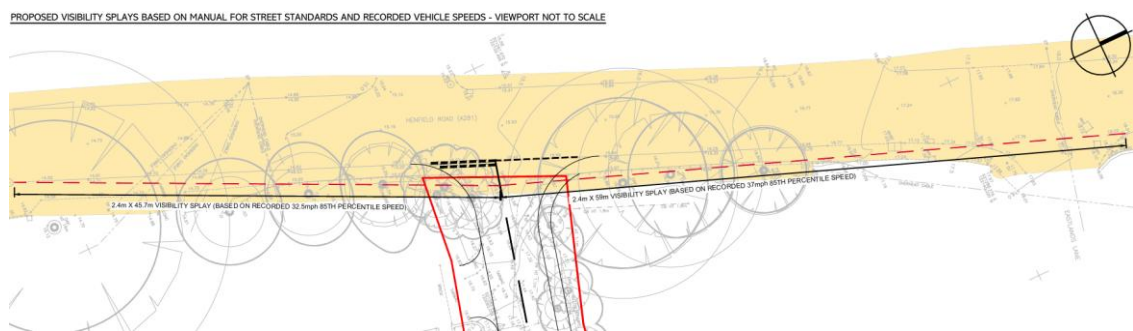
- 4.2.1 It is proposed to provide up to 40 residential units (use class: C3) at the site, alongside appropriate access and infrastructure. An illustrative site plan detailing the proposed outline site layout is provided within the pack of information and drawings accompanying the application.
- 4.2.2 This report is in support of an outline application, with all aspects except access for future determination by means of a reserved matters application. Full details of the internal layout, including car and cycle parking provision, will be finalised at the time of the reserved matters application and will accord with relevant adopted design and car and cycle parking standards.

4.3 Access

Vehicular Access

- 4.3.1 Vehicular access into the site is proposed via the formalisation of the existing simple priority junction on the A281 Henfield Road, located towards the north-west corner of the development site. This is presented in **Figure 4.1** which also highlights the formalised access and retention of access to the existing Oakland Dwelling. The full planning drawing **10024-NEO-DWG-005-P01** is included in **Appendix B**.
- 4.3.2 The proposed site access has been subject to a Stage 1 Road Safety Audit (RSA), which has been included within **Appendix B**, along with the designer's response.

Figure 4.1 - Proposed A281 Henfield Road Site Access



- 4.3.3 The access has been designed to be 5.5m wide with a kerb radius of 6m to accommodate a refuse vehicle entering and egressing from the site. The current posted speed limit of the A281 Henfield Road, along the site frontage, is 30mph. As such, the required visibility splays have been calculated as resulting in a Y-distance of 43 metres according to the Manual for Streets (MfS). The X-distance has been considered to be 2.4m, as per the standards set out in MfS.
- 4.3.4 However, as stated within Chapter 2 of this TS, a seven-day ATC survey was undertaken on the A281 Henfield Road in the vicinity of the existing site access at the request of WSCC. This survey ensured the collection of up-to-date traffic speeds for the A281 Henfield Road in order for additional visibility splay calculations.

- 4.3.5 Whilst the X-distance remains as previously stated, the southbound recorded 85th percentile speed of 37.5mph results in a Y-distance of 59m and the northbound recorded 85th percentile speed of 32.5mph results in a Y-distance of 45m. These updated visibility splays requirements are achievable from the site access, do not require any third-party land and are demonstrated within drawing **10024-NEO-DWG-005-P01** included in **Appendix B**.

Figure 4.2 - Visibility to the South



Figure 4.3 - Visibility to the North



- 4.3.6 As stated earlier within this TS and as demonstrated via the site visit photos in **Figure 4.2**, intermittent parking does occur on the western side of the carriageway, and it is important to consider this when assessing the suitability of the proposed site access and relevant swept

path analysis assessments. As such, the swept path analysis assessment for a Large Refuse Vehicle entering and exiting the proposed site access has considered two scenarios: one where the A281 is in a free flow state with no on-street parking and a second where a 2.5m buffer has been applied to simulate the effect a parked car would have on this vehicle using the site access. The subsequent swept path analysis drawing **10024-NEO-DWG-006-P01** is provided in **Appendix B**.

Pedestrian Access

- 4.3.7 As outlined in Chapter 3, the majority of local amenities, sustainable transport options, and existing pedestrian infrastructure are located to the north of the site. To facilitate safe and convenient pedestrian access, a 1.2-metre-wide footway, in line with the existing footway width, is proposed from the north-western corner of the site access. This allows for a connection linking directly to the existing footway network on the A281 Henfield Road.

Stage One Road Safety Audit

- 4.3.8 A Stage One Road Safety Audit (RSA) has been undertaken by an independent third-party for the proposed site access as requested by WSCC. The audit team raised four potential problems, all of which have been addressed with the designer's response. The full Stage One RSA is provided at **Appendix B** and includes the completed designer's response.

4.4 Internal Layout

- 4.4.1 The internal site layout will be designed in accordance with the principles set out in the Department for Transport's MfS and the WSCC Local Design Guide documents, ensuring a safe, accessible, and well-connected environment for all users. It should be noted that the current proposals are submitted in outline, and detailed design elements will be addressed at the reserved matters stage, in line with the relevant guidance and best practice.

4.5 Parking

Vehicle Parking

- 4.5.1 Car parking for the proposed development will be provided in accordance with the standards provided within the WSCC Guidance on Parking at New Developments (2020) guidance document. The site is located in a Zone 1 Parking behaviour Zone, and as such, the residential parking demand should be calculated as per **Table 4.1**.

Table 4.1 - Vehicle Parking Standards

Dwelling Type	Dwelling Size	Recommended Car Parking Provision (per unit)*
House	1 bed	1.5
	2 beds	1.7
	3 beds	2.2
	4+ beds	2.7
	Multiple Occupation	-
Flat	1 bed	1.4
	2 beds	1.7
	3 beds	2.1
	4+ beds	2.7
*To accommodate potential variations in parking demand within a single ward, consideration may be given to varying the expected parking demand by 10% above or below, which is based on the average variation in demand between PBZs. In order to determine whether or not this is acceptable,		

the applicant will need to provide justification through, for example, the provision of parking beat surveys

Cycle Parking

- 4.5.2 Cycle parking for the proposed development will be provided in accordance with the standards provided within the WSCC Guidance on Parking at New Developments (2020) guidance document. The site is required to provide cycle parking in accordance with the minimum standards shown in **Table 4.2**.

Table 4.2 - Cycle Parking Standards

Dwelling Type	Dwelling Size	Minimum Cycle Parking Provision (per unit)
House	1 bed	1 space
	2 beds	1 space
	3 beds	2 spaces
	4+ beds	2 spaces
	Multiple Occupation	1 space
Flat	1 bed	0.5 space (if communal storage, otherwise same as 1 & 2 bed house)
	2 beds	0.5 space (if communal storage, otherwise same as 1 & 2 bed house)
	3 beds	1 space
	4+ beds	1 space

4.6 Refuse Collection and Servicing

- 4.6.1 Adequate storage for refuse and recycling will be provided in accessible locations in accordance with the guidance set out within the Department for Transport's Manual for Streets and Part H of the Building Regulations. Sufficient space will be provided in each collection location, as well as turning areas for refuse vehicles to manoeuvre so that they can enter and exit the site in forward gear.

4.7 Emergency Vehicles

- 4.7.1 The proposed site layout will be designed in accordance with the Department for Transport's *Manual for Streets* and the requirements of Building Regulation B5, which states:

"There should be vehicle access for a pump appliance within 45 metres of every dwelling entrance for single-family houses, flats, and maisonettes."

- 4.7.2 Access for emergency vehicles will be via the main site access from the A281 Henfield Road. The proposed layout will ensure that emergency vehicles, including fire appliances, can access all parts of the development efficiently and without obstruction.

5. Trip Generation, Distribution and Highway Impact Assessment

5.1 Introduction

- 5.1.1 This section of the TS details the methodology and results of the proposed trip generation assessment, proposed trip distribution assessment, traffic growth and consideration of committed developments.
- 5.1.2 The trip generation and distribution methodology and resulting outputs have been agreed with WSCC as part of the TS scoping process.

5.2 Vehicle Trip Generation

Existing

- 5.2.1 The existing site, being private equestrian use, generates only ad-hoc movements and as such, it is assumed for this assessment that the site generates no trips at present.

Proposed

- 5.2.2 As agreed with WSCC during the pre-application process, it is proposed to use the vehicle trip generation rates set out within the recently approved Land at Station Road, Cowfold application (Ref: DC/24/0982). Given the close proximity between the two sites, it is deemed appropriate to use the same trip rates contained within the approved Transport Assessment. These vehicle trip rates and the subsequent vehicle trip generation are presented in **Table 5.1**.

Table 5.1 - Initial Trip Generation

Period	Trip Rates			Trip Generation (based on 40 dwellings)		
	In	Out	Total	In	Out	Total
AM Peak Hour	0.101	0.428	0.529	4	17	21
PM Peak Hour	0.341	0.120	0.461	14	5	18

- 5.2.3 As can be seen from **Table 5.1**, the proposed development is expected to generate 21 and 18 total vehicle trips in the AM and PM peaks, respectively. Traffic generation of this level would not be discernible from daily fluctuations on the network and, as a result, would not be considered severe, and no highway modelling would be required.

5.3 Vehicle Trip Distribution

- 5.3.1 In order to understand the likely trip distribution north and south from the site access using the A281 Henfield Road, a seven-day Automatic Traffic Count (ATC) survey was undertaken at the proposed site access location. The observed northbound and southbound traffic proportions recorded by the ATC have then been applied to the peak-hour trip associated with the development, thereby ensuring that the assignment of trips reflects local traffic patterns.
- 5.3.2 The calculated north and south trip distribution and subsequent directional vehicle splits are shown in **Table 5.2** below.

Table 5.2 - A281 Henfield Road Traffic Distribution

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
A281 Henfield Road (North of Site Access)	2	9	12	7	2	9
A281 Henfield Road (South of Site Access)	2	8	10	7	2	9

- 5.3.3 As can be seen from **Table 5.2**, the traffic is split relatively evenly between the north and the south, with slightly more weighting to the former. It is appreciated that traffic heading north towards the A272 / A281 double mini-roundabout is likely to be of concern to local residents; however, the maximum peak hour two-way traffic impact is expected to be 12 two-way vehicles. A traffic impact of this level would not be discernible from daily fluctuations on the network and, as a result, would not be considered severe. This is considered further in the Highway Impact Assessment section below.

5.4 Highway Impact Assessment

General

- 5.4.1 Whilst it was agreed during the pre-application process with WSCC that local junction capacity modelling was not required due to the limited amount of traffic generated by the proposals, it was requested that a high-level impact assessment of the local junctions be considered with this TS.
- 5.4.2 To ensure consistency across local applications, 2019 observed traffic data contained within the recently approved Land Station Road, Cowfold application (**Ref: DC/24/0982**) has been used to support this assessment.

Growth Rates

- 5.4.3 To provide a representative future year impact assessment, 2019-2031 TEMPro 8 (Core Scenario) growth rates have been applied to the 2019 observed traffic data. The growth rates shown below are representative of an A-Road in the Horsham District.
- **AM Peak 2019-2031:** 1.084921
 - **PM Peak 2019-2031:** 1.086325

Scope of Highway Impact Assessment

- 5.4.4 The following junctions in the study area have been identified to be included in the Highway Impact Assessment:
- A272 Station Road / A281 Brock Hill Mini-roundabout Junction; and
 - A272 Bolney Road / A281Henfield Road Mini-roundabout Junction.

Highway Impact Assessment

- 5.4.5 The predicted change in traffic at the junctions within the Highways Impact Assessment when the development traffic is added to the network in the 2031 Development scenario is shown in **Table 5.3**.

Table 5.3 - Highway Impact Assessment

Junction	AM Peak Hour				PM Peak Hour			
	2031 Base	2031 Dev'	Chg (f)	Chg (%)	2031 Base	2031 Dev'	Chg (f)	Chg (%)
A272 Station Road / A281 Brock Hill	2931	2943	12	0.40%	2861	2871	9	0.32%
A272 Bolney Road / A281Henfield Road	2717	2728	12	0.43%	2690	2699	9	0.34%

- 5.4.6 An increase of +10% in peak-hour traffic is widely regarded as material in terms of impact on highway capacity, and represents typical day-to-day variation in traffic flows. Such an increase has historically been taken as the threshold for determining whether or not the impact of

development traffic on junction capacity should be assessed further. This is reduced to 5% in areas already subject to congestion or expected to be within the timescale considered. The 5% and 10% thresholds were set out within the 1994 Guidelines for Traffic Impact Assessments published by the Institute of Highways and Transportation (IHT) and are still fundamentally accepted today as a reasonable approach to modelling.

- 5.4.7 As can be seen from **Table 5.3**, the maximum traffic impact at the mini roundabout junctions is expected to be 0.43%, occurring at the A272 Bolney Road / A281 Henfield Road Mini-roundabout junction in the AM Peak. This continues to demonstrate that the level of traffic expected to be generated from the proposed development would not be discernible from daily fluctuations on the network and, as a result, would not be considered severe.

5.5 Conclusion

- 5.5.1 This Trip Generation, Distribution and Highway Impact Assessment chapter clearly demonstrates that the proposed development will not have a severe impact on the local highway network, both in terms of highway safety and highway capacity.

6. Summary and Conclusion

6.1 Summary

- 6.1.1 Landacre Developments has appointed NEO Transport Planning to deliver transport planning and highways consultancy services, and to prepare this Transport Statement in support of a proposed residential development on Land east of the A281, Cowfold, West Sussex (the 'site'), for circa 40 residential dwellings (Use Class C3).
- 6.1.2 The proposed development is situated in a sustainable location, with good pedestrian and cycle connectivity to nearby amenities. In addition, for commuters heading into London, a combination of bus and train services provides a realistic, sustainable commuter travel route, ensuring access to the City of London before 09:00.
- 6.1.3 Personal Injury Collision data has been obtained for a five-year period, covering the surrounding highway. All recorded incidents were classified as slight or serious in severity, with no serious or fatal collisions reported. The data does not indicate any recurring pattern or cluster of concern, and the overall collision frequency is considered low. As such, there are no identifiable highway safety issues that would be exacerbated by the proposed development.
- 6.1.4 Vehicular access into the site is proposed via the formalisation of the existing simple priority junction on the A281 Henfield Road, located towards the north-west corner of the development site. The full planning drawing **10024-NEO-DWG-005-P01** and associated **Stage 1 Road Safety Audit** have been included within **Appendix B**.
- 6.1.5 The trip rates taken from the TRICS database used as part of the trip generation assessment have been agreed with WSCC during the scoping stage of the application and are considered robust. Based on these trip rates, the development is expected to generate 21 and 18 two-way vehicular trips during the AM and PM peaks, respectively. An increase in traffic of this level is not expected to have a severe impact on the local highway network and is demonstrated by the Highway Impact Assessment.
- 6.1.6 At the request of WSCC, a high-level impact assessment of the local junctions has been considered with this Transport Statement. This demonstrated that the maximum traffic impact at the mini-roundabout junctions is expected to be 0.43%, occurring at the A272 Bolney Road / A281 Henfield Road Mini-roundabout junction in the AM Peak. This demonstrates that the level of traffic expected to be generated from the proposed development would not be discernible from daily fluctuations on the network and, as a result, would not be considered severe.

6.2 Conclusion

- 6.2.1 Given the reasons outlined above and the evidence presented throughout this Transport Statement, it is concluded that there are no highway-related grounds on which to refuse the proposed development. As such, there is no transport or access reason why planning permission should not be granted.

Appendix A – Pre-application Discussions

**WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION**

TO:	Organisation: NEO Transport Planning FAO: Mitchell Gregory
FROM:	WSCC - Highways Authority
DATE:	29 th April 2026
LOCATION:	Oaklands Henfield Road Horsham RH13 8DT
SUBJECT:	Internal Reference: PRE-35-26 A planning application for circa 40 residential dwellings on land to the east of the A281, Cowfold, West Sussex.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

The Local Highways Authority (LHA) has been consulted for free written pre-application advice in regard to the proposed development at Oaklands, Henfield Road, Horsham, RH13 8DT. The proposals are for a residential development of circa 40 residential dwellings. The highway aspects of the proposals are supported by way of a Scoping Note (SN) dated April 2026 which will form the basis of a Transport Assessment (TA).

The advice provided below has been prepared by means of a desktop study, using the information and plans submitted with this request, in conjunction with other available WSCC map information.

The LHA has reviewed the SN and would offer the following comments based on the submitted information:

- A site location plan scale (1:1250) with site boundary indicated has been provided within the SN.
- Schedule of existing uses including planning history with reference numbers
- Description, including site layout plans, of the proposed development and schedule of uses
- Reference to supporting national, regional, and local planning documents and policies
- Summary of reasons supporting the site access/highways works proposals, including plan (10024-NEO-DWG-002 P01) with achievable visibility splays of 43 metres has been included within the SN. It is advised that a speed survey

is undertaken to ascertain the 85th percentile road speeds along this stretch of the A281 to ensure the correct splays are applied.

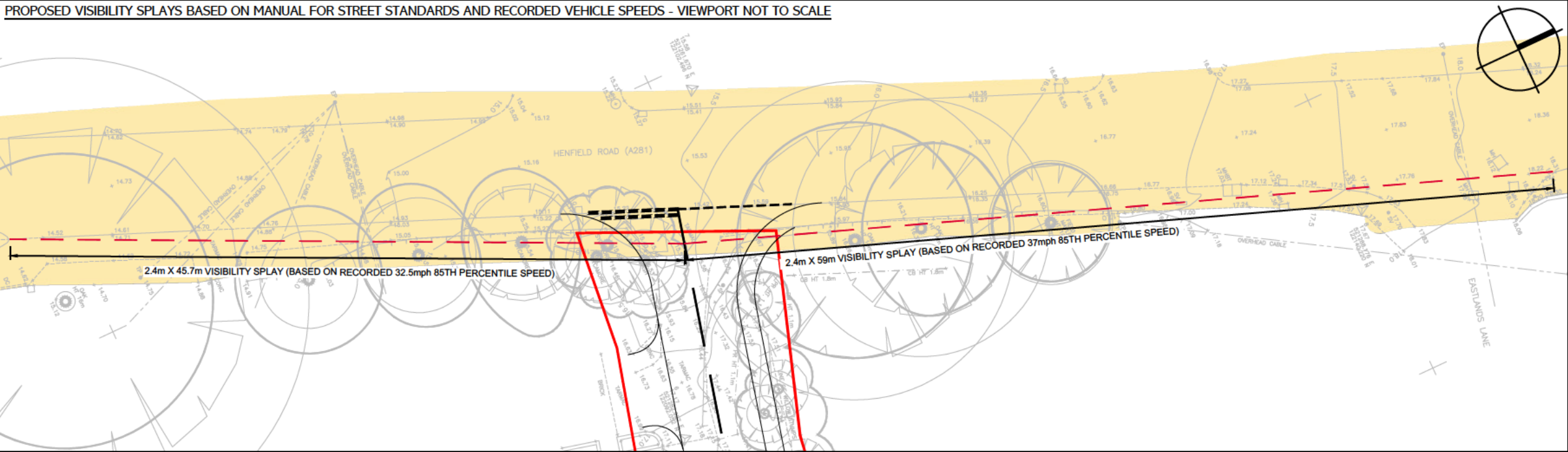
- A Stage 1 Road Safety Audit (RSA) of the site access and any proposed highway works will be undertaken as acknowledged within Section 4.4.2 of the SN.
- The TA should include a location plan of key services, availability of sustainable modes of transport will be provided. Section 4.4.3 of the SN confirms that the Design Team will investigate localised improvements, including sustainable transport improvements and local infrastructure improvements. At this stage no formal areas have been identified.
- Parking strategy, including provision of parking for all modes of transport has been acknowledged within Section 4.4.5. For all other areas West Sussex County Councils latest parking standards which we adopted in August 2019 as Supplementary Planning Guidance (SPG) should be used. This can be found within the link below: <https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport>
- Proposed trip rates supported with TRICS outputs and site selection methodology have been provided within Section 5.2 of the SN. The site selection methodology and parameters are considered acceptable for the type residential use proposed.
- As the proposals are under 50 movements in the peak hours a full Junction Capacity assessment is unlikely to be required, however the assessment of nearby junctions current operating capacity could be undertaken as a best practice exercise by the Design Team.

Conclusion

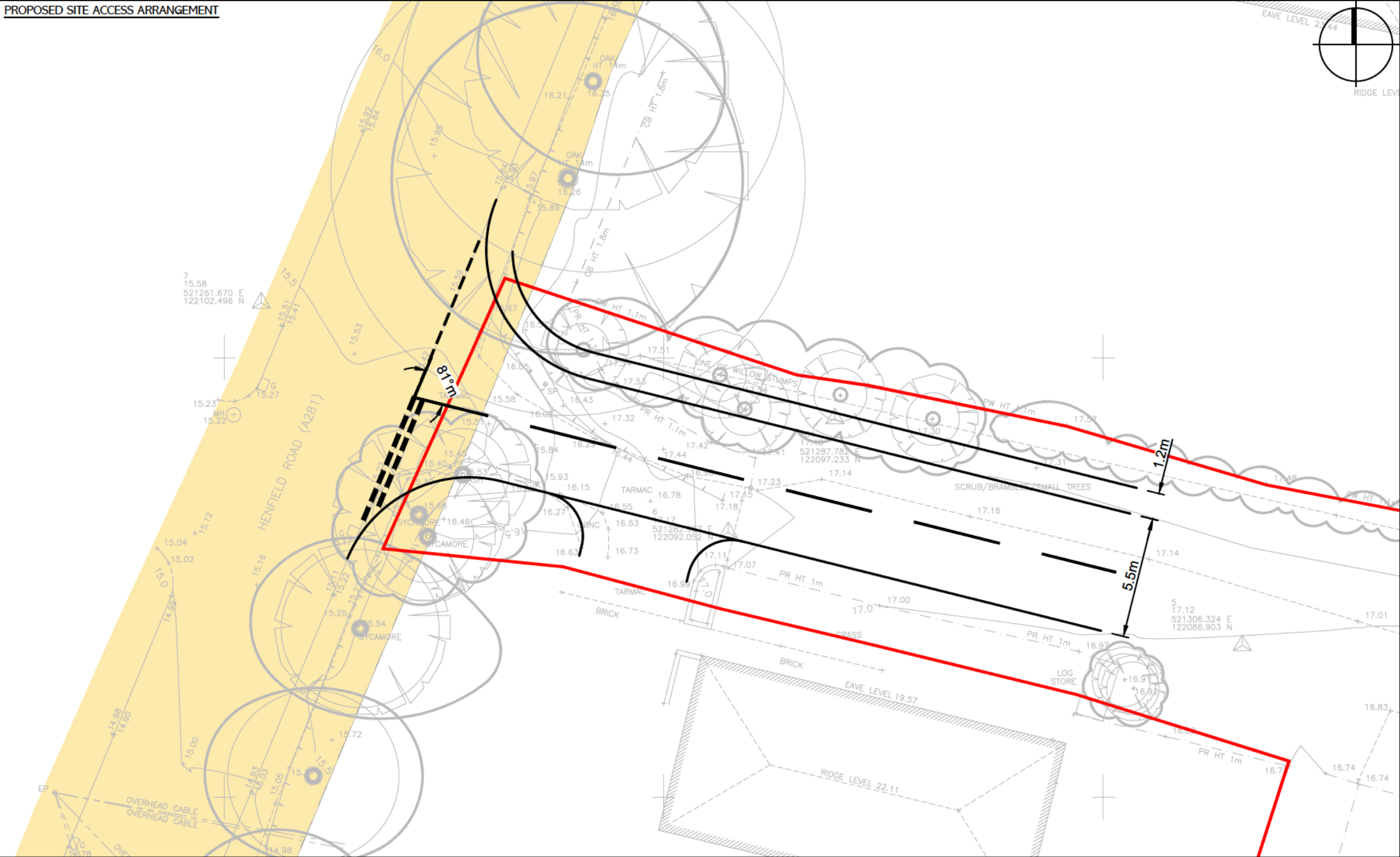
I trust you appreciate that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Jamie Brown
Planning Services

Appendix B – Site Access Drawing, Swept Path Analysis and Associated Stage One Road Safety Audit



PROPOSED SITE ACCESS ARRANGEMENT



DO NOT SCALE

- INDICATIVE SITE BOUNDARY
- INDICATIVE HIGHWAY BOUNDARY

THE HIGHWAY BOUNDARY INFORMATION SHOWN HAS BEEN TRANSCRIBED TO THIS TOPOGRAPHICAL SURVEY FROM AN ORDNANCE SURVEY BASE MAP USING DATA PROVIDED TO NEO TRANSPORT PLANNING BY WEST SUSSEX COUNTY COUNCIL. WHILE EVERY EFFORT HAS BEEN MADE TO ENSURE ACCURACY, NEO TRANSPORT PLANNING ACCEPTS NO RESPONSIBILITY FOR ANY ERRORS, OMISSIONS, OR INACCURACIES IN THE DATA. USERS ARE STRONGLY ADVISED TO UNDERTAKE INDEPENDENT VERIFICATION OF THE HIGHWAY BOUNDARY THROUGH A LICENSED CONVEYANCER OR OTHER QUALIFIED PROFESSIONAL BEFORE RELYING ON THIS INFORMATION FOR LEGAL, PLANNING, OR PROPERTY-RELATED PURPOSES.

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

PO1	05/26	MG	FIRST ISSUE	PC	PC
REV	DATE	BY	DESCRIPTION	CHK	APP

NEO

Transport Planning

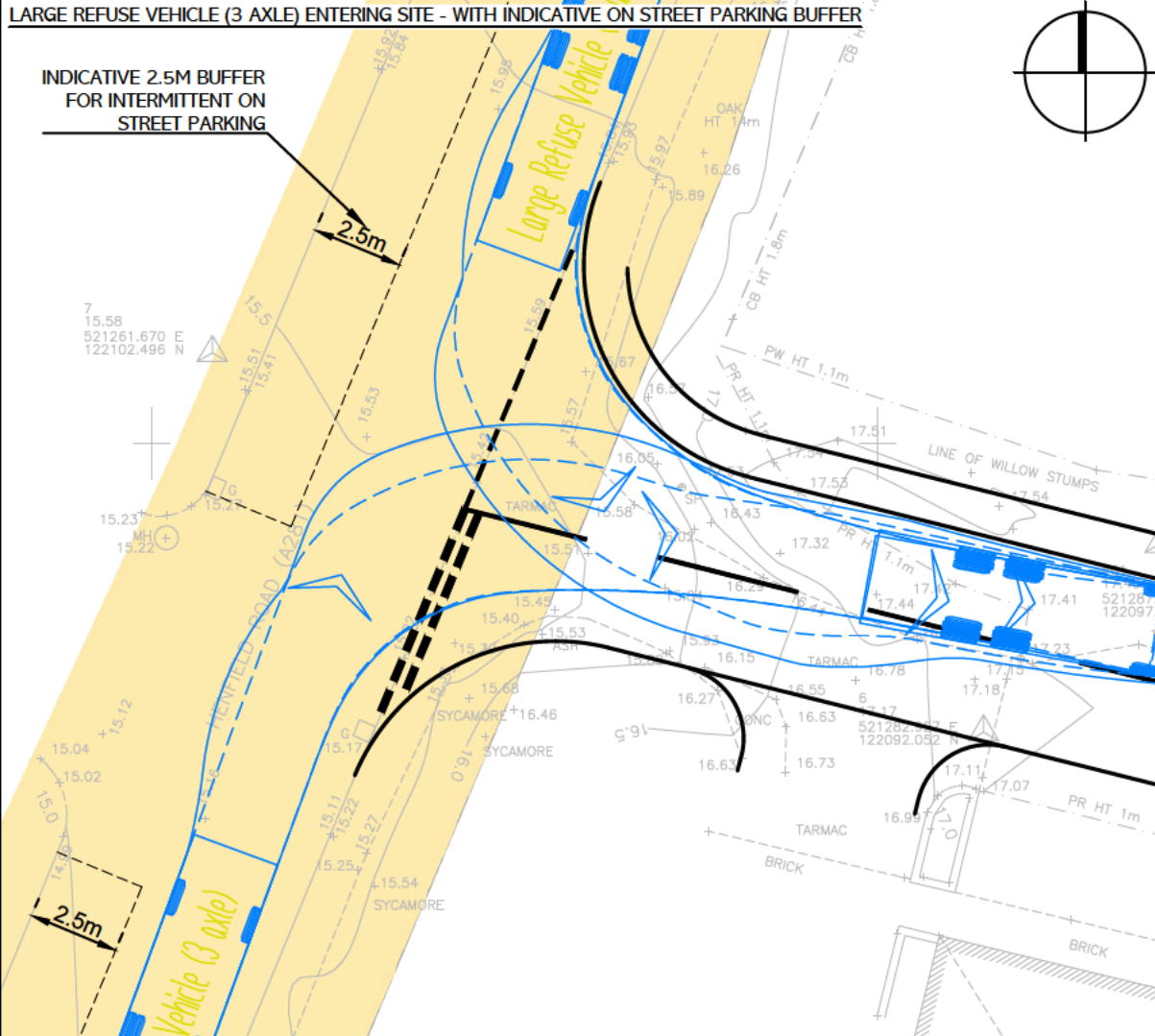
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PROJECT: LAND EAST OF THE A281, COWFOLD, EAST SUSSEX

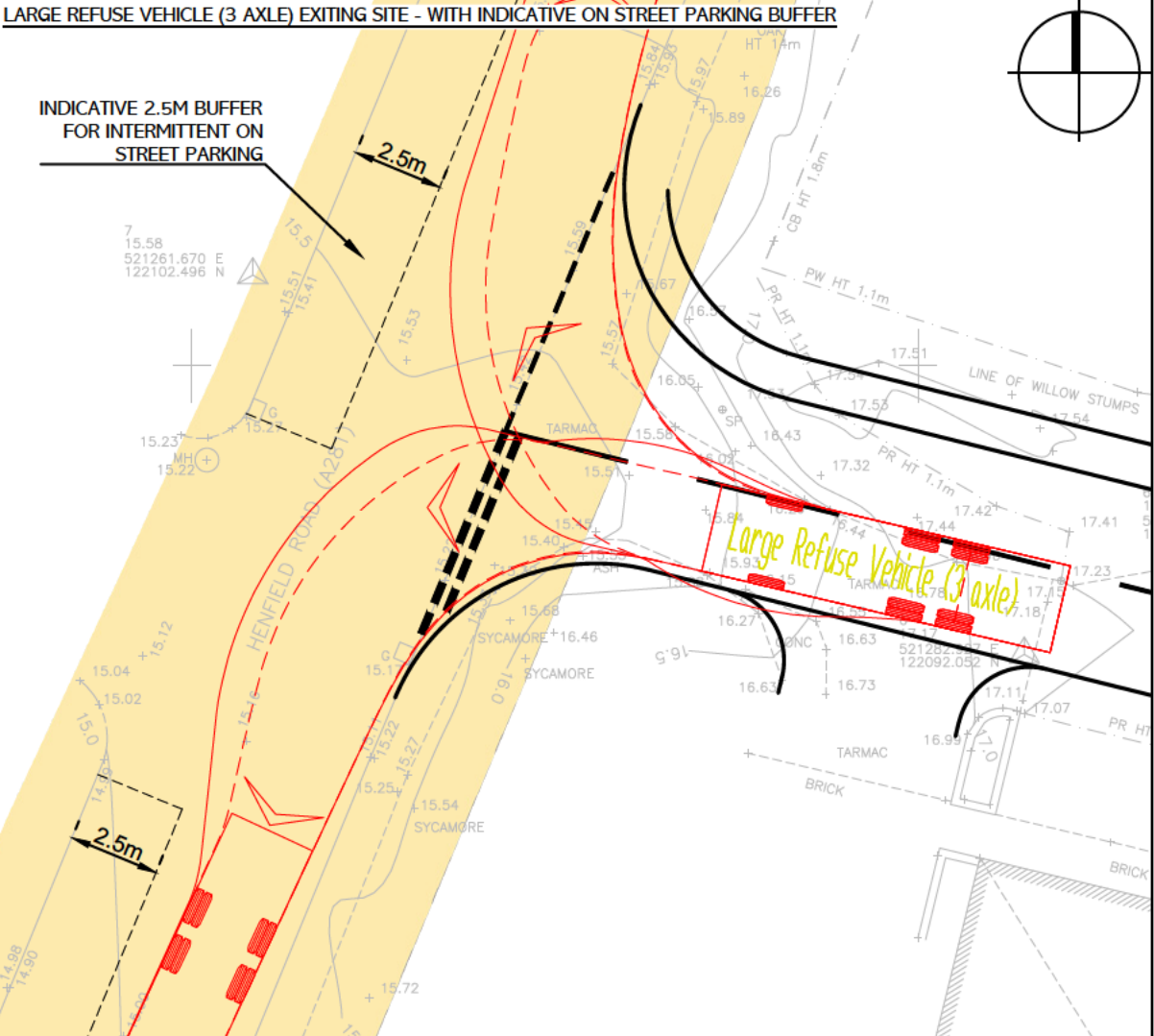
TITLE: PROPOSED ACCESS ARRANGEMENT

DATE: May-26	DRAWN: MG	CHECKED: PC	APPROVED: PC
DRAWING NO: 10024-NEO-DWG-005			REV: PO1
SCALE @ A3 1:200	DRAWING STATUS: S2 - FOR INFORMATION		
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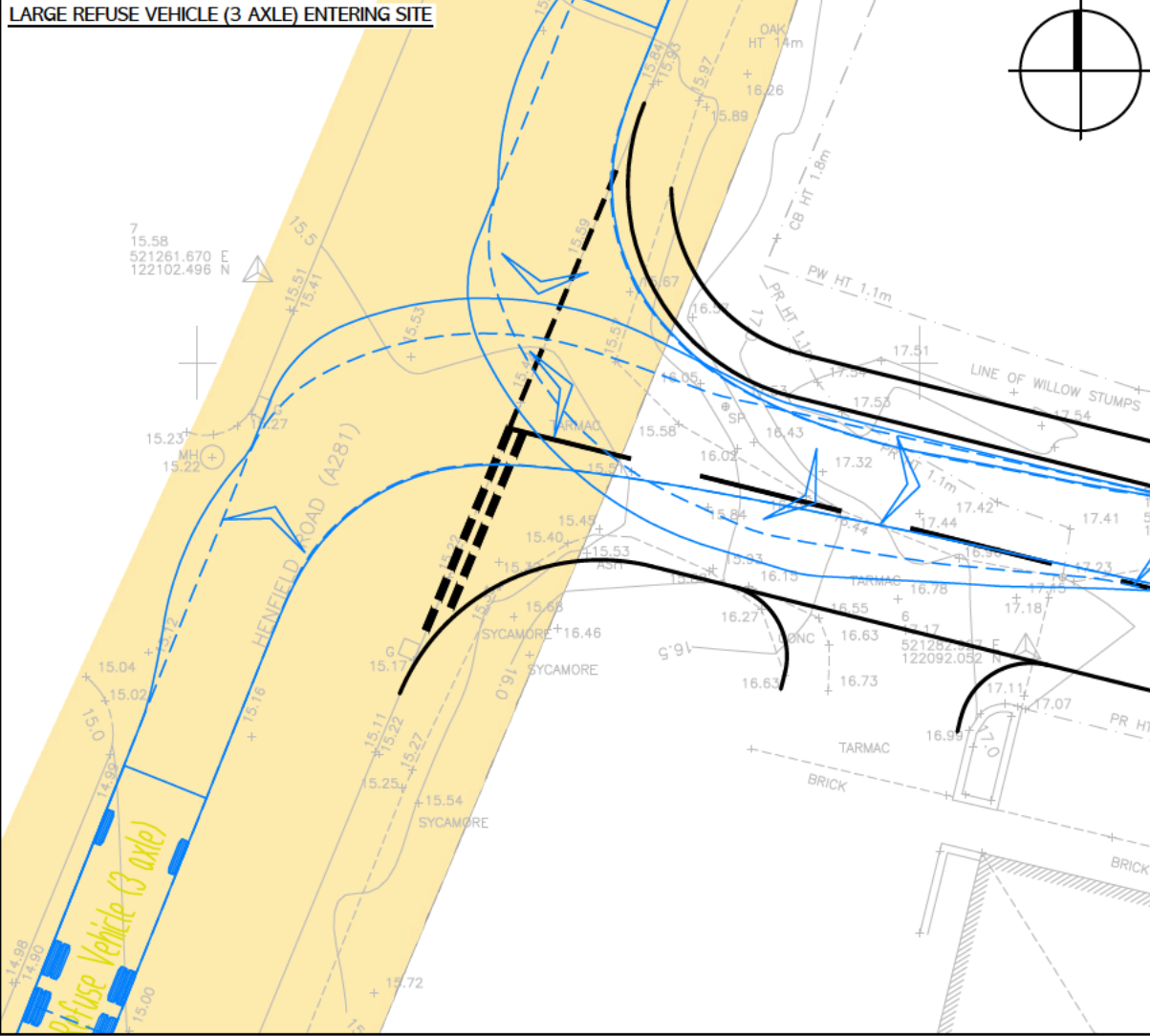
LARGE REFUSE VEHICLE (3 AXLE) ENTERING SITE - WITH INDICATIVE ON STREET PARKING BUFFER



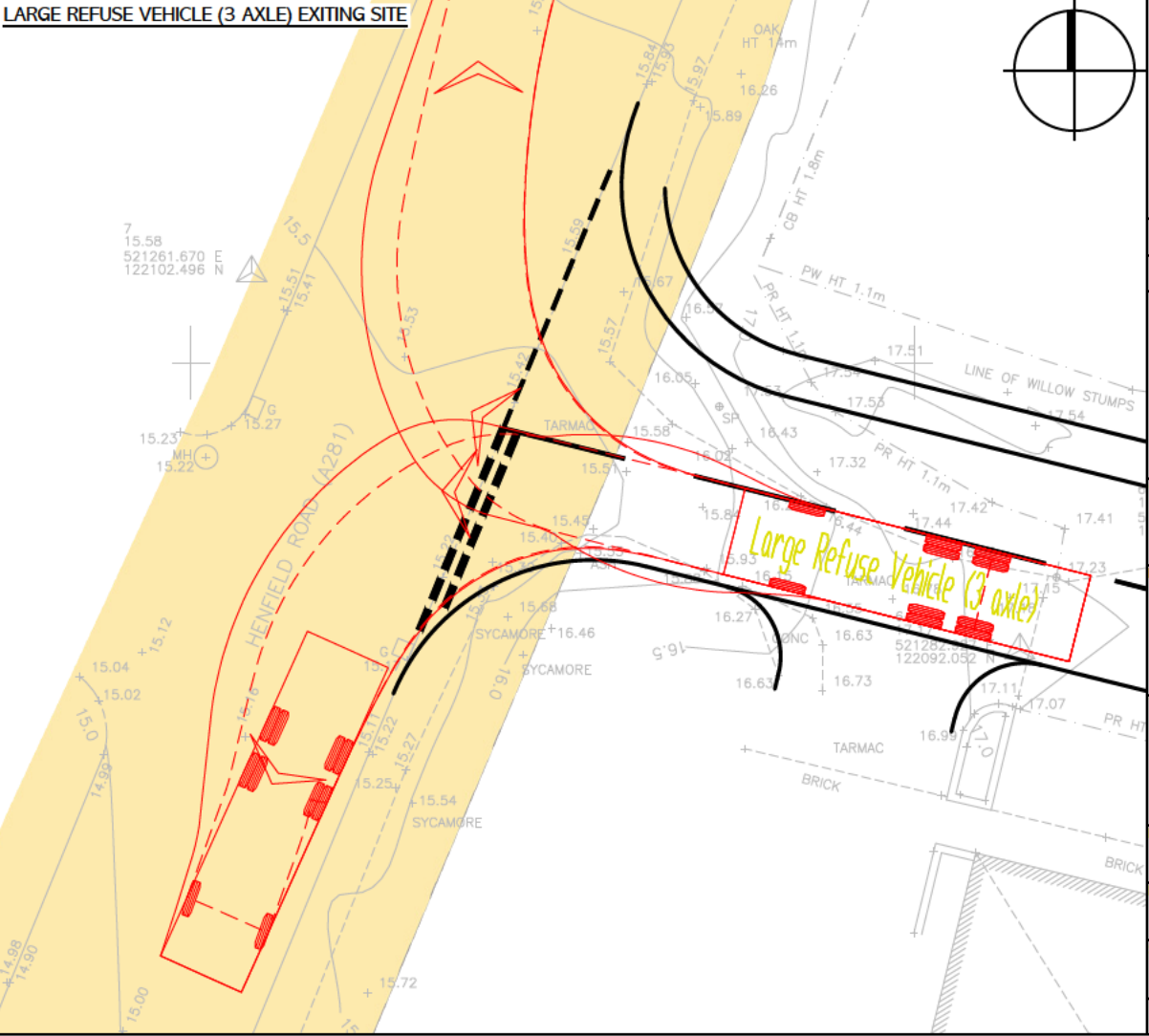
LARGE REFUSE VEHICLE (3 AXLE) EXITING SITE - WITH INDICATIVE ON STREET PARKING BUFFER



LARGE REFUSE VEHICLE (3 AXLE) ENTERING SITE



LARGE REFUSE VEHICLE (3 AXLE) EXITING SITE



DO NOT SCALE

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK.

P01	05/26	MG	FIRST ISSUE	PC	PC
REV	DATE	BY	DESCRIPTION	CHK	APP

NEO

Transport Planning

CLIENT: LANDACRE DEVELOPMENTS

PROJECT: LAND EAST OF THE A281, COWFOLD, EAST SUSSEX

TITLE: PROPOSED ACCESS ARRANGEMENT - SWEEPED PATH ANALYSIS
LARGE REFUSE VEHICLE

DATE: May-26	DRAWN: MG	CHECKED: PC	APPROVED: PC
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DRAWING NO: 10024-NEO-DWG-006	REV: P01
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SCALE @ A3: 1:200	DRAWING STATUS: S2 - FOR INFORMATION
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**LAND EAST OF A281
HENFIELD ROAD,
COWFOLD,
WEST SUSSEX**

PROPOSED HIGHWAY WORKS

**STAGE 1
ROAD SAFETY AUDIT REPORT**

**REQUESTED BY:
NEO TRANSPORT PLANNING**

MAY 2026



RKS
Associates

Project: Land East of A281 Henfield Road, Cowfold, West Sussex
Proposed Highway Works

Client: NEO Transport Planning

Document: Stage 1 Road Safety Audit

RKS Associates Ref: VRP2215 - RSA 1

Issue date: 21st May 2026

Status: Final

Authorised by: VP/BN

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RKS
Associates

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1 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit carried out on the highway works associated with a proposed residential development on land located to the east of the A281, Henfield Road, Cowfold in West Sussex. The development proposals comprise of up to 40 residential dwellings, with vehicular access to be provided from the eastern side of the A281 Henfield Road.

1.2 The highway works subject to this Stage 1 Road Safety Audit include the provision of a new access that takes the form of a simple priority junction on the eastern side of the A281 Henfield Road. The proposed development access is 5.5m wide with a 2m wide footway along its northern side that continues and connects with the existing footway along the eastern side of the A281 Henfield Road.

1.3 The A281 Henfield Road is a two-way single carriageway generally aligned on a downhill gradient from north to south. The carriageway is street lit and subject to a 30mph speed limit which changes to a national speed limit approximately 60m south of the proposed development access. There are continuous footways provided on both sides of the carriageway.

1.4 The design engineers Neo Transport Planning has supplied the following information upon which this Stage 1 RSA is based:

- Transport Statement Scoping Report prepared by Neo Transport Planning (April 2026);
- Automated Traffic Count (ATC) Surveys conducted during 9th to 15th May 2026;
- GTA Civils & Transport Drawing Number: 14136/1300 Revision P02 – Proposed Access Levels & Sections;
- Neo Transport Planning Drawing Number:
 - 10024-NEO-DWG-002 Revision P01 – Potential Access Arrangement; and
 - 10024-NEO-DWG-003 Revision P01 – Vehicle Swept Path Assessment Large Refuse Vehicle.

1.5 The main parties to the Audit of this Road Safety Audit include the following:

Road Safety Audit Team Leader	Vimal Patel BEng (Hons), GMICE, FIHE, Reg. RSA (IHE), NH Cert Comp
Road Safety Audit Team Member	Beth Newiss MCIHT, MSoRSA NH Cert Comp
Overseeing Organisation	West Sussex County Council
Design Organisation	NEO Transport Planning

1.6 The Audit has been undertaken following examination of the submitted documents, including a site visit carried out on Tuesday 5th May 2026 between the hours of 1:30pm and 2:30pm. Weather conditions during the site visit were overcast and a dry carriageway surface. Observations undertaken during the site inspection noted moderate traffic flows along the A281 Henfield Road and low pedestrian and cycle flows with on-street parking prevalent along the western side of the A281 Henfield Road in the vicinity of the proposed access.

Terms of Reference

- 1.7** The Audit Team is independent of the project design team and has no other involvement with the project. This Stage 1 RSA has been undertaken in accordance with the relevant sections of GG-119 Revision 2, part of the Design Manual for Roads and Bridges (DMRB). The extent of this Road Safety Audit relates to the proposed development access on Court Road as shown on the problem location plan in Appendix A.
- 1.8** The Safety Audit Team has examined only matters relating to road safety implications of the scheme and has not verified compliance of the design to any other criteria. The Audit Team have not been made aware of any Departures from Standard or previous Road Safety Audit undertaken on the proposed highway works.
- 1.9** All of the problems identified in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and to minimise accident occurrence for all users. The location of the problems identified in this Safety Audit is shown in **Appendix A** where the reference numbers relate to the problems identified in this report.
- 1.10** The recommendations in this report are aimed at addressing the identified road safety problems; however, there may be other alternative acceptable ways to overcome a specific problem when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities. The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit and would encourage the Designer to consult them on this matter.
- 1.11** The Designer is advised to prepare a Road Safety Audit Decision Log using the designers response contained in **Appendix B**. This enables the Designers and Overseeing Organisations Response to the Audit to be documented along with an agreed RSA Action.

Collision Data

- 1.12** Personal Injury Collision (PIC) data obtained from West Sussex County Council Collision Map for the five-year period up to 31st March 2026. The collision data indicates that a total of 3 collisions (2 Slight and 1 Serious) were recorded on the A281 to the south of the proposed development access. A closer examination of the collision data identifies that 2 collisions occurred during daylight hours where the road surface was dry, the remaining collision occurred during hours of darkness on a damp road surface.

Traffic Data

- 1.13** The Transport Scoping Report provides details of the likely trip generation associated with the proposed development. The trip generation assessment indicates that the proposed development is likely to generate 21 and 18 two-way vehicle trips during the AM and PM peak hour periods respectively. In addition, Automate Traffic Count (ATC) surveys conducted on the A281 Henfield Road between 9th and 15th May 2026 indicate that the 85th percentile speeds of 32.5mph and 37.5mph were recorded in the southbound and northbound direction respectively.

2 ISSUES RAISED AT STAGE 1 ROAD SAFETY AUDIT

2.1 Problem

Summary: Potential collisions due to standing/running water or service covers

Location: *General -Throughout*

No details have been provided in respect of surface water drainage or other services, and it is therefore not possible to ascertain whether there will be any safety implications. Poor drainage provision may result in the collection of standing water which may cause a hazard for road users during icy weather conditions.

Recommendation:

When preparing the detailed design, ensure adequate surface water drainage and locate gullies/service covers clear of desire lines for pedestrians, cyclists and powered two-wheel vehicles.

2.2 Problem

Summary: Potential vehicle collisions due to inadequate road space or visibility

Location: *Proposed development access*

Vehicle swept path analysis indicates that refuse vehicles would be required to overrun into the opposing carriageway to complete turning manoeuvres when entering and exiting the development. It is acknowledged that these movements are likely to be infrequent, however larger vehicles, including delivery and service vehicles, may also be required to undertake similar manoeuvres. The limited effective carriageway width at the site access may increase the risk of conflict between vehicles entering and exiting the development simultaneously. In addition, larger vehicles may be encouraged to overrun the adjacent footway, creating a potential risk to pedestrians walking along the footway, who could be struck by turning vehicles.

Recommendation

Review the layout, it may be necessary to modify the layout of development access to minimise the risk of collisions associated with of all anticipated vehicle types overrunning the opposing traffic lane/footway, alternatively ensure that sufficient forward visibility is provided at the development access to mitigate the risk of vehicles collisions.

2.3 Problem:

Summary: Potential risk of collisions associated with obstruction in visibility

Location: *Visibility to and from the proposed development access*

Visibility splays to and from the proposed development access have been provided and accord with the posted speed limit on the A281 Henfield Road. However, there is concern that vegetation adjacent to the proposed development access and behind the visibility splays may grow over time and encroach into the splays, thereby restricting visibility to and from the proposed development access. Reduced visibility to and from the development access could increase the risk of turning collisions as motorists exiting the development enter the A281 Henfield Road to observe on-coming traffic.

Recommendation:

Ensure that vegetation adjacent to the access and behind the visibility splay is cut back and regularly maintained alternatively it should be replaced with a low-level variety.

2.4

Problem:

Summary: Potential risk of pedestrian collisions associated with insufficient width.

Location: *Proposed pedestrian footway along northern side of development access*

The proposed layout of the development access includes the provision of a 1.2m wide footway along the northern side of the development access. There is concern that the width of the footway may be insufficient to safely accommodate pedestrian movements, particularly where two pedestrians may need to pass one another or where users may include pushchairs or mobility aids. Consequently, users of the footway may be encouraged to travel along the development access carriageway where the risk of collisions with vehicular traffic will be greater.

Recommendation:

It is recommended that the width of the proposed footway along the northern side of the development access road is reviewed and, where feasible, increased to provide a safer facility for users of the footway



3 AUDIT TEAM STATEMENT

- 3.1** We certify that this audit has been carried out in accordance with GG-119 Revision 2 of Design Manual for Roads & Bridges Volume 5 Section 2 - Road Safety Audits. Its sole purpose being to identify features of the scheme that could be removed or modified to improve safety. No member of the Audit Team has been involved in the scheme design.

Audit Team Leader

Vimal Patel

BEng (Hons), GMICE, FIHE, Reg. RSA (IHE), NH Cert Comp

Signed:

Date: 21st May 2026

Audit Team Member

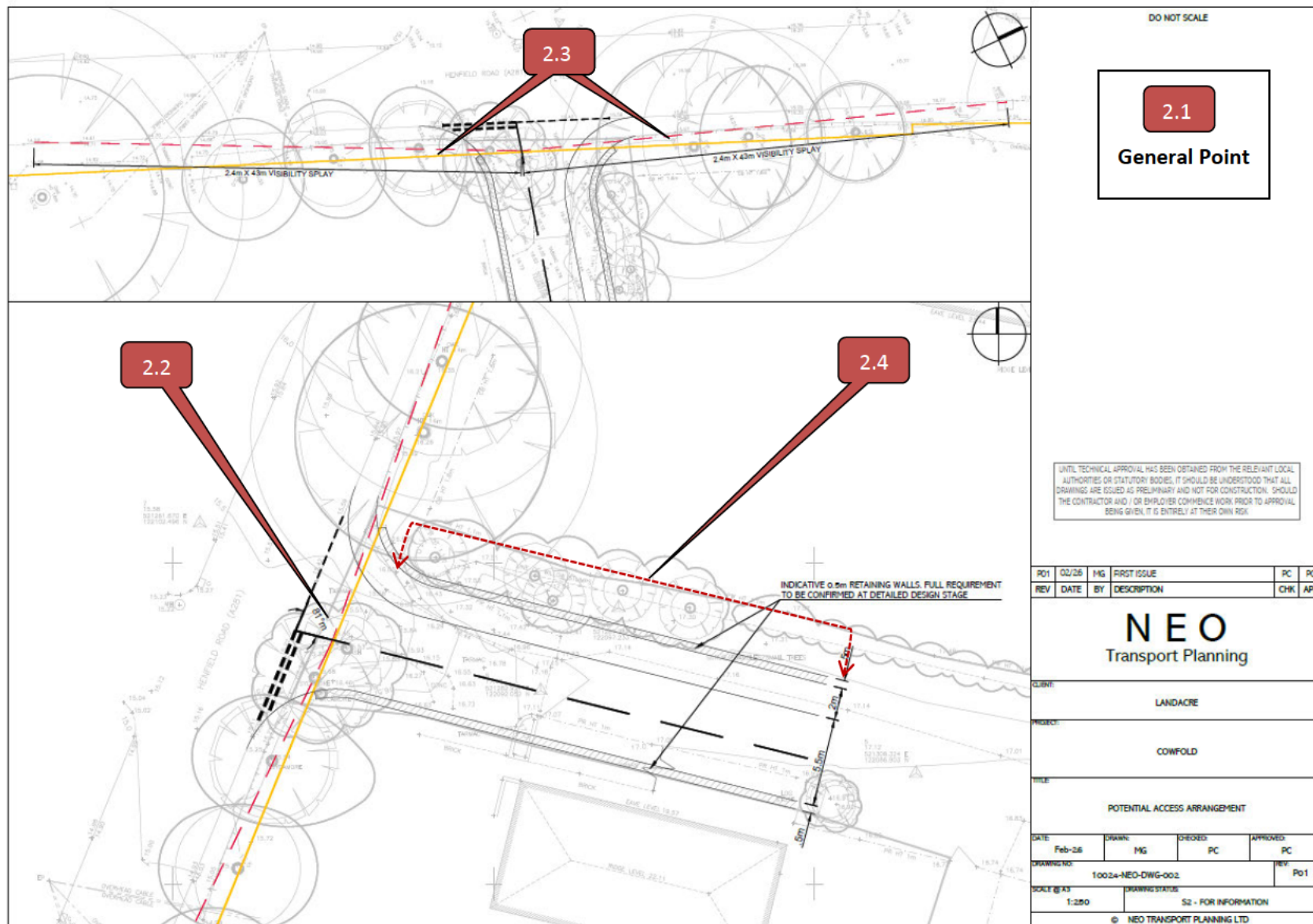
Beth Newiss

MCIHT, MSoRSA, NH Cert Comp

Signed:

Date: 21st May 2026

Appendix A





Appendix B

Issue N°	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1	No details have been provided in respect of surface water drainage or other services, and it is therefore not possible to ascertain whether there will be any safety implications. Poor drainage provision may result in the collection of standing water which may cause a hazard for road users during icy weather conditions.	When preparing the detailed design, ensure adequate surface water drainage and locate gullies/service covers clear of desire lines for pedestrians, cyclists and powered two-wheel vehicles.	The detailed design stage will ensure that adequate surface water drainage and locate gullies/service covers clear of desire lines for pedestrians, cyclists and powered two-wheel vehicles.		

2.2	Vehicle swept path analysis indicates that refuse vehicles would be required to overrun into the opposing carriageway to complete turning manoeuvres when entering and exiting the development. It is acknowledged that these movements are likely to be infrequent, however larger vehicles, including delivery and service vehicles, may also be required to undertake similar manoeuvres. The limited effective carriageway width at the site access may increase the risk of conflict between vehicles entering and exiting the development simultaneously. In addition, larger vehicles may be encouraged to overrun the adjacent footway, creating a potential risk to pedestrians walking along the footway, who could be struck by turning vehicles.	Review the layout, it may be necessary to modify the layout of development access to minimise the risk of collisions associated with of all anticipated vehicle types overrunning the opposing traffic lane/footway, alternatively ensure that sufficient forward visibility is provided at the development access to mitigate the risk of vehicles collisions.	The proposed site access has been designed in accordance with local guidance, and the updated site access drawing 10024-NEO-DWG-005-P01, provides extended visibility splays based on recorded 85th percentile speeds. It has been demonstrated via a swept path analysis assessment in drawing 10024-NEO-DWG-006-P01 that vehicles are able to enter and exit the site access with overrunning pedestrian footways. However, an additional drawing, 10024-NEO-DWG-006-P01, has been created showing a forward visibility assessment into the site access for vehicles approaching at a speed of 20mph (likely to be in excess of actual approach speeds)		
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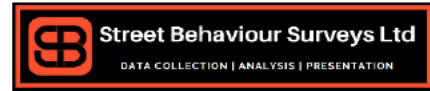
2.3	Visibility splays to and from the proposed development access have been provided and accord with the posted speed limit on the A281 Henfield Road. However, there is concern that vegetation adjacent to the proposed development access and behind the visibility splays may grow over time and encroach into the splays, thereby restricting visibility to and from the proposed development access. Reduced visibility to and from the development access could increase the risk of turning collisions as motorists exiting the development enter the A281 Henfield Road to observe on-coming traffic.	Ensure that vegetation adjacent to the access and behind the visibility splay is cut back and regularly maintained alternatively it should be replaced with a low-level variety.	Vegetation adjacent to the access and behind the visibility splay will be cut back and potentially replaced with a low-level variety, subject to agreement with appropriate stakeholders and council officers.		
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2.4	The proposed layout of the development access includes the provision of a 1.2m wide footway along the northern side of the development access. There is concern that the width of the footway may be insufficient to safely accommodate pedestrian movements, particularly where two pedestrians may need to pass one another or where users may include pushchairs or mobility aids. Consequently, users of the footway may be encouraged to travel along the development access carriageway where the risk of collisions with vehicular traffic will be greater.	It is recommended that the width of the proposed footway along the northern side of the development access road is reviewed and, where feasible, increased to provide a safer facility for users of the footway	The initial footway into the site is proposed at 1.2m in width over a short distance to facilitate site access. This arrangement aligns with the existing footway provision and has been discussed and agreed with the local authority officers. Following completion of the detailed design, and once the level of the retaining structure has been confirmed, the footway will be widened to 2.0m at the earliest opportunity within the site. Given the relatively small scale of the development, the likelihood of frequent pedestrian conflict (including users with pushchairs or mobility aids) is expected to be low. Nevertheless, should such situations arise, the design allows for one user to wait safely within the site entrance, clear of the highway, to enable safe passage.		
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Appendix C – ATC Survey Data

AUTOMATIC TRAFFIC COUNT REPORT

Report Id: 080526-HS681ZFE



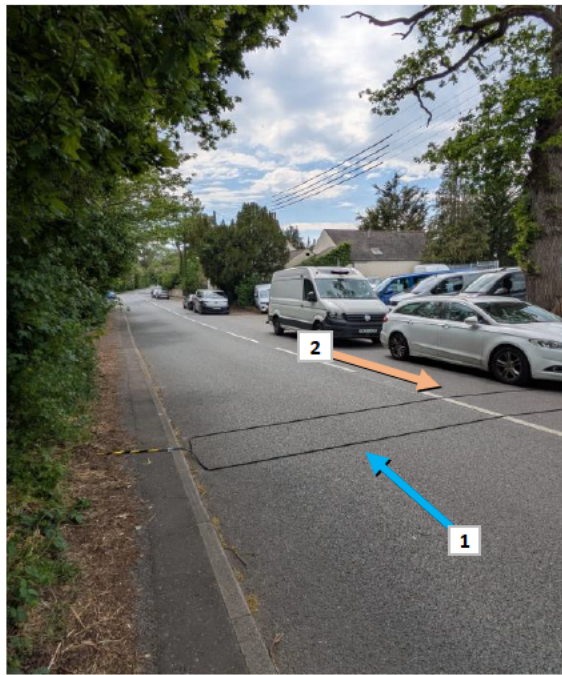
SITE LOCATION: Henfield Rd, Cowfold, Horsham RH13 8DT

Coordinates (50.985630, -0.273650)

Client: Neo Consulting

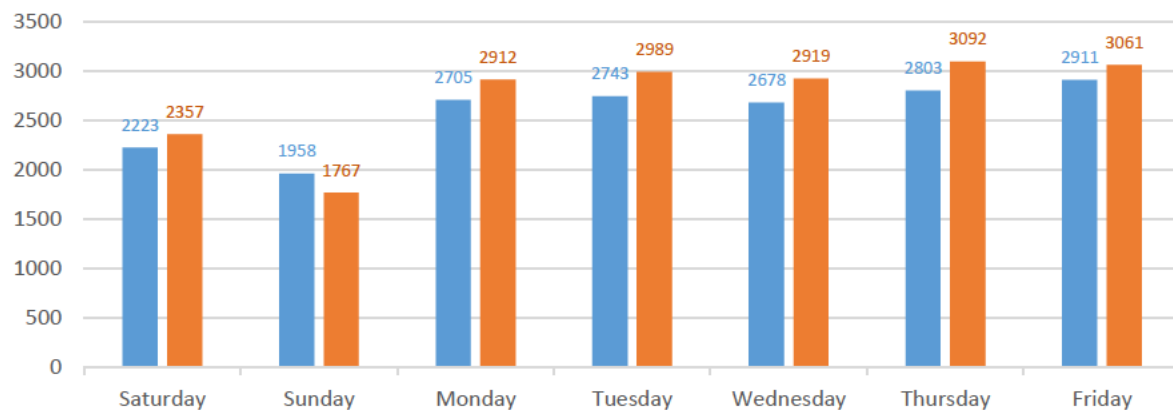
DATE: Saturday 9th May 2026 - Friday 15th May 2026

Requester: Paul Cranley



			Direction 1			Direction 2		
Summary			South Bound			North Bound		
			Total Vehicles	Average Speed	85% Speed	Total Vehicles	Average Speed	85% Speed
Day 1	Saturday	09/05/2026	2223	33	38.6	2357	28.9	34
Day 2	Sunday	10/05/2026	1958	33.3	38.8	1767	28.8	34
Day 3	Monday	11/05/2026	2705	29.9	36.2	2912	26.2	31.5
Day 4	Tuesday	12/05/2026	2743	30.5	37.2	2989	26.3	32.1
Day 5	Wednesday	13/05/2026	2678	31.3	37.2	2919	26.8	32.3
Day 6	Thursday	14/05/2026	2803	30.4	36.7	3092	26.1	32.1
Day 7	Friday	15/05/2026	2911	31.1	37.5	3061	26.3	32.3
Week Total			18021	31.2	37.5	19097	26.9	32.5

Total Vehicles

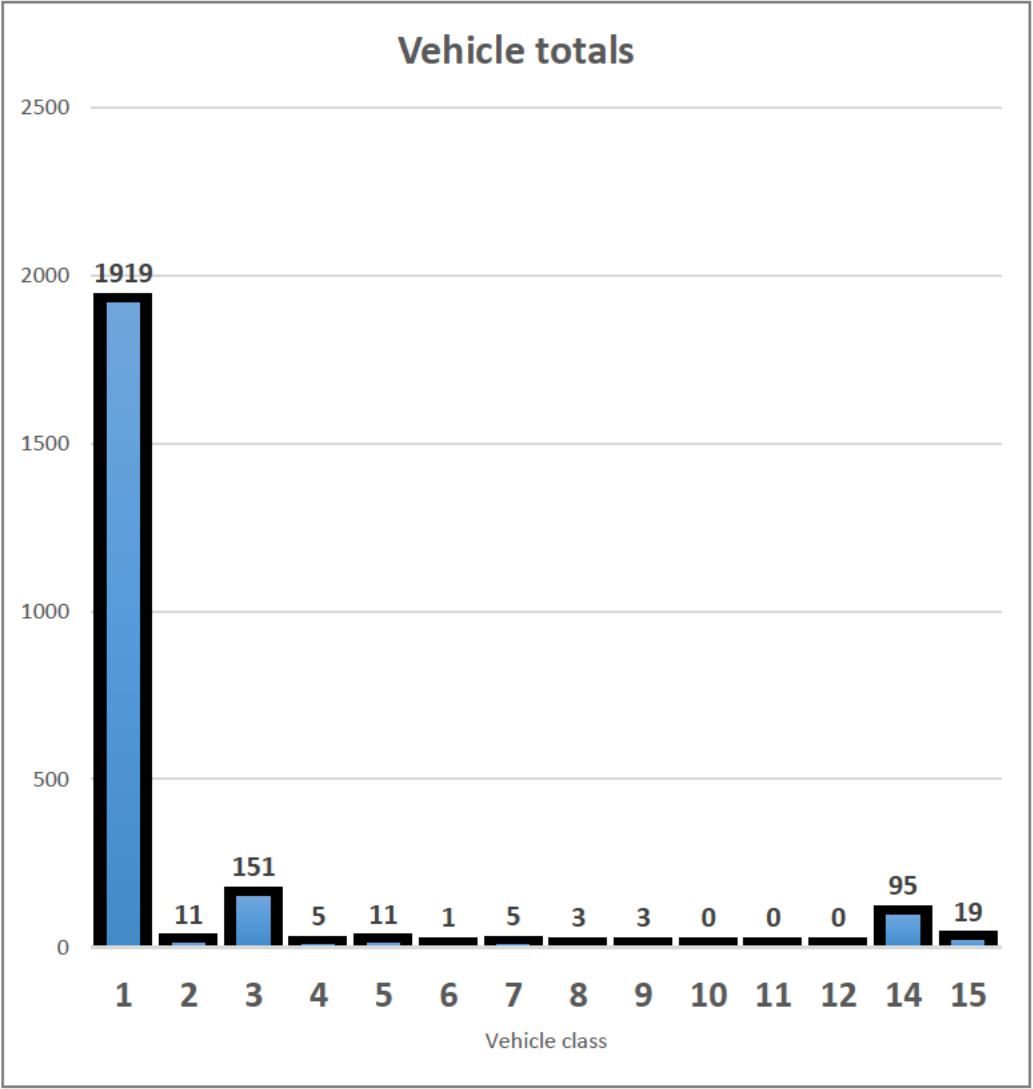


ATC REPORT

Report Id: 080526-HS681ZFE
Site Location: Henfield Rd, Cowfold, Horsham RH13 8DT
Direction: South Bound

Saturday, 9 May 2026

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	13	3	5	2	3	12	0	1	0	0	0	0	0	0	0	0	0	0	0	
0100	10	3	0	4	3	10	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	2	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
0300	4	0	1	1	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	
0400	2	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
0500	28	2	4	12	10	21	1	5	0	0	0	0	0	1	0	0	0	0	0	
0600	24	3	6	5	10	19	0	2	1	0	0	1	0	0	0	0	0	1	0	
0700	77	13	17	22	25	60	0	11	1	0	0	0	0	0	0	0	0	3	2	
0800	90	16	16	24	34	67	3	14	0	0	0	0	0	0	0	0	0	1	5	
0900	155	37	33	41	44	130	0	10	0	3	0	0	1	0	0	0	0	9	2	
1000	175	43	37	44	51	138	1	7	0	3	0	0	0	0	0	0	0	23	3	
1100	196	39	47	48	62	169	1	12	0	2	0	0	0	0	0	0	0	10	2	
1200	173	44	41	45	43	152	0	12	0	1	0	1	0	1	0	0	0	6	0	
1300	164	48	30	42	44	144	0	9	0	0	0	0	1	0	0	0	0	8	2	
1400	169	46	36	53	34	146	1	10	0	0	1	1	0	0	0	0	0	10	0	
1500	166	39	38	45	44	150	1	8	0	0	0	0	0	0	0	0	0	7	0	
1600	161	40	45	37	39	147	1	10	0	0	0	0	0	0	0	0	0	3	0	
1700	166	45	47	35	39	145	2	11	1	1	0	0	1	0	0	0	0	4	1	
1800	119	38	23	32	26	107	0	9	0	1	0	0	0	0	0	0	0	2	0	
1900	75	25	14	22	14	65	0	4	0	0	0	0	0	0	0	0	0	4	2	
2000	52	13	11	16	12	45	0	5	0	0	0	0	0	0	0	0	0	2	0	
2100	59	12	16	12	19	53	0	4	0	0	0	0	0	0	0	0	0	2	0	
2200	81	29	9	22	21	75	0	4	1	0	0	0	0	1	0	0	0	0	0	
2300	62	24	18	13	7	59	0	1	0	0	0	2	0	0	0	0	0	0	0	
07-19	1811	448	410	468	485	1555	10	123	2	11	1	2	3	1	0	0	0	86	17	
06-22	2021	501	457	523	540	1737	10	138	3	11	1	3	3	1	0	0	0	95	19	
06-00	2164	554	484	558	568	1871	10	143	4	11	1	5	3	2	0	0	0	95	19	
00-00	2223	563	496	577	587	1919	11	151	5	11	1	5	3	3	0	0	0	95	19	



Saturday, 9 May 2026

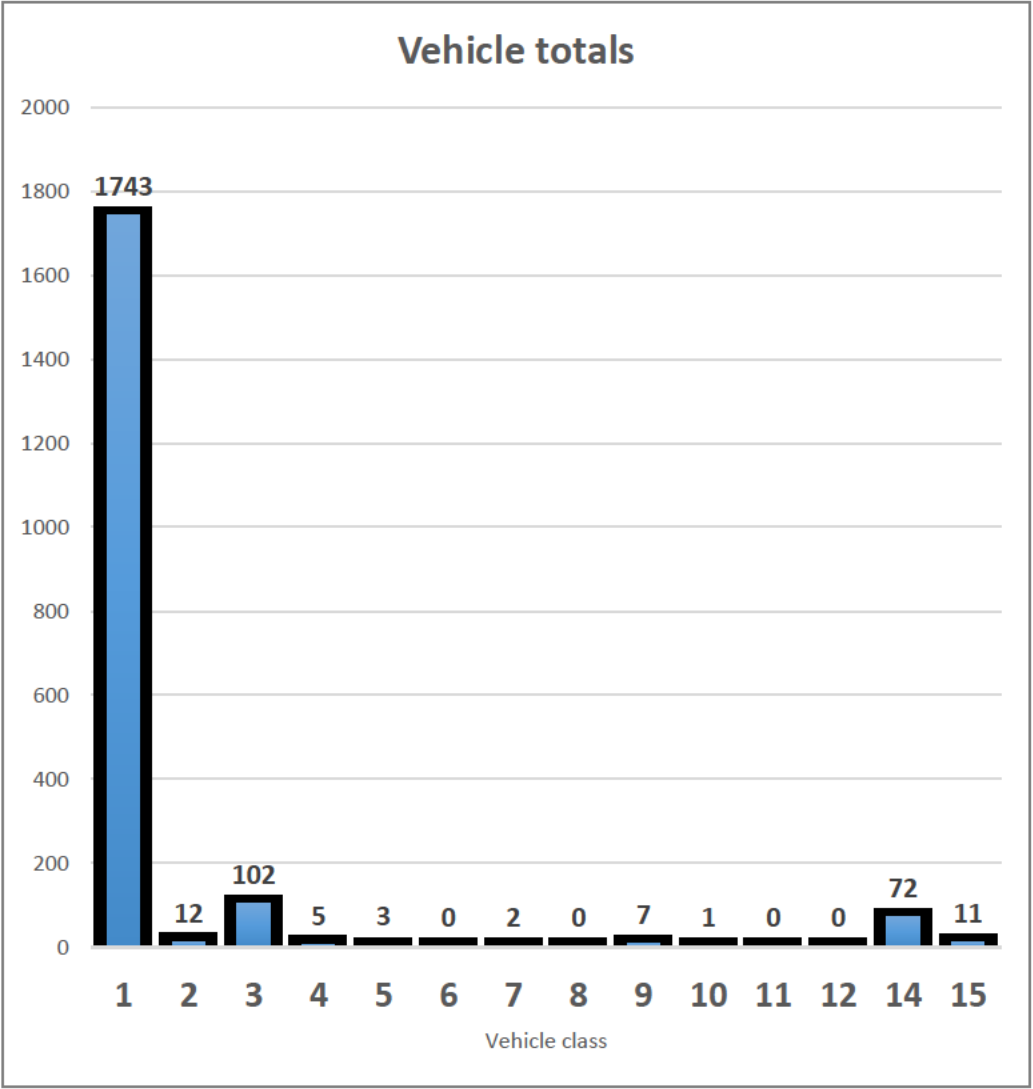
Time	15 Minute Bin Drops					MPH 0	MPH 5	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH 70	MPH 75	MPH 80	MPH 85	MPH 90	MPH 95	JPSL 30	JPSL% 30	P-Tile 85%	Average Speed	Standard deviation
	Hourly Totals	00-15	15-30	30-45	45-00	<5mph	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	<75mph	<80mph	<85mph	<90mph	<95mph	<100mph					
0000	13	3	5	2	3	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	13	100	43.5	38	4.1
0100	10	3	0	4	3	0	0	0	0	0	2	3	3	1	1	0	0	0	0	0	0	0	0	0	0	8	80	-	36.4	6.1
0200	2	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	100	-	44.4	9.8
0300	4	0	1	1	2	0	0	0	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	4	100	-	40.6	12.1
0400	2	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	50	-	29.5	11.9
0500	28	2	4	12	10	0	0	0	0	0	2	3	6	10	1	4	0	1	0	1	0	0	0	0	0	26	92.86	51.6	42.7	9.7
0600	24	3	6	5	10	0	0	0	0	0	3	7	7	5	1	0	0	1	0	0	0	0	0	0	0	21	87.5	42.9	37	6.9
0700	77	13	17	22	25	0	1	0	3	6	10	17	21	11	5	3	0	0	0	0	0	0	0	0	0	57	74.03	43.3	34.8	8.4
0800	90	16	16	24	34	0	0	2	4	12	15	35	13	6	3	0	0	0	0	0	0	0	0	0	0	57	63.33	37.5	31.2	7.1
0900	155	37	33	41	44	0	0	2	4	5	53	59	25	7	0	0	0	0	0	0	0	0	0	0	0	91	58.71	36	31.2	5.3
1000	175	43	37	44	51	0	0	2	3	17	44	55	39	11	2	1	1	0	0	0	0	0	0	0	0	109	62.29	38.1	32.1	6.5
1100	196	39	47	48	62	0	0	1	4	14	62	73	33	8	0	1	0	0	0	0	0	0	0	0	0	115	58.67	36	31	5.3
1200	173	44	41	45	43	0	1	1	2	9	44	70	34	11	0	1	0	0	0	0	0	0	0	0	0	116	67.05	36.9	32.1	5.7
1300	164	48	30	42	44	0	0	0	5	7	26	69	38	13	5	1	0	0	0	0	0	0	0	0	0	126	76.83	39.1	33.3	5.9
1400	169	46	36	53	34	0	1	1	0	9	21	64	56	13	3	1	0	0	0	0	0	0	0	0	0	137	81.07	38.8	33.6	5.6
1500	166	39	38	45	44	0	0	0	0	7	25	74	46	11	3	0	0	0	0	0	0	0	0	0	0	134	80.72	38	33.6	4.6
1600	161	40	45	37	39	0	0	0	0	1	21	71	54	11	3	0	0	0	0	0	0	0	0	0	0	139	86.34	38.9	34.6	4.3
1700	166	45	47	35	39	0	0	0	0	3	18	76	48	19	2	0	0	0	0	0	0	0	0	0	0	145	87.35	39.1	34.5	4.6
1800	119	38	23	32	26	0	1	2	0	2	25	56	20	8	5	0	0	0	0	0	0	0	0	0	0	89	74.79	38.5	32.9	6.4
1900	75	25	14	22	14	0	0	0	6	5	17	24	18	5	0	0	0	0	0	0	0	0	0	0	0	47	62.67	38.7	31.5	6.6
2000	52	13	11	16	12	0	0	0	2	2	15	22	5	2	3	0	0	0	0	1	0	0	0	0	0	33	63.46	38.2	32.9	8.2
2100	59	12	16	12	19	0	0	0	0	3	28	15	10	3	0	0	0	0	0	0	0	0	0	0	0	28	47.46	37.2	31.2	4.8
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2300	62	24	18	13	7	0	0	0	1	2	14	27	10	4	3	1	0	0	0	0	0	0	0	0	0	45	72.58	39.2	33.4	5.9
07-19	1811	448	410	468	485	0	4	11	25	92	364	719	427	129	31	8	1	0	0	0	0	0	0	0	0	1315	72.61	38.3	32.9	5.8
06-22	2021	501	457	523	540	0	4	11	33	102	427	787	467	144	35	8	1	1	0	1	0	0	0	0	0	1444	71.45	38.3	32.8	5.9
06-00	2164	554	484	558	568	0	4	11	34	107	470	850	486	151	38	9	1	2	0	1	0	0	0	0	0	1538	71.07	38.3	32.8	5.9
00-00	2223	563	496	577	587	0	4	11	34	108	474	861	503	167	40	14	2	3	0	2	0	0	0	0	0	1592	71.61	38.6	33	6.1

ATC REPORT

Report Id: 080526-HS681ZFE
Site Location: Henfield Rd, Cowfold, Horsham RH13 8DT
Direction: South Bound

Sunday, 10 May 2026

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	39	10	12	11	6	34	0	2	2	0	0	0	0	0	0	0	0	1	0	
0100	16	4	9	2	1	14	0	2	0	0	0	0	0	0	0	0	0	0	0	
0200	11	2	1	4	4	9	0	1	1	0	0	0	0	0	0	0	0	0	0	
0300	15	10	5	0	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	
0400	4	1	0	1	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	
0500	11	2	4	3	2	7	0	4	0	0	0	0	0	0	0	0	0	0	0	
0600	10	3	0	2	5	8	0	2	0	0	0	0	0	0	0	0	0	0	0	
0700	42	7	8	17	10	36	0	1	0	0	0	0	0	0	0	0	0	5	0	
0800	62	10	13	13	26	51	1	2	0	1	0	0	0	0	0	0	0	4	3	
0900	102	14	31	27	30	70	2	5	0	0	0	1	0	0	0	0	0	23	1	
1000	139	32	37	41	29	111	1	7	1	2	0	0	0	0	1	0	0	16	0	
1100	138	30	32	37	39	128	1	4	0	0	0	0	0	0	0	0	0	3	2	
1200	183	44	53	35	51	171	2	6	0	0	0	0	0	0	0	0	0	3	1	
1300	168	41	47	42	38	147	0	12	0	0	0	0	0	0	0	0	0	7	2	
1400	163	43	39	41	40	150	5	8	0	0	0	0	0	0	0	0	0	0	0	
1500	164	36	41	45	42	151	0	11	0	0	0	0	0	0	0	0	0	1	1	
1600	148	27	47	36	38	138	0	8	0	0	0	0	0	1	0	0	0	1	0	
1700	113	26	21	31	35	108	0	4	0	0	0	0	0	0	0	0	0	1	0	
1800	92	21	22	15	34	87	0	4	0	0	0	0	0	0	0	0	0	1	0	
1900	60	20	20	14	6	53	0	5	0	0	0	0	0	0	0	0	0	2	0	
2000	57	11	20	15	11	55	0	0	0	0	0	0	0	0	0	0	0	1	1	
2100	111	34	25	26	26	105	0	4	1	0	0	0	0	1	0	0	0	0	0	
2200	68	23	15	11	19	54	0	7	0	0	0	0	0	5	0	0	0	2	0	
2300	42	17	9	9	7	39	0	1	0	0	0	1	0	0	0	0	0	1	0	
07-19	1514	331	391	380	412	1348	12	72	1	3	0	1	0	1	1	0	0	65	10	
06-22	1752	399	456	437	460	1569	12	83	2	3	0	1	0	2	1	0	0	68	11	
06-00	1862	439	480	457	486	1662	12	91	2	3	0	2	0	7	1	0	0	71	11	
00-00	1958	468	511	478	501	1743	12	102	5	3	0	2	0	7	1	0	0	72	11	



Sunday, 10 May 2026

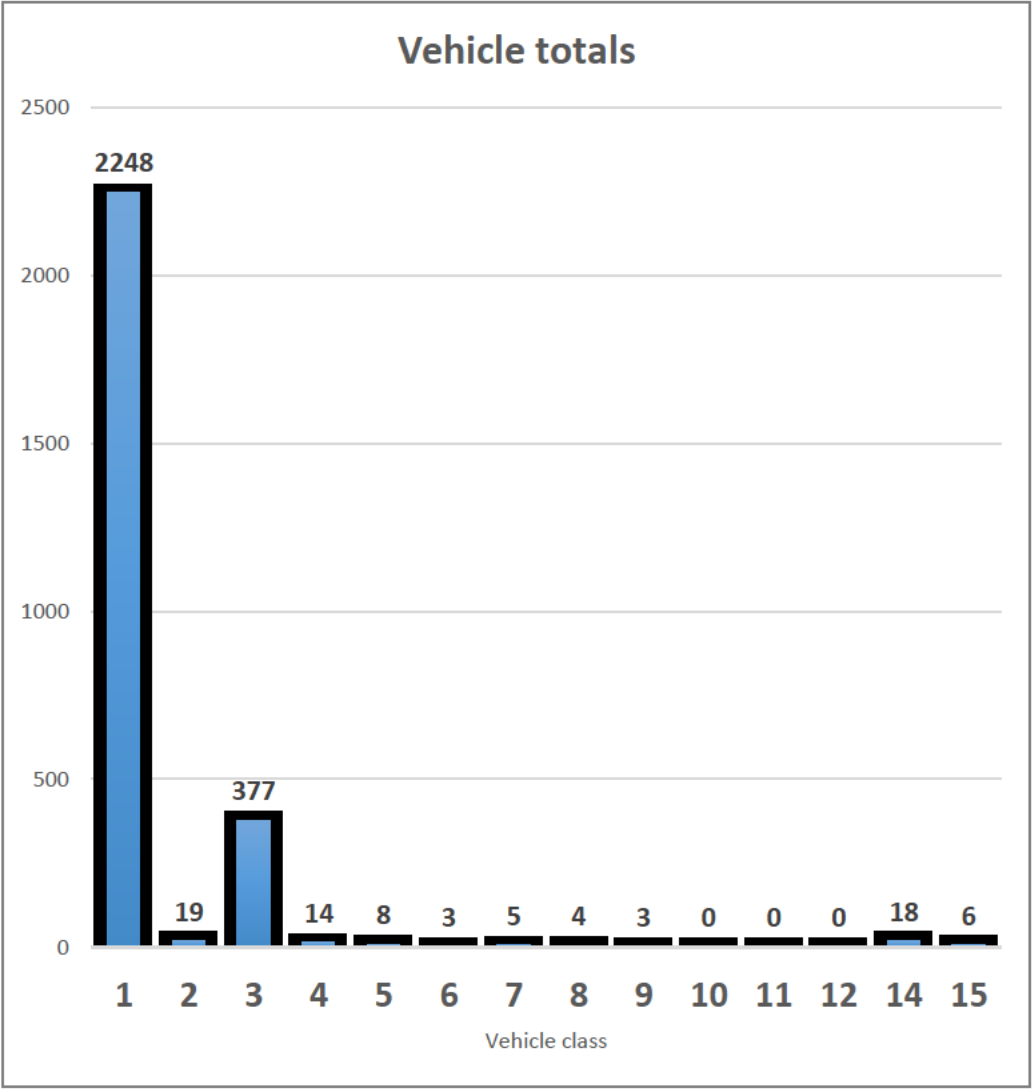
Time	15 Minute Bin Drops					MPH 0	MPH 5	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH 70	MPH 75	MPH 80	MPH 85	MPH 90	MPH 95	JPSL 30	JPSL% 30	P-Tile 85%	Average Speed	Standard deviation
	Hourly Totals	00-15	15-30	30-45	45-00	<5mph	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	<75mph	<80mph	<85mph	<90mph	<95mph	<100mph					
0000	39	10	12	11	6	0	0	0	0	1	0	8	14	11	3	1	0	0	0	0	0	0	0	0	0	37	94.87	44.5	38.3	6.3
0100	16	4	9	2	1	0	0	0	0	0	0	5	7	1	1	1	0	1	0	0	0	0	0	0	0	16	100	50.3	39.1	8.9
0200	11	2	1	4	4	0	0	0	0	0	1	5	3	1	0	0	1	0	0	0	0	0	0	0	0	10	90.91	45.4	36.8	7.4
0300	15	10	5	0	0	0	0	0	0	0	1	5	3	4	1	1	0	0	0	0	0	0	0	0	0	14	93.33	45.4	38.4	6
0400	4	1	0	1	2	0	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	4	100	-	41.5	7.4
0500	11	2	4	3	2	0	0	0	0	0	2	4	1	2	2	0	0	0	0	0	0	0	0	0	0	9	81.82	45.6	35.7	7
0600	10	3	0	2	5	0	0	0	0	0	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	7	70	-	33.5	4.2
0700	42	7	8	17	10	0	0	0	0	0	8	10	9	6	4	3	2	0	0	0	0	0	0	0	0	34	80.95	48.6	38.2	8.2
0800	62	10	13	13	26	0	0	0	0	5	11	30	12	1	1	1	1	0	0	0	0	0	0	0	0	46	74.19	38.3	33.2	6.4
0900	102	14	31	27	30	0	0	0	1	3	19	35	33	10	1	0	0	0	0	0	0	0	0	0	0	79	77.45	39	33.6	5.2
1000	139	32	37	41	29	0	0	1	0	3	36	66	23	7	3	0	0	0	0	0	0	0	0	0	0	99	71.22	37	32.5	5.1
1100	138	30	32	37	39	0	0	0	1	9	51	49	21	5	2	0	0	0	0	0	0	0	0	0	0	77	55.8	36.1	31.3	5
1200	183	44	53	35	51	0	0	2	2	18	49	77	26	9	0	0	0	0	0	0	0	0	0	0	0	112	61.2	35.7	30.8	5.2
1300	168	41	47	42	38	0	0	0	1	7	39	77	38	6	0	0	0	0	0	0	0	0	0	0	0	121	72.02	36.5	32.2	4.4
1400	163	43	39	41	40	0	0	1	6	9	19	62	48	13	5	0	0	0	0	0	0	0	0	0	0	128	78.53	39.1	33.6	6.2
1500	164	36	41	45	42	0	0	1	2	8	30	57	46	15	4	0	0	1	0	0	0	0	0	0	0	123	75	39.7	33.7	6.2
1600	148	27	47	36	38	0	0	3	1	1	25	63	42	12	0	1	0	0	0	0	0	0	0	0	0	118	79.73	38.6	33.5	5.2
1700	113	26	21	31	35	0	0	0	1	2	21	46	36	7	0	0	0	0	0	0	0	0	0	0	0	89	78.76	37.9	33.4	4.6
1800	92	21	22	15	34	0	0	0	1	4	10	25	36	11	4	0	1	0	0	0	0	0	0	0	0	77	83.7	40.2	35.4	6.2
1900	60	20	20	14	6	0	0	0	2	2	12	13	20	8	3	0	0	0	0	0	0	0	0	0	0	44	73.33	41	34.2	6.8
2000	57	11	20	15	11	0	0	1	4	3	9	17	13	6	3	1	0	0	0	0	0	0	0	0	0	40	70.18	41.4	33	7.6
2100	111	34	25	26	26	0	1	0	3	8	35	49	10	3	1	1	0	0	0	0	0	0	0	0	0	64	57.66	34.9	30.6	5.7
2200	68	23	15	11	19	0	0	0	0	1	7	36	15	4	5	0	0	0	0	0	0	0	0	0	0	60	88.24	39.3	34.7	5
2300	42	17	9	9	7	0	0	0	0	0	4	16	9	4	6	1	2	0	0	0	0	0	0	0	0	38	90.48	46.5	37.4	7.5
07-19	1514	331	391	380	412	0	0	8	16	69	318	597	370	102	24	5	4	1	0	0	0	0	0	0	0	1103	72.85	38.5	33	5.7
06-22	1752	399	456	437	460	0	1	9	25	82	377	680	415	120	31	7	4	1	0	0	0	0	0	0	0	1258	71.8	38.5	32.9	5.8
06-00	1862	439	480	457	486	0	1	9	25	83	388	732	439	128	42	8	6	1	0	0	0	0	0	0	0	1356	72.82	38.6	33.1	5.9
00-00	1958	468	511	478	501	0	1	9	26	83	393	760	468	148	49	12	7	2	0	0	0	0	0	0	0	1446	73.85	38.8	33.3	6

ATC REPORT

Report Id: 080526-HS681ZFE
Site Location: Henfield Rd, Cowfold, Horsham RH13 8DT
Direction: South Bound

Monday, 11 May 2026

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	34	11	9	5	9	28	0	4	1	0	0	0	1	0	0	0	0	0	0	
0100	11	4	4	1	2	8	0	2	0	0	0	0	0	1	0	0	0	0	0	
0200	3	1	0	2	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	
0300	9	2	0	2	5	8	0	1	0	0	0	0	0	0	0	0	0	0	0	
0400	21	2	3	9	7	20	0	0	0	0	0	0	0	0	0	0	0	1	0	
0500	30	5	2	11	12	20	0	8	0	0	0	0	1	0	0	0	0	1	0	
0600	85	8	22	21	34	71	0	11	2	0	0	0	0	0	0	0	0	0	1	
0700	199	25	46	68	60	162	1	29	2	1	1	0	0	1	0	0	0	1	1	
0800	225	67	51	54	53	182	0	37	3	1	0	0	0	0	0	0	0	1	1	
0900	191	44	47	54	46	148	1	36	2	1	0	0	1	0	0	0	0	0	2	
1000	172	35	53	43	41	133	1	34	1	1	0	1	0	0	0	0	0	1	0	
1100	169	43	47	34	45	137	1	24	2	0	0	0	0	1	0	0	0	3	1	
1200	175	45	43	50	37	136	4	30	0	1	1	2	0	0	0	0	0	1	0	
1300	164	43	48	41	32	142	1	19	1	0	0	1	0	0	0	0	0	0	0	
1400	176	37	44	51	44	149	3	18	0	0	1	1	1	0	0	0	0	3	0	
1500	217	45	54	55	63	176	0	40	0	0	0	0	0	0	0	0	0	1	0	
1600	221	51	48	56	66	192	1	26	0	1	0	0	0	0	0	0	0	1	0	
1700	234	65	71	60	38	214	1	17	0	0	0	0	0	0	0	0	0	2	0	
1800	136	40	31	38	27	121	2	11	0	1	0	0	0	0	0	0	0	1	0	
1900	102	27	28	25	22	89	2	10	0	0	0	0	0	0	0	0	0	1	0	
2000	71	21	22	15	13	59	1	10	0	1	0	0	0	0	0	0	0	0	0	
2100	29	11	8	5	5	22	0	7	0	0	0	0	0	0	0	0	0	0	0	
2200	22	6	9	2	5	21	0	1	0	0	0	0	0	0	0	0	0	0	0	
2300	9	2	2	3	2	8	0	1	0	0	0	0	0	0	0	0	0	0	0	
07-19	2279	540	583	604	552	1892	16	321	11	7	3	5	2	2	0	0	0	15	5	
06-22	2566	607	663	670	626	2133	19	359	13	8	3	5	2	2	0	0	0	16	6	
06-00	2597	615	674	675	633	2162	19	361	13	8	3	5	2	2	0	0	0	16	6	
00-00	2705	640	692	705	668	2248	19	377	14	8	3	5	4	3	0	0	0	18	6	



Monday, 11 May 2026

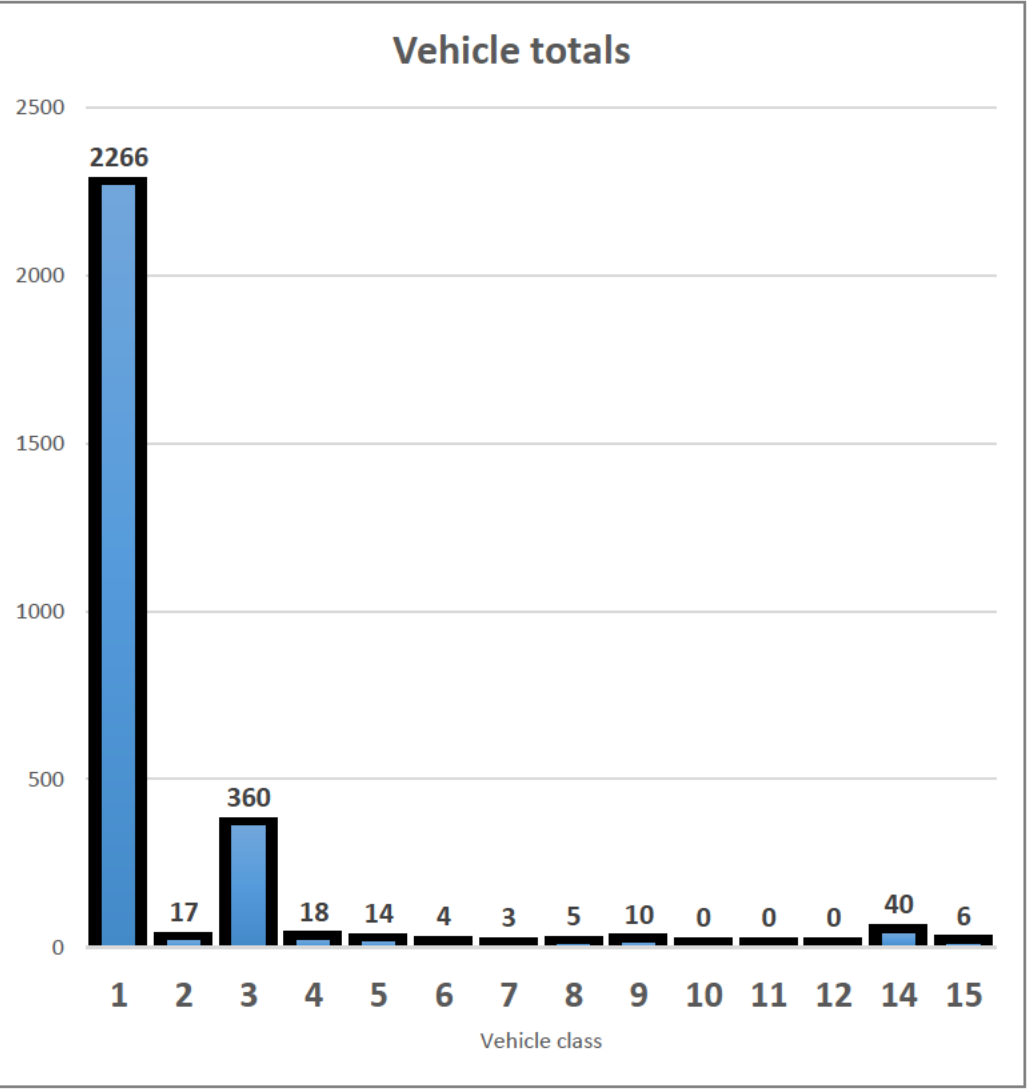
Time	Hourly Totals	15 Minute Bin Drops				Speed																				JPSL 30	JPSL% 30	P-Tile 85%	Average Speed	Standard deviation
		00-15	15-30	30-45	45-00	MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph					
0000	34	11	9	5	9	0	0	0	0	0	1	14	8	7	2	2	0	0	0	0	0	0	0	0	33	97.06	44.3	38	6.6	
0100	11	4	4	1	2	0	0	0	0	1	0	5	2	2	0	1	0	0	0	0	0	0	0	0	10	90.91	44.4	36.5	7	
0200	3	1	0	2	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3	100	-	37.9	6.8	
0300	9	2	0	2	5	0	0	0	0	0	1	2	5	1	0	0	0	0	0	0	0	0	0	0	8	88.89	-	35.6	3.2	
0400	21	2	3	9	7	0	0	0	0	0	0	0	1	11	4	2	1	2	0	0	0	0	0	0	21	100	55.4	46.5	6.9	
0500	30	5	2	11	12	0	0	1	0	1	1	7	7	6	3	3	1	0	0	0	0	0	0	0	27	90	48.8	38.5	8.9	
0600	85	8	22	21	34	0	0	2	6	5	13	17	24	14	3	1	0	0	0	0	0	0	0	0	59	69.41	41.1	33.5	8.2	
0700	199	25	46	68	60	0	1	4	13	29	51	66	29	4	2	0	0	0	0	0	0	0	0	0	101	50.75	35.5	29.1	6.4	
0800	225	67	51	54	53	0	1	6	18	35	63	76	24	1	1	0	0	0	0	0	0	0	0	0	102	45.33	34.5	28.3	6.3	
0900	191	44	47	54	46	0	1	5	29	50	44	50	11	1	0	0	0	0	0	0	0	0	0	0	62	32.46	32.7	26.2	6.2	
1000	172	35	53	43	41	0	0	3	16	38	45	48	19	2	1	0	0	0	0	0	0	0	0	0	70	40.7	34.6	28.1	6.3	
1100	169	43	47	34	45	0	0	2	14	28	54	54	13	4	0	0	0	0	0	0	0	0	0	0	71	42.01	34.1	28.4	5.8	
1200	175	45	43	50	37	0	1	3	9	29	50	57	23	2	1	0	0	0	0	0	0	0	0	0	83	47.43	35	28.9	6.2	
1300	164	43	48	41	32	0	0	3	10	36	54	38	16	4	3	0	0	0	0	0	0	0	0	0	61	37.2	34.7	28.5	6.5	
1400	176	37	44	51	44	0	0	2	11	36	59	56	10	2	0	0	0	0	0	0	0	0	0	0	68	38.64	33.6	28.1	5.7	
1500	217	45	54	55	63	0	0	1	22	40	75	62	15	2	0	0	0	0	0	0	0	0	0	0	79	36.41	33.2	27.8	5.6	
1600	221	51	48	56	66	0	0	1	9	34	73	83	18	3	0	0	0	0	0	0	0	0	0	0	104	47.06	33.9	29.2	4.8	
1700	234	65	71	60	38	0	0	4	17	32	63	71	40	7	0	0	0	0	0	0	0	0	0	0	118	50.43	36	29.7	6.3	
1800	136	40	31	38	27	0	0	0	5	7	26	49	31	13	3	1	1	0	0	0	0	0	0	0	98	72.06	39.7	33.3	6.7	
1900	102	27	28	25	22	0	0	0	0	3	11	31	37	19	1	0	0	0	0	0	0	0	0	0	88	86.27	40.4	35.4	5.2	
2000	71	21	22	15	13	0	0	1	1	2	14	24	18	7	2	2	0	0	0	0	0	0	0	0	53	74.65	40.3	34.1	6.6	
2100	29	11	8	5	5	0	0	0	0	0	2	13	8	4	1	0	0	1	0	0	0	0	0	0	27	93.1	41.3	36.3	6.8	
2200	22	6	9	2	5	0	0	0	0	0	1	6	9	6	0	0	0	0	0	0	0	0	0	0	21	95.45	41.7	37.2	3.8	
2300	9	2	2	3	2	0	0	0	0	0	0	4	2	2	1	0	0	0	0	0	0	0	0	0	9	100	-	38	5.1	
07-19	2279	540	583	604	552	0	4	34	173	394	657	710	249	45	11	1	1	0	0	0	0	0	0	0	1017	44.62	34.6	28.7	6.2	
06-22	2566	607	663	670	626	0	4	37	180	404	697	795	336	89	18	4	1	1	0	0	0	0	0	0	1244	48.48	35.6	29.4	6.5	
06-00	2597	615	674	675	633	0	4	37	180	404	698	805	347	97	19	4	1	1	0	0	0	0	0	0	1274	49.06	35.7	29.5	6.6	
00-00	2705	640	692	705	668	0	4	38	180	406	701	834	370	126	28	12	3	3	0	0	0	0	0	0	1376	50.87	36.2	29.9	6.9	

ATC REPORT

Report Id: 080526-HS681ZFE
Site Location: Henfield Rd, Cowfold, Horsham RH13 8DT
Direction: South Bound

Tuesday, 12 May 2026

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	10	1	3	5	1	9	0	1	0	0	0	0	0	0	0	0	0	0	0	
0100	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	12	0	1	7	4	12	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	8	2	4	0	2	5	0	3	0	0	0	0	0	0	0	0	0	0	0	
0400	24	1	4	8	11	16	0	4	2	0	0	0	0	1	0	0	0	1	0	
0500	22	2	5	6	9	12	0	6	3	0	0	0	0	0	0	0	0	1	0	
0600	65	3	17	18	27	52	0	9	0	1	0	0	1	2	0	0	0	0	0	
0700	178	38	40	44	56	138	2	30	1	0	1	0	0	2	0	0	0	2	2	
0800	221	64	52	50	55	187	2	25	1	1	1	0	0	0	0	0	0	3	1	
0900	178	38	44	54	42	137	0	34	1	2	0	1	2	0	0	0	0	1	0	
1000	178	38	51	43	46	129	2	32	1	5	0	0	1	2	0	0	0	5	1	
1100	174	44	47	45	38	135	2	30	1	1	0	0	0	2	0	0	0	3	0	
1200	161	40	40	38	43	121	1	30	2	1	0	1	0	0	0	0	0	4	1	
1300	193	58	46	46	43	156	1	25	2	1	2	0	0	0	0	0	0	6	0	
1400	200	40	53	52	55	163	2	28	1	0	0	0	1	1	0	0	0	4	0	
1500	244	52	63	60	69	201	1	36	2	1	0	0	0	0	0	0	0	3	0	
1600	217	49	56	60	52	187	3	22	1	1	0	0	0	0	0	0	0	3	0	
1700	229	67	55	61	46	207	0	18	0	0	0	1	0	0	0	0	0	3	0	
1800	145	39	47	38	21	138	0	7	0	0	0	0	0	0	0	0	0	0	0	
1900	105	25	28	23	29	97	0	7	0	0	0	0	0	0	0	0	0	0	1	
2000	76	23	20	20	13	72	0	4	0	0	0	0	0	0	0	0	0	0	0	
2100	56	18	15	11	12	50	1	5	0	0	0	0	0	0	0	0	0	0	0	
2200	27	9	9	5	4	24	0	3	0	0	0	0	0	0	0	0	0	0	0	
2300	18	4	3	8	3	16	0	1	0	0	0	0	0	0	0	0	0	1	0	
07-19	2318	567	594	591	566	1899	16	317	13	13	4	3	4	7	0	0	0	37	5	
06-22	2620	636	674	663	647	2170	17	342	13	14	4	3	5	9	0	0	0	37	6	
06-00	2665	649	686	676	654	2210	17	346	13	14	4	3	5	9	0	0	0	38	6	
00-00	2743	657	703	702	681	2266	17	360	18	14	4	3	5	10	0	0	0	40	6	



Tuesday, 12 May 2026

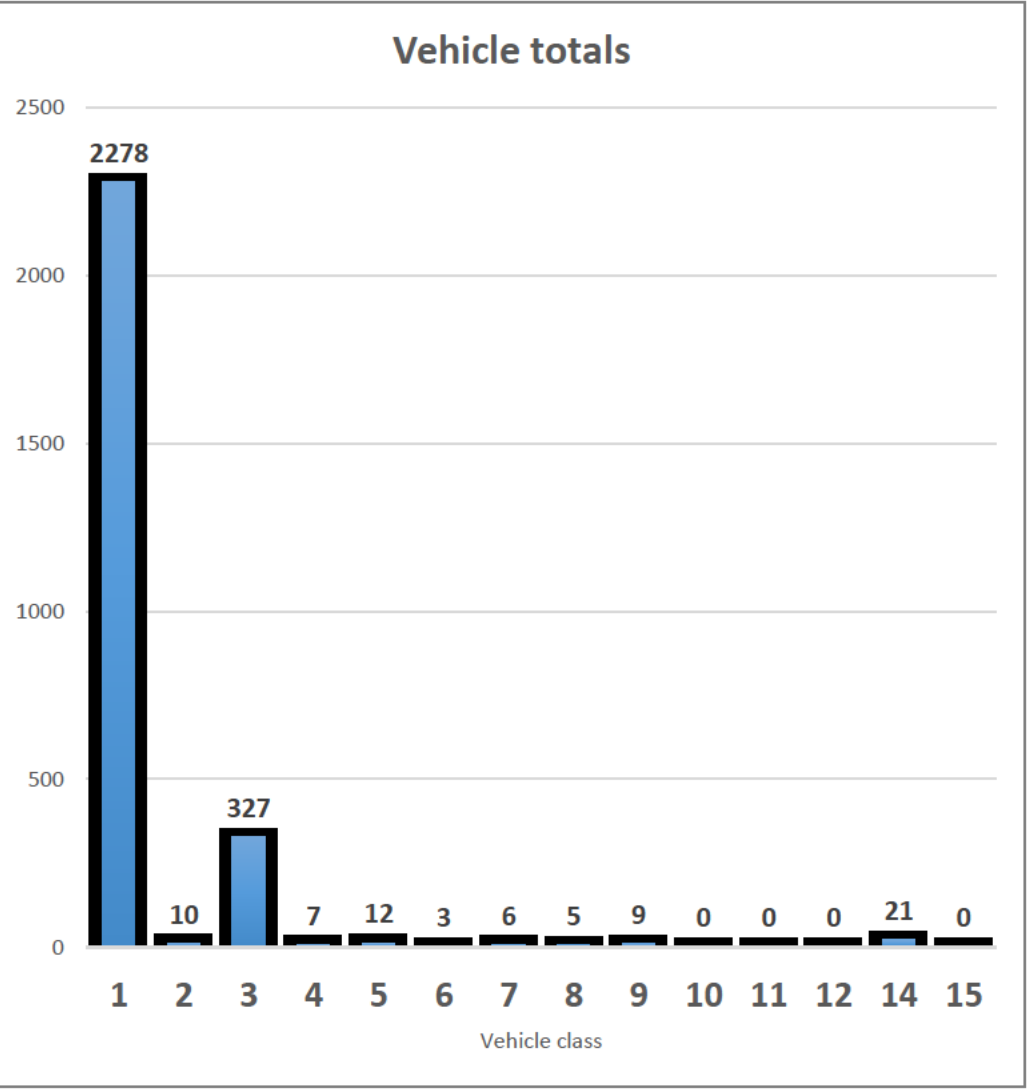
Time	Hourly Totals	15 Minute Bin Drops				Speed																		JPSL 30	JPSL% 30	P-Tile 85%	Average Speed	Standard deviation		
		00-15	15-30	30-45	45-00	MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph						MPH 90 <95mph	MPH 95 <100mph
0000	10	1	3	5	1	0	0	0	0	0	0	1	3	5	0	1	0	0	0	0	0	0	0	0	10	100	-	41.7	4.7	
0100	2	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	100	-	34.5	5.6	
0200	12	0	1	7	4	0	0	0	0	0	0	0	5	0	3	4	0	0	0	0	0	0	0	0	12	100	52.8	44.4	7.3	
0300	8	2	4	0	2	0	0	0	0	0	0	1	5	2	0	0	0	0	0	0	0	0	0	0	8	100	-	38.6	4	
0400	24	1	4	8	11	0	0	0	1	0	2	3	6	5	4	3	0	0	0	0	0	0	0	0	21	87.5	49.6	39.9	7.8	
0500	22	2	5	6	9	0	0	0	0	0	1	4	10	5	1	1	0	0	0	0	0	0	0	0	21	95.45	44.9	38.8	5.7	
0600	65	3	17	18	27	0	0	0	1	2	6	15	24	11	6	0	0	0	0	0	0	0	0	0	56	86.15	42.8	36.2	6.1	
0700	178	38	40	44	56	0	0	2	6	17	48	59	35	9	2	0	0	0	0	0	0	0	0	0	105	58.99	37.1	31.1	6	
0800	221	64	52	50	55	0	3	12	15	53	59	59	15	4	1	0	0	0	0	0	0	0	0	0	79	35.75	34	26.9	6.8	
0900	178	38	44	54	42	0	2	2	13	34	57	50	12	8	0	0	0	0	0	0	0	0	0	0	70	39.33	34.2	28	6.4	
1000	178	38	51	43	46	0	0	6	9	35	42	57	23	5	1	0	0	0	0	0	0	0	0	0	86	48.31	35.4	28.9	6.5	
1100	174	44	47	45	38	0	0	1	9	28	54	60	16	6	0	0	0	0	0	0	0	0	0	0	82	47.13	34.8	29.4	5.7	
1200	161	40	40	38	43	0	1	3	9	36	35	53	20	3	1	0	0	0	0	0	0	0	0	0	77	47.83	35	28.7	6.5	
1300	193	58	46	46	43	0	0	5	7	26	54	81	17	3	0	0	0	0	0	0	0	0	0	0	101	52.33	34.4	29.4	5.6	
1400	200	40	53	52	55	0	0	3	14	29	53	58	30	11	2	0	0	0	0	0	0	0	0	0	101	50.5	36.4	29.8	6.7	
1500	244	52	63	60	69	0	2	7	21	40	62	79	28	5	0	0	0	0	0	0	0	0	0	0	112	45.9	34.8	28.4	6.7	
1600	217	49	56	60	52	0	0	1	15	35	71	72	20	3	0	0	0	0	0	0	0	0	0	0	95	43.78	33.9	28.5	5.5	
1700	229	67	55	61	46	0	1	2	15	30	50	84	36	9	2	0	0	0	0	0	0	0	0	0	131	57.21	36.4	30.2	6.5	
1800	145	39	47	38	21	0	0	0	2	5	24	52	41	21	0	0	0	0	0	0	0	0	0	0	114	78.62	39.9	34.1	5.4	
1900	105	25	28	23	29	0	0	0	1	1	16	36	32	11	7	0	1	0	0	0	0	0	0	0	87	82.86	41.1	35.2	6.1	
2000	76	23	20	20	13	0	0	0	0	1	14	19	24	14	3	1	0	0	0	0	0	0	0	0	61	80.26	41.3	35.8	5.4	
2100	56	18	15	11	12	0	0	0	0	1	3	18	23	8	3	0	0	0	0	0	0	0	0	0	52	92.86	41.7	36.4	4.8	
2200	27	9	9	5	4	0	0	0	0	0	3	8	10	3	1	1	0	1	0	0	0	0	0	0	24	88.89	43.8	37.5	7.6	
2300	18	4	3	8	3	0	0	0	0	0	0	5	4	5	3	0	1	0	0	0	0	0	0	0	18	100	49.1	39.9	7.5	
07-19	2318	567	594	591	566	0	9	44	135	368	609	764	293	87	9	0	0	0	0	0	0	0	0	0	1153	49.74	35.3	29.3	6.4	
06-22	2620	636	674	663	647	0	9	44	137	373	648	852	396	131	28	1	1	0	0	0	0	0	0	0	1409	53.78	36.6	30.1	6.7	
06-00	2665	649	686	676	654	0	9	44	137	373	651	865	410	139	32	2	2	1	0	0	0	0	0	0	1451	54.45	36.8	30.2	6.8	
00-00	2743	657	703	702	681	0	9	44	138	373	654	875	440	156	40	11	2	1	0	0	0	0	0	0	1525	55.6	37.2	30.5	7	

ATC REPORT

Report Id: 080526-HS681ZFE
Site Location: Henfield Rd, Cowfold, Horsham RH13 8DT
Direction: South Bound

Wednesday, 13 May 2026

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	7	2	4	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	5	3	2	0	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	
0200	12	0	2	7	3	12	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	2	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	
0400	24	3	7	9	5	22	0	0	0	0	0	0	0	0	0	0	0	2	0	
0500	22	7	5	5	5	18	0	3	0	0	0	0	0	1	0	0	0	0	0	
0600	73	3	16	29	25	49	0	19	1	2	0	1	1	0	0	0	0	0	0	
0700	162	21	34	40	67	131	0	24	0	2	0	0	0	2	0	0	0	3	0	
0800	238	46	59	61	72	203	1	29	0	1	0	0	2	0	0	0	0	2	0	
0900	152	32	50	38	32	121	2	23	1	1	0	2	1	0	0	0	0	1	0	
1000	156	39	48	29	40	119	1	33	0	2	0	0	0	1	0	0	0	0	0	
1100	168	41	41	47	39	137	2	20	2	0	1	0	0	3	0	0	0	3	0	
1200	167	44	42	38	43	138	0	27	0	0	1	1	0	0	0	0	0	0	0	
1300	176	43	52	41	40	147	1	24	0	2	0	0	1	0	0	0	0	1	0	
1400	199	41	49	36	73	168	2	26	1	1	1	0	0	0	0	0	0	0	0	
1500	217	58	61	56	42	189	0	26	0	0	0	0	0	0	0	0	0	2	0	
1600	209	43	54	59	53	186	0	19	0	0	0	1	0	0	0	0	0	3	0	
1700	265	81	58	50	76	243	1	16	0	1	0	1	0	0	0	0	0	3	0	
1800	152	56	36	30	30	138	0	13	0	0	0	0	0	0	0	0	0	1	0	
1900	100	34	24	19	23	89	0	10	0	0	0	0	0	1	0	0	0	0	0	
2000	75	20	31	12	12	68	0	7	0	0	0	0	0	0	0	0	0	0	0	
2100	49	10	13	11	15	45	0	3	0	0	0	0	0	1	0	0	0	0	0	
2200	32	10	9	5	8	30	0	2	0	0	0	0	0	0	0	0	0	0	0	
2300	16	4	3	5	4	14	0	1	1	0	0	0	0	0	0	0	0	0	0	
07-19	2261	545	584	525	607	1920	10	280	4	10	3	5	4	6	0	0	0	19	0	
06-22	2558	612	668	596	682	2171	10	319	5	12	3	6	5	8	0	0	0	19	0	
06-00	2606	626	680	606	694	2215	10	322	6	12	3	6	5	8	0	0	0	19	0	
00-00	2678	642	700	627	709	2278	10	327	7	12	3	6	5	9	0	0	0	21	0	



Wednesday, 13 May 2026

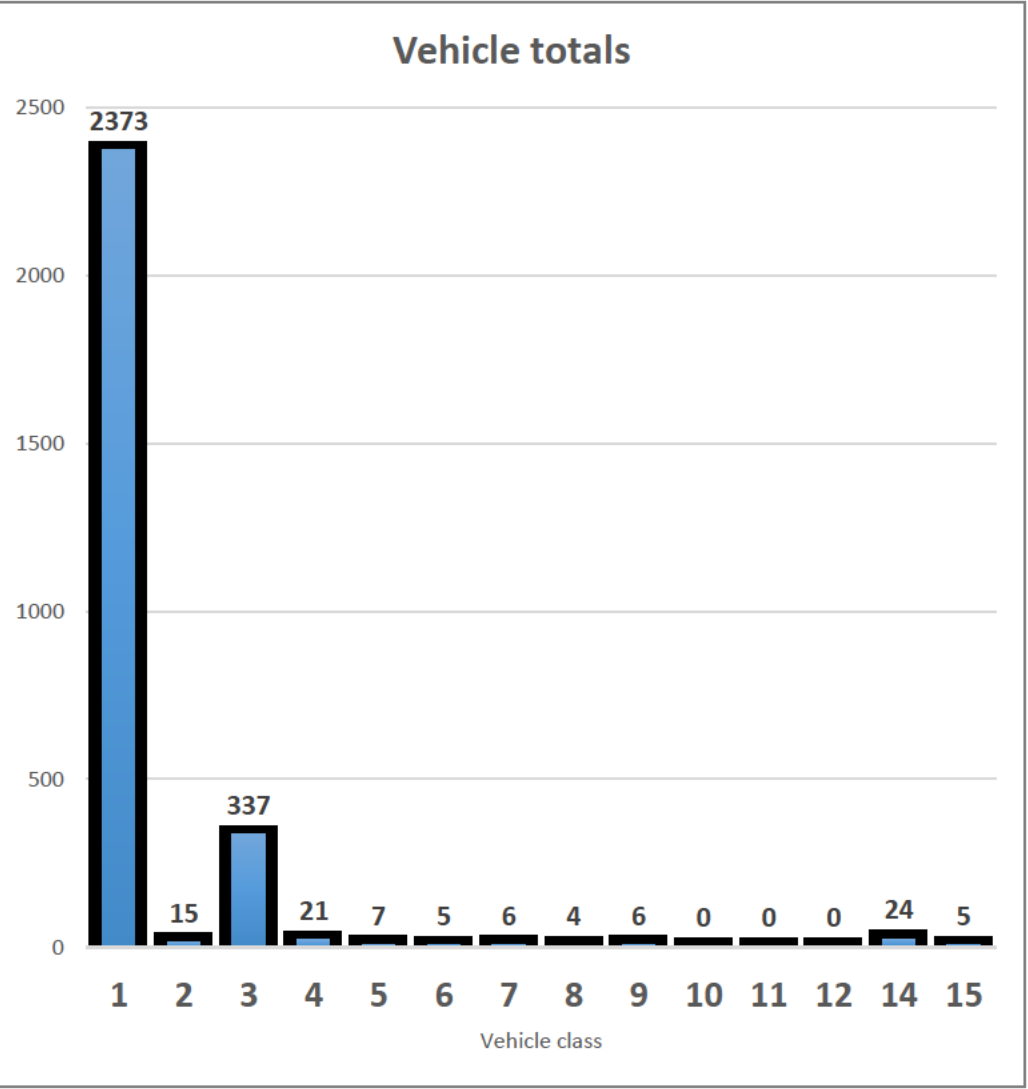
Time	Hourly Totals	15 Minute Bin Drops				Speed Limits																								JPSL 30	JPSL% 30	P-Tile 85%	Average Speed	Standard deviation
		00-15	15-30	30-45	45-00	MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph									
0000	7	2	4	0	1	0	0	0	0	0	0	3	1	2	1	0	0	0	0	0	0	0	0	0	0	7	100	-	38.4	7.1				
0100	5	3	2	0	0	0	0	0	0	0	0	0	1	1	2	0	1	0	0	0	0	0	0	0	0	5	100	-	45.9	6.7				
0200	12	0	2	7	3	0	0	0	0	0	0	1	1	4	1	1	0	0	0	0	0	0	0	0	0	12	100	54.7	45.9	6.8				
0300	2	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100	-	42.7	1.5				
0400	24	3	7	9	5	0	0	0	0	0	2	3	9	5	2	3	0	0	0	0	0	0	0	0	0	22	91.67	47.6	40.2	6.7				
0500	22	7	5	5	5	0	0	0	0	0	1	7	4	5	4	0	1	0	0	0	0	0	0	0	0	21	95.45	46.1	39.6	7.2				
0600	73	3	16	29	25	0	0	0	0	1	3	26	23	13	5	2	0	0	0	0	0	0	0	0	0	69	94.52	43.5	37.2	5.8				
0700	162	21	34	40	67	0	0	4	3	12	30	64	37	10	1	0	0	0	0	0	0	0	0	0	1	113	69.75	37.4	32.3	7.9				
0800	238	46	59	61	72	0	0	5	13	26	90	70	27	4	3	0	0	0	0	0	0	0	0	0	0	104	43.7	35	29.5	6.1				
0900	152	32	50	38	32	0	0	1	3	10	54	58	24	2	0	0	0	0	0	0	0	0	0	0	0	84	55.26	35.7	30.6	4.7				
1000	156	39	48	29	40	0	0	1	9	23	46	50	27	0	0	0	0	0	0	0	0	0	0	0	0	77	49.36	35.2	29.4	5.5				
1100	168	41	41	47	39	0	0	0	7	17	38	73	29	4	0	0	0	0	0	0	0	0	0	0	0	106	63.1	35.9	30.7	5.1				
1200	167	44	42	38	43	0	0	0	6	24	44	55	33	5	0	0	0	0	0	0	0	0	0	0	0	93	55.69	36.2	30.3	5.6				
1300	176	43	52	41	40	0	0	0	7	33	52	60	23	1	0	0	0	0	0	0	0	0	0	0	0	84	47.73	34.8	29.4	5.1				
1400	199	41	49	36	73	0	0	4	15	25	58	64	25	8	0	0	0	0	0	0	0	0	0	0	0	97	48.74	35.2	29.4	6.2				
1500	217	58	61	56	42	0	0	0	20	37	57	61	36	5	1	0	0	0	0	0	0	0	0	0	0	103	47.47	35.9	29.2	6.2				
1600	209	43	54	59	53	0	0	0	14	32	61	61	29	10	2	0	0	0	0	0	0	0	0	0	0	102	48.8	35.7	29.7	6.1				
1700	265	81	58	50	76	0	1	1	12	30	70	93	45	8	5	0	0	0	0	0	0	0	0	0	0	151	56.98	36	30.6	6				
1800	152	56	36	30	30	0	0	1	1	5	15	59	49	17	5	0	0	0	0	0	0	0	0	0	0	130	85.53	39.9	34.6	5.5				
1900	100	34	24	19	23	0	0	0	0	3	18	42	27	7	3	0	0	0	0	0	0	0	0	0	0	79	79	37.6	33.5	4.8				
2000	75	20	31	12	12	0	0	0	0	8	8	24	22	8	4	1	0	0	0	0	0	0	0	0	0	59	78.67	40.5	34.5	6.5				
2100	49	10	13	11	15	0	0	0	0	4	5	10	14	13	3	0	0	0	0	0	0	0	0	0	0	40	81.63	42.3	36.3	6.3				
2200	32	10	9	5	8	0	0	0	0	0	2	12	13	2	2	1	0	0	0	0	0	0	0	0	0	30	93.75	41.5	35.9	5.1				
2300	16	4	3	5	4	0	0	0	0	0	0	3	9	0	1	1	1	0	1	0	0	0	0	0	0	16	100	53.5	41.2	10				
07-19	2261	545	584	525	607	0	1	17	110	274	615	768	384	74	17	0	0	0	0	0	0	0	0	1	1244	55.02	36	30.4	6.1					
06-22	2558	612	668	596	682	0	1	17	110	290	649	870	470	115	32	3	0	0	0	0	0	0	0	1	1491	58.29	36.8	30.9	6.2					
06-00	2606	626	680	606	694	0	1	17	110	290	651	885	492	117	35	5	1	0	1	0	0	0	0	1	1537	58.98	36.9	31	6.3					
00-00	2678	642	700	627	709	0	1	17	110	290	654	899	508	136	48	9	4	0	1	0	0	0	0	1	1606	59.97	37.2	31.3	6.6					

ATC REPORT

Report Id: 080526-HS681ZFE
Site Location: Henfield Rd, Cowfold, Horsham RH13 8DT
Direction: South Bound

Thursday, 14 May 2026

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	6	3	1	1	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	2	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	14	1	1	7	5	13	0	1	0	0	0	0	0	0	0	0	0	0	0	
0300	5	1	1	0	3	3	0	2	0	0	0	0	0	0	0	0	0	0	0	
0400	21	1	3	11	6	15	0	3	1	0	0	0	0	0	0	0	0	2	0	
0500	31	2	4	9	16	18	1	7	0	0	1	0	1	2	0	0	0	1	0	
0600	72	6	24	14	28	50	1	14	2	0	0	1	1	1	0	0	0	2	0	
0700	180	18	50	49	63	148	2	24	1	1	1	0	0	0	0	0	0	2	1	
0800	201	51	49	51	50	172	0	22	0	0	0	1	0	0	0	0	0	5	1	
0900	182	44	45	47	46	148	2	23	4	0	0	0	0	1	0	0	0	4	0	
1000	190	34	47	56	53	152	0	33	3	2	0	0	0	0	0	0	0	0	0	
1100	175	36	47	42	50	144	2	26	1	1	1	0	0	0	0	0	0	0	0	
1200	196	51	50	52	43	153	2	31	3	0	0	1	1	0	0	0	0	3	2	
1300	199	50	49	45	55	164	0	30	2	0	1	2	0	0	0	0	0	0	0	
1400	199	46	38	57	58	171	1	24	1	0	0	0	0	0	0	0	0	2	0	
1500	214	47	48	63	56	188	0	22	0	1	1	0	1	0	0	0	0	1	0	
1600	223	56	51	54	62	189	1	29	2	1	0	0	0	0	0	0	0	0	1	
1700	238	62	69	55	52	214	2	17	1	1	0	1	0	1	0	0	0	1	0	
1800	194	54	59	49	32	179	1	13	0	0	0	0	0	1	0	0	0	0	0	
1900	115	36	33	29	17	109	0	6	0	0	0	0	0	0	0	0	0	0	0	
2000	71	13	18	18	22	67	0	4	0	0	0	0	0	0	0	0	0	0	0	
2100	41	12	12	5	12	37	0	3	0	0	0	0	0	0	0	0	0	1	0	
2200	18	4	6	6	2	15	0	3	0	0	0	0	0	0	0	0	0	0	0	
2300	16	6	5	3	2	16	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	2391	549	602	620	620	2022	13	294	18	7	4	5	2	3	0	0	0	18	5	
06-22	2690	616	689	686	699	2285	14	321	20	7	4	6	3	4	0	0	0	21	5	
06-00	2724	626	700	695	703	2316	14	324	20	7	4	6	3	4	0	0	0	21	5	
00-00	2803	634	710	724	735	2373	15	337	21	7	5	6	4	6	0	0	0	24	5	



Thursday, 14 May 2026

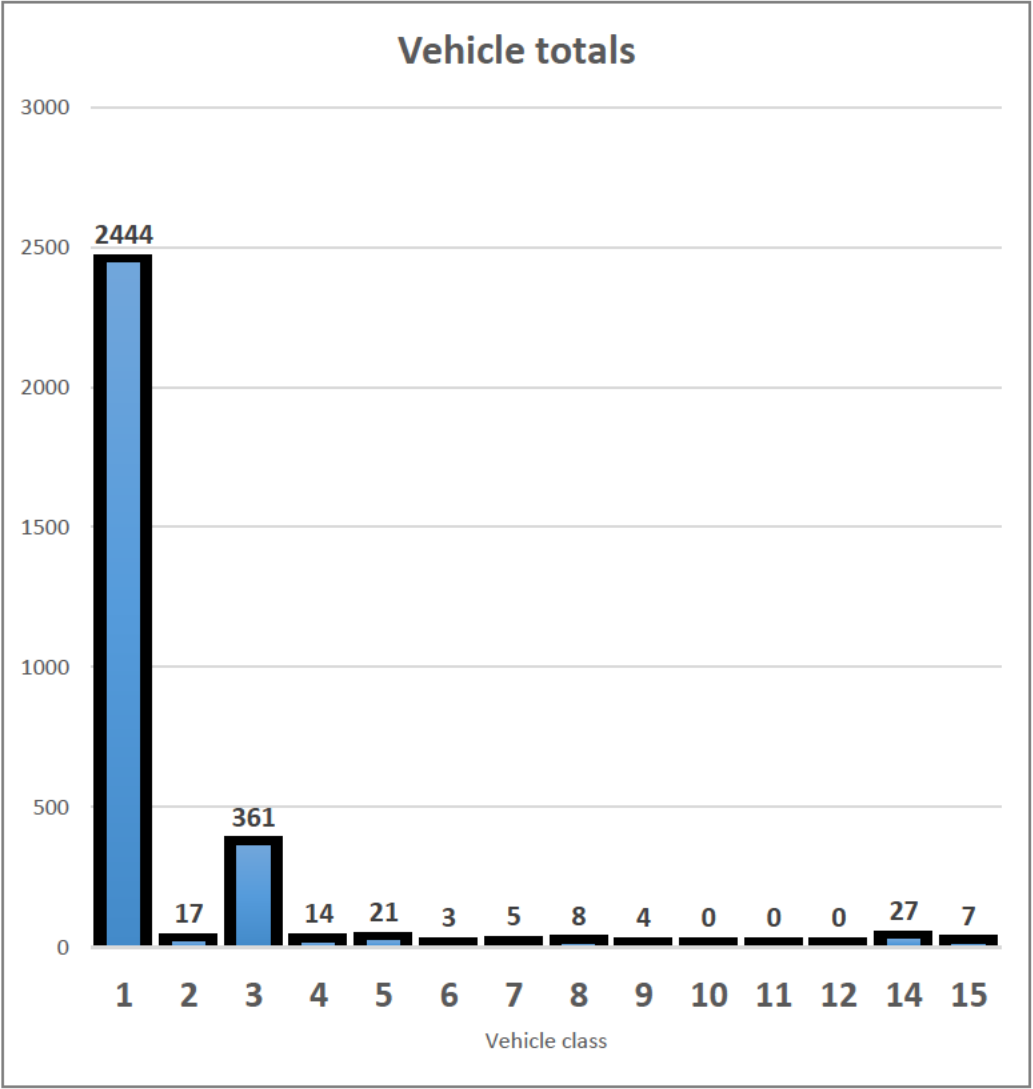
Time	Hourly Totals	15 Minute Bin Drops				Speed																				JPSL 30	JPSL% 30	P-Tile 85%	Average Speed	Standard deviation
		00-15	15-30	30-45	45-00	MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph					
0000	6	3	1	1	1	0	0	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	0	6	100	-	41.3	6.7	
0100	2	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	100	-	54.7	20.2	
0200	14	1	1	7	5	0	0	0	0	0	0	0	4	2	5	1	2	0	0	0	0	0	0	0	14	100	55.1	45.5	7	
0300	5	1	1	0	3	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	5	100	-	41	5.5	
0400	21	1	3	11	6	0	1	0	1	2	0	3	3	2	2	6	1	0	0	0	0	0	0	0	17	80.95	53.1	39.8	13.8	
0500	31	2	4	9	16	0	0	0	1	1	5	6	9	2	1	5	1	0	0	0	0	0	0	0	24	77.42	50.8	37.2	9.6	
0600	72	6	24	14	28	0	0	0	1	1	3	23	26	11	3	3	0	1	0	0	0	0	0	0	67	93.06	43.1	37.4	6.8	
0700	180	18	50	49	63	0	0	2	4	28	57	53	18	16	2	0	0	0	0	0	0	0	0	0	89	49.44	37.1	30.4	6.4	
0800	201	51	49	51	50	0	1	4	8	36	69	54	27	2	0	0	0	0	0	0	0	0	0	0	83	41.29	34.6	28.7	6	
0900	182	44	45	47	46	2	0	3	9	33	64	50	19	2	0	0	0	0	0	0	0	0	0	0	71	39.01	33.8	28	6.1	
1000	190	34	47	56	53	0	3	2	22	42	57	50	12	2	0	0	0	0	0	0	0	0	0	0	64	33.68	33.3	27	6.4	
1100	175	36	47	42	50	0	2	2	12	14	57	64	17	6	1	0	0	0	0	0	0	0	0	0	88	50.29	34.8	29.2	6.3	
1200	196	51	50	52	43	0	0	1	7	32	51	84	19	2	0	0	0	0	0	0	0	0	0	0	105	53.57	34.4	29.5	5.2	
1300	199	50	49	45	55	0	0	8	8	35	49	69	22	8	0	0	0	0	0	0	0	0	0	0	99	49.75	35.1	29.3	6.7	
1400	199	46	38	57	58	0	0	4	19	25	47	72	23	9	0	0	0	0	0	0	0	0	0	0	104	52.26	35.3	29.1	6.6	
1500	214	47	48	63	56	0	0	2	15	39	63	74	16	4	1	0	0	0	0	0	0	0	0	0	95	44.39	34.4	28.6	5.9	
1600	223	56	51	54	62	0	2	5	20	42	71	51	28	4	0	0	0	0	0	0	0	0	0	0	83	37.22	34.8	27.8	6.6	
1700	238	62	69	55	52	0	0	1	8	30	62	89	37	10	0	1	0	0	0	0	0	0	0	0	137	57.56	36.6	30.8	5.8	
1800	194	54	59	49	32	0	0	1	0	6	26	73	63	20	4	1	0	0	0	0	0	0	0	0	161	82.99	39.7	34.3	5.3	
1900	115	36	33	29	17	0	0	0	0	2	23	47	27	13	2	1	0	0	0	0	0	0	0	0	90	78.26	39	34.1	4.8	
2000	71	13	18	18	22	0	0	0	0	2	15	25	23	4	2	0	0	0	0	0	0	0	0	0	54	76.06	39.1	33.6	5	
2100	41	12	12	5	12	0	0	0	0	1	6	13	12	6	3	0	0	0	0	0	0	0	0	0	34	82.93	41.3	35.4	5.5	
2200	18	4	6	6	2	0	0	0	0	0	3	8	3	2	1	0	1	0	0	0	0	0	0	0	15	83.33	43.9	36.2	7.8	
2300	16	6	5	3	2	0	0	0	0	0	3	3	3	4	2	0	1	0	0	0	0	0	0	0	13	81.25	46.9	39	8.4	
07-19	2391	549	602	620	620	2	8	35	132	362	673	783	301	85	8	2	0	0	0	0	0	0	0	0	1179	49.31	35.5	29.4	6.4	
06-22	2690	616	689	686	699	2	8	35	133	368	720	891	389	119	18	6	0	1	0	0	0	0	0	0	1424	52.94	36.1	30	6.5	
06-00	2724	626	700	695	703	2	8	35	133	368	726	902	395	125	21	6	2	1	0	0	0	0	0	0	1452	53.3	36.4	30.1	6.6	
00-00	2803	634	710	724	735	2	9	35	135	371	731	914	412	135	33	18	6	1	1	0	0	0	0	0	1520	54.23	36.7	30.4	6.9	

ATC REPORT

Report Id: 080526-HS681ZFE
Site Location: Henfield Rd, Cowfold, Horsham RH13 8DT
Direction: South Bound

Friday, 15 May 2026

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	10	4	4	1	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	8	1	2	2	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	11	3	0	4	4	10	0	1	0	0	0	0	0	0	0	0	0	0	0	
0300	4	1	1	1	1	3	0	0	0	0	1	0	0	0	0	0	0	0	0	
0400	27	1	6	14	6	19	0	5	0	0	0	0	0	1	0	0	0	2	0	
0500	17	3	2	6	6	12	1	3	0	0	0	0	0	0	0	0	0	1	0	
0600	65	3	24	19	19	45	0	14	2	0	0	0	2	0	0	0	0	1	1	
0700	169	18	39	54	58	126	2	31	1	1	1	1	0	1	0	0	0	3	2	
0800	226	52	63	50	61	183	4	30	4	2	0	0	0	1	0	0	0	1	1	
0900	207	52	53	45	57	167	0	35	2	0	0	1	0	1	0	0	0	0	1	
1000	202	44	43	61	54	146	1	42	1	3	1	1	0	0	0	0	0	7	0	
1100	198	63	45	38	52	154	2	35	1	2	0	1	2	0	0	0	0	1	0	
1200	204	47	48	52	57	171	2	27	2	0	0	0	2	0	0	0	0	0	0	
1300	243	60	54	66	63	205	2	28	0	4	0	0	1	0	0	0	0	3	0	
1400	232	58	53	48	73	203	0	21	1	4	0	0	1	0	0	0	0	2	0	
1500	215	49	52	49	65	183	0	24	0	4	0	0	0	0	0	0	0	4	0	
1600	234	56	67	43	68	207	0	25	0	1	0	0	0	0	0	0	0	1	0	
1700	190	52	57	41	40	174	1	13	0	0	0	1	0	0	0	0	0	0	1	
1800	166	46	52	34	34	151	1	13	0	0	0	0	0	0	0	0	0	0	1	
1900	102	32	27	22	21	95	1	6	0	0	0	0	0	0	0	0	0	0	0	
2000	61	18	16	7	20	57	0	4	0	0	0	0	0	0	0	0	0	0	0	
2100	42	11	9	10	12	39	0	2	0	0	0	0	0	0	0	0	0	1	0	
2200	52	10	17	14	11	50	0	2	0	0	0	0	0	0	0	0	0	0	0	
2300	26	4	6	9	7	26	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	2486	597	626	581	682	2070	15	324	12	21	2	5	6	3	0	0	0	22	6	
06-22	2756	661	702	639	754	2306	16	350	14	21	2	5	8	3	0	0	0	24	7	
06-00	2834	675	725	662	772	2382	16	352	14	21	2	5	8	3	0	0	0	24	7	
00-00	2911	688	740	690	793	2444	17	361	14	21	3	5	8	4	0	0	0	27	7	



Friday, 15 May 2026

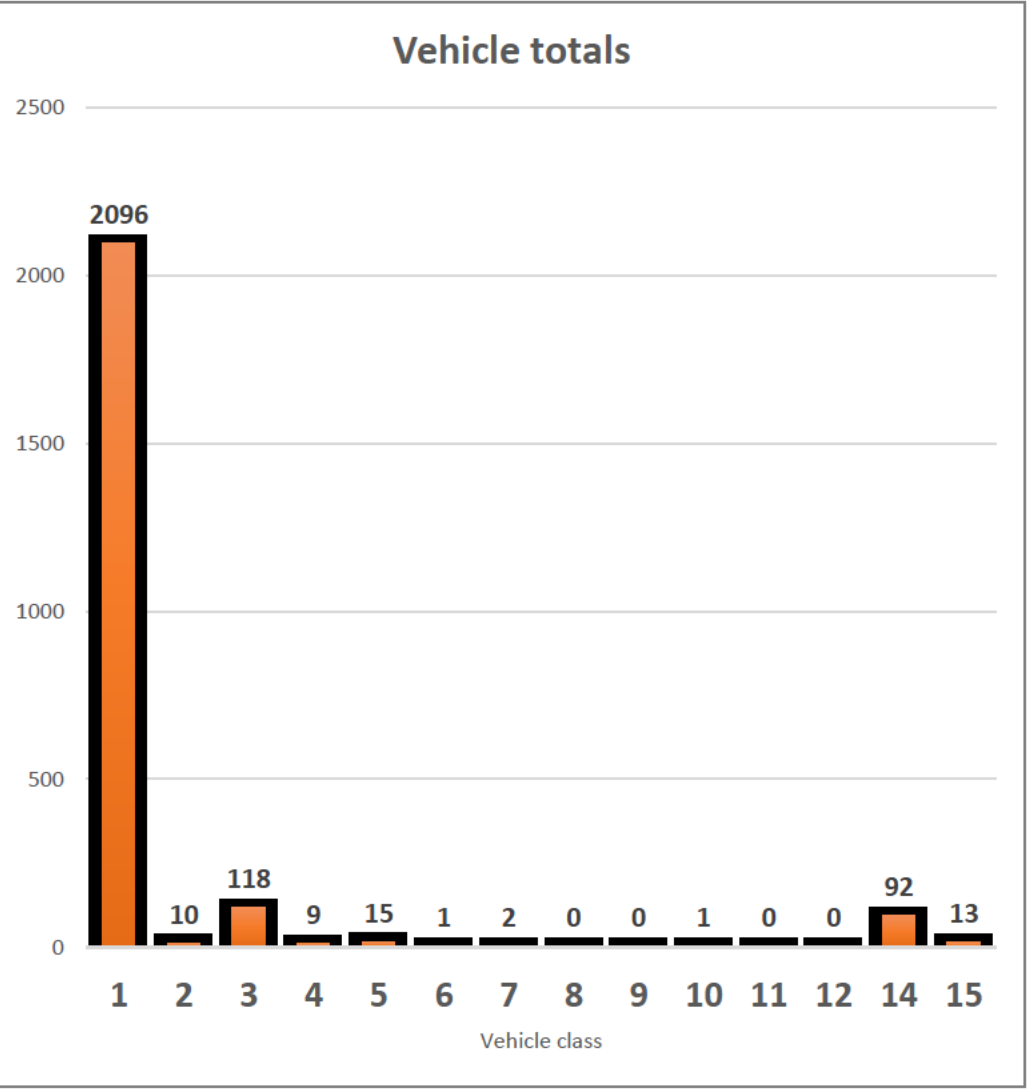
Time	Hourly Totals	15 Minute Bin Drops				Speed																								
		00-15	15-30	30-45	45-00	MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph	JPSL 30	JPSL% 30	P-Tile 85%	Average Speed	Standard deviation
0000	10	4	4	1	1	0	0	0	0	1	0	2	3	2	0	1	1	0	0	0	0	0	0	0	9	90	-	39.2	9.9	
0100	8	1	2	2	3	0	0	0	0	0	0	2	2	2	1	1	0	0	0	0	0	0	0	8	100	-	40.4	6.9		
0200	11	3	0	4	4	0	0	0	0	0	0	1	4	0	1	4	0	0	1	0	0	0	0	11	100	57.4	46	10.5		
0300	4	1	1	1	1	0	0	0	0	0	0	1	2	0	0	0	1	0	0	0	0	0	0	4	100	-	41.4	11.3		
0400	27	1	6	14	6	0	1	0	1	3	0	3	4	3	10	2	0	0	0	0	0	0	0	22	81.48	49.3	38.8	11.6		
0500	17	3	2	6	6	0	0	0	0	0	1	5	5	1	2	3	0	0	0	0	0	0	0	16	94.12	52.4	39.2	8.4		
0600	65	3	24	19	19	0	0	0	0	1	11	11	30	6	5	1	0	0	0	0	0	0	0	53	81.54	41.3	36.3	5.9		
0700	169	18	39	54	58	0	0	1	4	9	49	53	32	15	3	2	0	1	0	0	0	0	0	106	62.72	38.9	32.7	6.7		
0800	226	52	63	50	61	0	1	2	12	21	63	77	41	8	1	0	0	0	0	0	0	0	0	127	56.19	36.4	30.4	6.2		
0900	207	52	53	45	57	0	0	12	16	26	75	46	19	13	0	0	0	0	0	0	0	0	0	78	37.68	35.2	28.6	6.9		
1000	202	44	43	61	54	1	0	3	11	26	58	73	27	2	1	0	0	0	0	0	0	0	0	103	50.99	35.2	29.5	5.8		
1100	198	63	45	38	52	0	2	0	9	20	68	69	26	3	1	0	0	0	0	0	0	0	0	99	50	35.1	29.7	5.7		
1200	204	47	48	52	57	0	0	0	6	31	74	67	23	2	0	0	1	0	0	0	0	0	0	93	45.59	34.3	29.3	5.2		
1300	243	60	54	66	63	1	1	1	20	29	65	93	25	6	2	0	0	0	0	0	0	0	0	126	51.85	34.9	29.3	6.4		
1400	232	58	53	48	73	0	0	1	9	35	87	64	30	6	0	0	0	0	0	0	0	0	0	100	43.1	35.3	29.2	5.4		
1500	215	49	52	49	65	0	0	5	10	28	74	69	26	3	0	0	0	0	0	0	0	0	0	98	45.58	34.7	29	5.7		
1600	234	56	67	43	68	0	0	1	10	39	54	86	37	6	0	0	1	0	0	0	0	0	0	130	55.56	35.6	29.9	6		
1700	190	52	57	41	40	1	0	2	6	24	56	58	29	11	3	0	0	0	0	0	0	0	0	101	53.16	36.7	30.5	6.6		
1800	166	46	52	34	34	0	0	0	1	9	30	52	51	21	2	0	0	0	0	0	0	0	0	126	75.9	39.7	34.1	5.5		
1900	102	32	27	22	21	0	0	0	1	3	4	44	34	14	0	1	1	0	0	0	0	0	0	94	92.16	40.7	35.1	5.9		
2000	61	18	16	7	20	0	0	0	0	2	10	11	24	11	2	1	0	0	0	0	0	0	0	49	80.33	41.1	35.9	6.1		
2100	42	11	9	10	12	0	0	0	0	2	2	12	16	6	2	1	0	1	0	0	0	0	0	38	90.48	41.9	36.8	6.9		
2200	52	10	17	14	11	0	0	0	1	2	3	14	16	11	3	2	0	0	0	0	0	0	0	46	88.46	44	36.9	6.6		
2300	26	4	6	9	7	0	0	0	0	0	0	6	12	5	3	0	0	0	0	0	0	0	0	26	100	44.6	38.3	4.8		
07-19	2486	597	626	581	682	3	4	28	114	297	753	807	366	96	13	2	2	1	0	0	0	0	0	1287	51.77	36	30.1	6.2		
06-22	2756	661	702	639	754	3	4	28	115	305	780	885	470	133	22	6	3	2	0	0	0	0	0	1521	55.19	36.8	30.6	6.4		
06-00	2834	675	725	662	772	3	4	28	116	307	783	905	498	149	28	8	3	2	0	0	0	0	0	1593	56.21	37.1	30.8	6.5		
00-00	2911	688	740	690	793	3	5	28	117	311	784	919	518	157	42	19	5	2	1	0	0	0	0	1663	57.13	37.5	31.1	6.8		

ATC REPORT

Report Id: 080526-HS681ZFE
Site Location: Henfield Rd, Cowfold, Horsham RH13 8DT
Direction: North Bound

Saturday, 9 May 2026

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	8	2	6	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	
0100	3	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	3	1	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	
0300	7	1	4	0	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	5	1	1	0	3	3	0	1	0	0	0	0	0	0	0	0	0	1	0	
0500	24	2	8	7	7	18	0	4	1	1	0	0	0	0	0	0	0	0	0	
0600	36	3	6	15	12	30	0	5	0	0	0	0	0	0	0	0	0	0	1	
0700	92	16	22	29	25	81	0	7	1	0	0	0	0	0	0	0	0	2	1	
0800	128	26	28	32	42	115	0	7	5	1	0	0	0	0	0	0	0	0	0	
0900	214	37	61	64	52	179	1	15	0	2	0	0	0	0	0	0	0	14	3	
1000	208	53	48	42	65	190	1	5	1	3	0	0	0	0	0	0	0	8	0	
1100	219	64	45	49	61	189	0	8	0	3	0	1	0	0	0	0	0	18	0	
1200	217	49	70	43	55	193	0	9	0	3	0	0	0	0	1	0	0	10	1	
1300	199	57	58	39	45	175	3	9	0	0	0	1	0	0	0	0	0	9	2	
1400	189	45	42	50	52	165	3	10	0	0	1	0	0	0	0	0	0	9	1	
1500	147	39	38	27	43	135	1	8	1	0	0	0	0	0	0	0	0	2	0	
1600	161	39	45	47	30	150	1	5	0	1	0	0	0	0	0	0	0	4	0	
1700	163	40	46	41	36	150	0	7	0	0	0	0	0	0	0	0	0	5	1	
1800	97	19	30	25	23	87	0	5	0	0	0	0	0	0	0	0	0	5	0	
1900	85	35	19	16	15	79	0	5	0	0	0	0	0	0	0	0	0	1	0	
2000	56	16	15	10	15	52	0	3	0	0	0	0	0	0	0	0	0	1	0	
2100	42	14	8	10	10	39	0	2	0	0	0	0	0	0	0	0	0	1	0	
2200	26	7	11	5	3	25	0	1	0	0	0	0	0	0	0	0	0	0	0	
2300	28	12	10	5	1	22	0	0	0	1	0	0	0	0	0	0	0	2	3	
07-19	2034	484	533	488	529	1809	10	95	8	13	1	2	0	0	1	0	0	86	9	
06-22	2253	552	581	539	581	2009	10	110	8	13	1	2	0	0	1	0	0	89	10	
06-00	2307	571	602	549	585	2056	10	111	8	14	1	2	0	0	1	0	0	91	13	
00-00	2357	578	622	556	601	2096	10	118	9	15	1	2	0	0	1	0	0	92	13	



Saturday, 9 May 2026

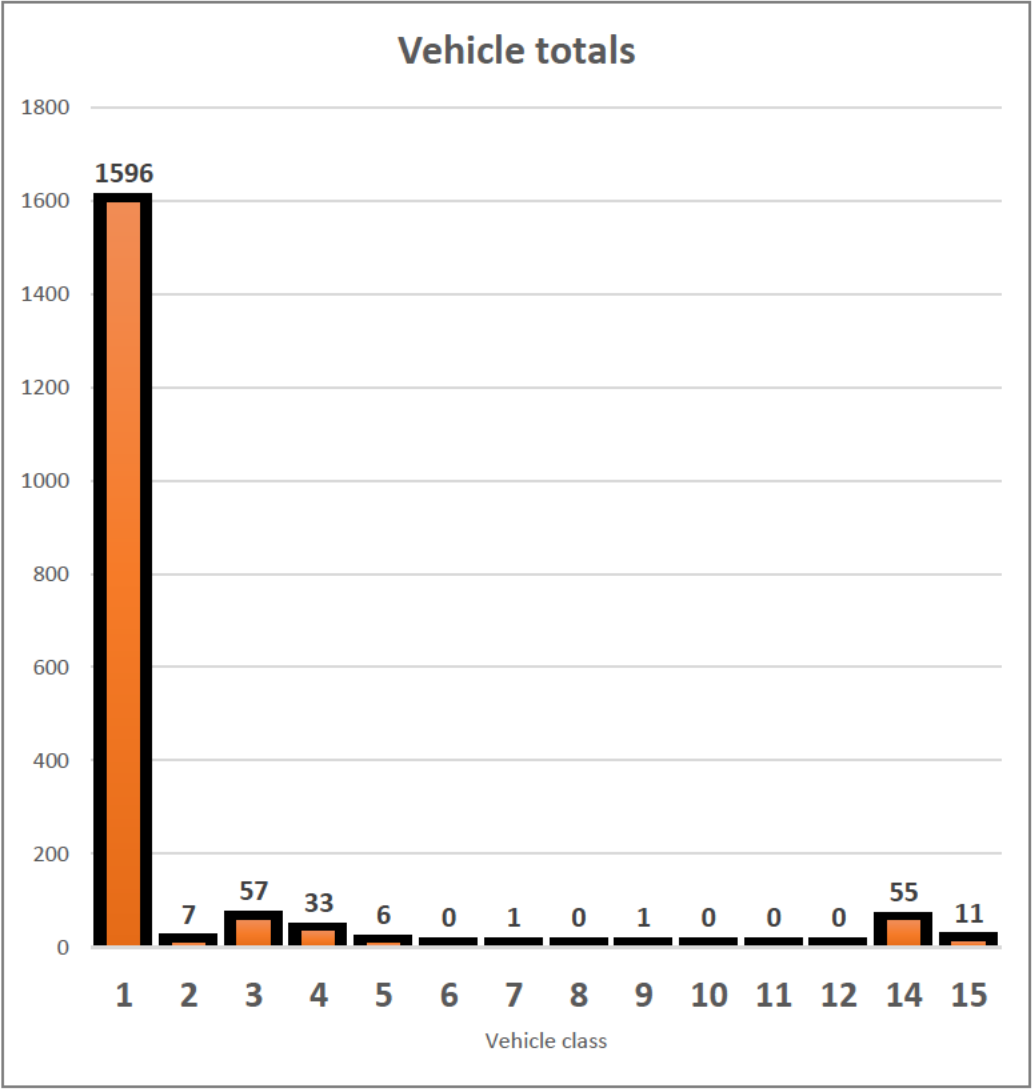
Time	15 Minute Bin Drops					MPH 0	MPH 5	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH 70	MPH 75	MPH 80	MPH 85	MPH 90	MPH 95	JPSL 30	JPSL% 30	P-Tile 85%	Average Speed	Standard deviation
	Hourly Totals	00-15	15-30	30-45	45-00	<5mph	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	<75mph	<80mph	<85mph	<90mph	<95mph	<100mph					
0000	8	2	6	0	0	0	0	0	0	0	2	3	1	1	1	0	0	0	0	0	0	0	0	0	0	6	75	-	34.3	6.6
0100	3	0	1	0	2	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3	100	-	37.2	4.4
0200	3	1	0	0	2	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	66.67	-	34.1	13.1
0300	7	1	4	0	2	0	0	0	0	1	1	2	1	1	1	0	0	0	0	0	0	0	0	0	0	5	71.43	-	34.7	7.9
0400	5	1	1	0	3	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	5	100	-	39.5	5.9
0500	24	2	8	7	7	0	0	0	0	1	3	9	4	3	3	0	0	1	0	0	0	0	0	0	0	20	83.33	46.8	36.6	8.4
0600	36	3	6	15	12	0	0	0	1	5	5	11	9	4	0	1	0	0	0	0	0	0	0	0	0	25	69.44	40.3	32.7	7.2
0700	92	16	22	29	25	0	0	1	1	9	35	26	18	2	0	0	0	0	0	0	0	0	0	0	0	46	50	36.2	30.3	5.2
0800	128	26	28	32	42	0	0	1	2	24	41	44	12	4	0	0	0	0	0	0	0	0	0	0	0	60	46.88	34.6	29.5	5.3
0900	214	37	61	64	52	0	0	1	9	36	116	44	8	0	0	0	0	0	0	0	0	0	0	0	0	52	24.3	31.5	27.6	4.1
1000	208	53	48	42	65	0	0	4	5	43	98	50	7	1	0	0	0	0	0	0	0	0	0	0	0	58	27.88	31.2	27.5	4.3
1100	219	64	45	49	61	0	0	0	5	47	103	45	14	4	1	0	0	0	0	0	0	0	0	0	0	64	29.22	32.2	28.1	4.6
1200	217	49	70	43	55	0	0	3	3	42	92	59	14	3	1	0	0	0	0	0	0	0	0	0	0	77	35.48	33.4	28.4	5
1300	199	57	58	39	45	0	0	2	5	49	83	40	14	6	0	0	0	0	0	0	0	0	0	0	0	60	30.15	33.6	28	5.3
1400	189	45	42	50	52	0	1	1	3	16	84	60	19	3	2	0	0	0	0	0	0	0	0	0	0	84	44.44	34.3	29.6	5.2
1500	147	39	38	27	43	0	0	0	1	18	65	48	13	2	0	0	0	0	0	0	0	0	0	0	0	63	42.86	33.8	29.6	4.3
1600	161	39	45	47	30	0	0	0	1	18	64	54	19	5	0	0	0	0	0	0	0	0	0	0	0	78	48.45	35	30.1	4.5
1700	163	40	46	41	36	0	0	0	5	24	60	50	20	3	0	1	0	0	0	0	0	0	0	0	0	74	45.4	35.1	29.6	5.4
1800	97	19	30	25	23	0	0	1	2	20	37	25	10	1	1	0	0	0	0	0	0	0	0	0	0	37	38.14	34.7	28.8	5.3
1900	85	35	19	16	15	0	0	1	3	15	39	19	4	3	1	0	0	0	0	0	0	0	0	0	0	27	31.76	33.7	28.4	5.6
2000	56	16	15	10	15	0	0	0	0	8	26	16	4	0	1	1	0	0	0	0	0	0	0	0	0	22	39.29	34.1	29.9	5.6
2100	42	14	8	10	10	0	0	1	1	6	22	9	2	1	0	0	0	0	0	0	0	0	0	0	0	12	28.57	32.4	28.3	4.8
2200	26	7	11	5	3	0	0	1	0	7	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5	19.23	31.4	26.6	4.8
2300	28	12	10	5	1	0	1	0	1	6	9	8	2	1	0	0	0	0	0	0	0	0	0	0	0	11	39.29	34.2	28.1	6.8
07-19	2034	484	533	488	529	0	1	14	42	346	878	545	168	34	5	1	0	0	0	0	0	0	0	0	0	753	37.02	33.7	28.7	4.9
06-22	2253	552	581	539	581	0	1	16	47	380	970	600	187	42	7	3	0	0	0	0	0	0	0	0	0	839	37.24	33.8	28.8	5
06-00	2307	571	602	549	585	0	2	17	48	393	992	612	190	43	7	3	0	0	0	0	0	0	0	0	0	855	37.06	33.8	28.8	5.1
00-00	2357	578	622	556	601	0	2	17	49	395	998	628	198	53	13	3	0	1	0	0	0	0	0	0	0	896	38.01	34	28.9	5.2

ATC REPORT

Report Id: 080526-HS681ZFE
Site Location: Henfield Rd, Cowfold, Horsham RH13 8DT
Direction: North Bound

Sunday, 10 May 2026

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	8	2	2	3	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	3	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
0300	3	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	4	0	0	2	2	3	0	0	0	0	0	0	0	0	0	0	0	1	0	
0500	14	2	4	3	5	12	0	2	0	0	0	0	0	0	0	0	0	0	0	
0600	22	6	4	3	9	18	0	3	0	0	0	0	0	0	0	0	0	1	0	
0700	67	18	20	13	16	65	0	1	0	0	0	0	0	0	0	0	0	1	0	
0800	77	14	21	18	24	64	1	3	2	0	0	0	0	0	0	0	0	5	2	
0900	107	18	32	22	35	85	3	7	3	0	0	0	0	0	0	0	0	6	3	
1000	184	45	48	43	48	158	1	2	3	1	0	0	0	1	0	0	0	17	1	
1100	176	43	47	45	41	146	1	6	3	2	0	1	0	0	0	0	0	13	4	
1200	185	48	49	46	42	170	0	5	3	0	0	0	0	0	0	0	0	7	0	
1300	156	46	35	34	41	146	0	3	5	0	0	0	0	0	0	0	0	2	0	
1400	139	35	31	38	35	128	0	5	3	2	0	0	0	0	0	0	0	0	1	
1500	125	33	32	30	30	116	0	4	2	1	0	0	0	0	0	0	0	2	0	
1600	126	30	32	29	35	119	0	4	3	0	0	0	0	0	0	0	0	0	0	
1700	122	33	32	29	28	115	1	2	4	0	0	0	0	0	0	0	0	0	0	
1800	87	31	23	17	16	83	0	4	0	0	0	0	0	0	0	0	0	0	0	
1900	51	22	13	3	13	50	0	0	1	0	0	0	0	0	0	0	0	0	0	
2000	56	12	19	13	12	55	0	1	0	0	0	0	0	0	0	0	0	0	0	
2100	33	7	17	8	1	31	0	1	1	0	0	0	0	0	0	0	0	0	0	
2200	17	5	6	3	3	14	0	3	0	0	0	0	0	0	0	0	0	0	0	
2300	4	0	1	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	1551	394	402	364	391	1395	7	46	31	6	0	1	0	1	0	0	0	53	11	
06-22	1713	441	455	391	426	1549	7	51	33	6	0	1	0	1	0	0	0	54	11	
06-00	1734	446	462	396	430	1567	7	54	33	6	0	1	0	1	0	0	0	54	11	
00-00	1767	454	470	405	438	1596	7	57	33	6	0	1	0	1	0	0	0	55	11	



Sunday, 10 May 2026

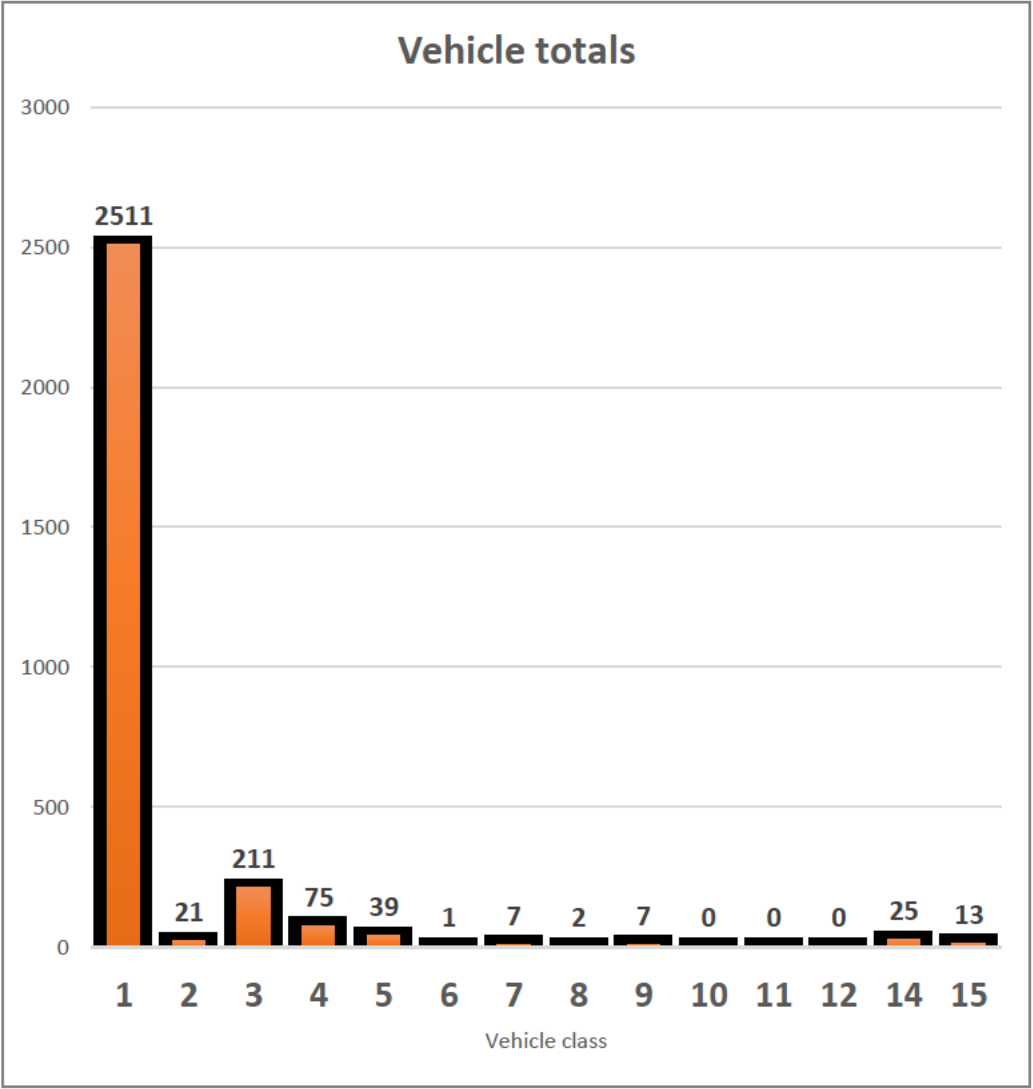
Time	15 Minute Bin Drops					MPH 0	MPH 5	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH 70	MPH 75	MPH 80	MPH 85	MPH 90	MPH 95	JPSL 30	JPSL% 30	P-Tile 85%	Average Speed	Standard deviation
	Hourly Totals	00-15	15-30	30-45	45-00	<5mph	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	<75mph	<80mph	<85mph	<90mph	<95mph	<100mph					
0000	8	2	2	3	1	0	0	0	0	1	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	6	75	-	33.9	6.2
0100	3	3	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	100	-	36.3	3
0200	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	100	-	35.9	-
0300	3	1	1	1	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	66.67	-	33.6	5.7
0400	4	0	0	2	2	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4	100	-	35.6	4.9
0500	14	2	4	3	5	0	0	0	0	0	2	7	2	2	1	0	0	0	0	0	0	0	0	0	0	12	85.71	40.7	34.6	5.9
0600	22	6	4	3	9	0	0	0	1	0	4	12	3	1	1	0	0	0	0	0	0	0	0	0	0	17	77.27	38.4	32.6	6.1
0700	67	18	20	13	16	0	0	0	1	2	14	28	11	9	1	1	0	0	0	0	0	0	0	0	0	50	74.63	40.8	33.6	5.8
0800	77	14	21	18	24	0	1	1	2	10	24	18	17	3	1	0	0	0	0	0	0	0	0	0	0	39	50.65	37	30.1	6.9
0900	107	18	32	22	35	0	0	3	4	12	52	21	11	4	0	0	0	0	0	0	0	0	0	0	0	36	33.64	34.5	28.6	5.8
1000	184	45	48	43	48	0	0	1	8	31	73	52	15	1	3	0	0	0	0	0	0	0	0	0	0	71	38.59	34	28.6	5.4
1100	176	43	47	45	41	0	0	0	4	45	91	31	4	1	0	0	0	0	0	0	0	0	0	0	0	36	20.45	31.3	27.3	3.8
1200	185	48	49	46	42	0	1	2	6	56	81	29	8	2	0	0	0	0	0	0	0	0	0	0	0	39	21.08	30.9	26.8	4.8
1300	156	46	35	34	41	0	0	0	5	37	81	27	4	2	0	0	0	0	0	0	0	0	0	0	0	33	21.15	31.8	27.7	4.2
1400	139	35	31	38	35	0	0	0	3	31	67	32	5	1	0	0	0	0	0	0	0	0	0	0	0	38	27.34	31.8	27.7	3.9
1500	125	33	32	30	30	0	0	2	3	28	59	27	6	0	0	0	0	0	0	0	0	0	0	0	0	33	26.4	32.3	27.6	4.6
1600	126	30	32	29	35	0	0	0	1	30	50	32	12	0	1	0	0	0	0	0	0	0	0	0	0	45	35.71	34.1	28.6	4.9
1700	122	33	32	29	28	0	0	1	0	11	54	39	13	4	0	0	0	0	0	0	0	0	0	0	0	56	45.9	34.8	29.9	4.7
1800	87	31	23	17	16	0	0	0	0	9	38	21	14	5	0	0	0	0	0	0	0	0	0	0	0	40	45.98	36.6	30.5	5
1900	51	22	13	3	13	0	0	1	1	4	22	13	5	2	1	2	0	0	0	0	0	0	0	0	0	23	45.1	37.7	31	7.1
2000	56	12	19	13	12	0	0	0	3	11	29	8	3	2	0	0	0	0	0	0	0	0	0	0	0	13	23.21	32.3	27.7	4.9
2100	33	7	17	8	1	0	0	1	1	10	14	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7	21.21	31	27.3	5.8
2200	17	5	6	3	3	0	0	0	0	2	3	3	7	1	1	0	0	0	0	0	0	0	0	0	0	12	70.59	38.9	33.7	6.8
2300	4	0	1	2	1	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3	75	-	35.3	8.2
07-19	1551	394	402	364	391	0	2	10	37	302	684	357	120	32	6	1	0	0	0	0	0	0	0	0	0	516	33.27	33.4	28.5	5.1
06-22	1713	441	455	391	426	0	2	12	43	327	753	394	133	37	9	3	0	0	0	0	0	0	0	0	0	576	33.63	33.6	28.6	5.2
06-00	1734	446	462	396	430	0	2	12	43	330	756	398	140	40	10	3	0	0	0	0	0	0	0	0	0	591	34.08	33.8	28.6	5.3
00-00	1767	454	470	405	438	0	2	12	43	331	760	412	148	45	11	3	0	0	0	0	0	0	0	0	0	619	35.03	34	28.8	5.3

ATC REPORT

Report Id: 080526-HS681ZFE
Site Location: Henfield Rd, Cowfold, Horsham RH13 8DT
Direction: North Bound

Monday, 11 May 2026

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	2	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	3	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	7	1	2	1	3	6	0	1	0	0	0	0	0	0	0	0	0	0	0	
0400	13	3	4	2	4	9	0	4	0	0	0	0	0	0	0	0	0	0	0	
0500	43	7	13	9	14	33	0	8	2	0	0	0	0	0	0	0	0	0	0	
0600	115	11	34	36	34	97	1	13	1	0	0	1	0	0	0	0	0	2	0	
0700	305	58	83	85	79	265	3	23	10	3	0	0	0	0	0	0	0	1	0	
0800	266	82	70	57	57	229	3	7	12	7	0	2	0	1	0	0	0	4	1	
0900	214	60	52	59	43	178	2	17	3	8	0	0	0	2	0	0	0	2	2	
1000	225	66	53	57	49	199	2	14	2	5	0	1	0	0	0	0	0	2	0	
1100	194	55	54	40	45	157	1	19	8	3	0	0	0	1	0	0	0	2	3	
1200	168	40	42	49	37	140	4	13	7	2	0	0	1	0	0	0	0	1	0	
1300	176	41	50	41	44	150	2	20	0	1	0	1	0	1	0	0	0	1	0	
1400	176	37	30	51	58	148	1	19	3	1	1	1	0	0	0	0	0	2	0	
1500	235	51	44	72	68	209	0	16	4	1	0	0	0	1	0	0	0	2	2	
1600	244	58	52	69	65	213	0	17	5	3	0	0	1	1	0	0	0	2	2	
1700	209	66	55	49	39	192	0	4	8	2	0	0	0	0	0	0	0	1	2	
1800	127	43	32	29	23	115	0	1	6	1	0	1	0	0	0	0	0	2	1	
1900	67	32	19	10	6	59	1	3	2	2	0	0	0	0	0	0	0	0	0	
2000	38	12	15	7	4	28	1	6	2	0	0	0	0	0	0	0	0	1	0	
2100	39	15	5	10	9	36	0	3	0	0	0	0	0	0	0	0	0	0	0	
2200	17	5	4	6	2	14	0	3	0	0	0	0	0	0	0	0	0	0	0	
2300	29	24	4	1	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	2539	657	617	658	607	2195	18	170	68	37	1	6	2	7	0	0	0	22	13	
06-22	2798	727	690	721	660	2415	21	195	73	39	1	7	2	7	0	0	0	25	13	
06-00	2844	756	698	728	662	2458	21	198	73	39	1	7	2	7	0	0	0	25	13	
00-00	2912	769	718	740	685	2511	21	211	75	39	1	7	2	7	0	0	0	25	13	



Monday, 11 May 2026

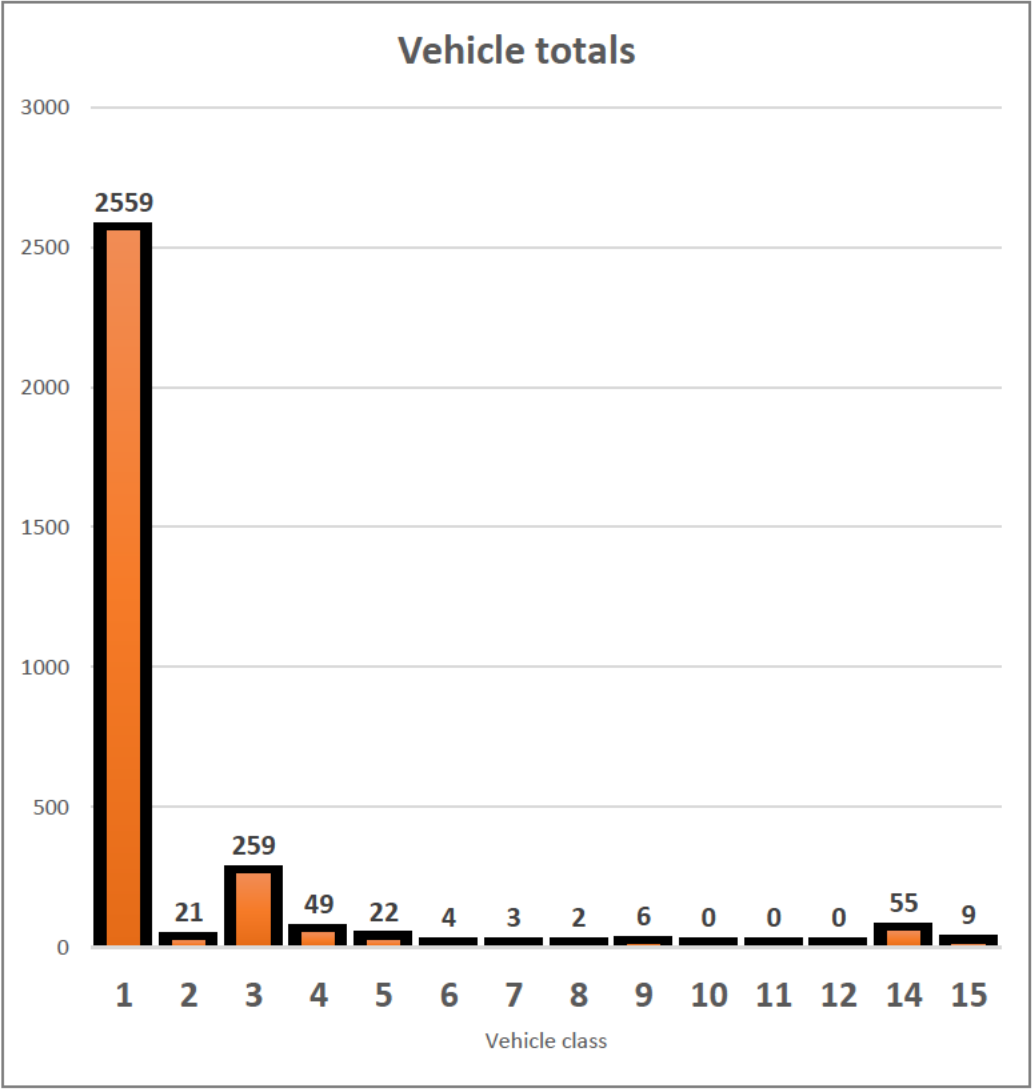
Time	Hourly Totals	15 Minute Bin Drops				MPH																								JPSL 30	JPSL% 30	P-Tile 85%	Average Speed	Standard deviation
		00-15	15-30	30-45	45-00	MPH 0	MPH 5	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH 70	MPH 75	MPH 80	MPH 85	MPH 90	MPH 95									
		<5mph	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	<75mph	<80mph	<85mph	<90mph	<95mph	<100mph													
0000	2	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2	100	-	50.1	17.7				
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
0200	3	1	0	0	2	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3	100	-	39.6	5.2				
0300	7	1	2	1	3	0	0	0	0	0	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5	71.43	-	33.6	4.5				
0400	13	3	4	2	4	0	0	0	0	0	2	1	5	3	2	0	0	0	0	0	0	0	0	0	0	11	84.62	45.5	38.3	6.5				
0500	43	7	13	9	14	0	0	0	0	1	9	14	12	5	2	0	0	0	0	0	0	0	0	0	0	33	76.74	40.2	34.3	5.4				
0600	115	11	34	36	34	0	0	1	0	10	32	35	26	10	0	1	0	0	0	0	0	0	0	0	0	72	62.61	38.5	32.3	6.1				
0700	305	58	83	85	79	0	0	13	35	73	129	43	10	2	0	0	0	0	0	0	0	0	0	0	0	55	18.03	30.8	25.6	5.6				
0800	266	82	70	57	57	0	0	10	30	66	125	28	6	1	0	0	0	0	0	0	0	0	0	0	0	35	13.16	29.7	25.5	5				
0900	214	60	52	59	43	0	1	5	16	74	94	20	2	2	0	0	0	0	0	0	0	0	0	0	0	24	11.21	29.1	25.1	4.9				
1000	225	66	53	57	49	0	0	7	31	76	87	16	6	2	0	0	0	0	0	0	0	0	0	0	0	24	10.67	28.9	24.7	5				
1100	194	55	54	40	45	0	1	3	10	73	77	28	2	0	0	0	0	0	0	0	0	0	0	0	0	30	15.46	30.1	25.4	4.3				
1200	168	40	42	49	37	0	2	3	9	55	71	25	3	0	0	0	0	0	0	0	0	0	0	0	0	28	16.67	30.2	25.7	4.7				
1300	176	41	50	41	44	0	0	2	28	68	62	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16	9.091	28.9	24.4	4.7				
1400	176	37	30	51	58	0	0	8	19	74	51	22	2	0	0	0	0	0	0	0	0	0	0	0	0	24	13.64	29.6	24.3	5				
1500	235	51	44	72	68	0	2	22	69	66	55	17	3	1	0	0	0	0	0	0	0	0	0	0	0	21	8.936	28.1	22.2	5.9				
1600	244	58	52	69	65	1	0	10	22	84	102	21	4	0	0	0	0	0	0	0	0	0	0	0	0	25	10.25	29.1	24.8	5				
1700	209	66	55	49	39	0	0	4	12	48	100	36	8	1	0	0	0	0	0	0	0	0	0	0	0	45	21.53	31.5	27	4.9				
1800	127	43	32	29	23	0	1	1	2	21	59	32	11	0	0	0	0	0	0	0	0	0	0	0	0	43	33.86	33.3	28.3	4.9				
1900	67	32	19	10	6	0	0	0	2	13	20	26	5	1	0	0	0	0	0	0	0	0	0	0	0	32	47.76	34.2	29.2	4.9				
2000	38	12	15	7	4	0	0	1	0	6	11	13	5	2	0	0	0	0	0	0	0	0	0	0	0	20	52.63	35.8	29.8	5.9				
2100	39	15	5	10	9	0	0	0	0	6	10	10	7	4	2	0	0	0	0	0	0	0	0	0	0	23	58.97	42.2	32.3	7.1				
2200	17	5	4	6	2	0	0	0	0	1	6	5	3	1	0	1	0	0	0	0	0	0	0	0	0	10	58.82	39	33.1	6.9				
2300	29	24	4	1	0	0	0	0	0	0	7	2	5	4	5	4	1	0	0	1	0	0	0	0	0	22	75.86	52.8	41.7	10.8				
07-19	2539	657	617	658	607	1	7	88	283	778	1012	301	60	9	0	0	0	0	0	0	0	0	0	0	0	370	14.57	29.9	25.2	5.2				
06-22	2798	727	690	721	660	1	7	90	285	813	1085	385	103	26	2	1	0	0	0	0	0	0	0	0	0	517	18.48	30.9	25.7	5.6				
06-00	2844	756	698	728	662	1	7	90	285	814	1098	392	111	31	7	6	1	0	0	1	0	0	0	0	0	549	19.3	31.1	25.9	5.9				
00-00	2912	769	718	740	685	1	7	90	285	815	1111	410	132	41	11	6	1	1	0	1	0	0	0	0	0	603	20.71	31.5	26.2	6.1				

ATC REPORT

Report Id: 080526-HS681ZFE
Site Location: Henfield Rd, Cowfold, Horsham RH13 8DT
Direction: North Bound

Tuesday, 12 May 2026

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	2	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	7	4	0	1	2	6	0	1	0	0	0	0	0	0	0	0	0	0	0	
0200	3	0	2	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	
0300	6	3	2	0	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	
0400	18	3	3	6	6	13	0	4	1	0	0	0	0	0	0	0	0	0	0	
0500	33	8	10	4	11	24	0	9	0	0	0	0	0	0	0	0	0	0	0	
0600	122	16	27	39	40	103	0	13	2	1	0	0	0	0	0	0	0	3	0	
0700	281	61	80	65	75	243	2	27	3	4	1	0	0	0	0	0	0	1	0	
0800	275	88	78	57	52	254	3	4	6	3	0	0	1	1	0	0	0	3	0	
0900	206	51	53	54	48	170	0	21	6	3	0	0	0	1	0	0	0	4	1	
1000	198	56	41	47	54	173	1	17	4	2	1	0	0	0	0	0	0	0	0	
1100	201	47	53	44	57	165	2	22	3	2	0	0	0	0	0	0	0	7	0	
1200	195	43	56	49	47	164	5	17	0	0	0	0	0	2	0	0	0	7	0	
1300	198	39	62	48	49	153	2	27	5	3	0	1	0	0	0	0	0	7	0	
1400	198	39	52	54	53	159	2	29	0	0	1	1	0	0	0	0	0	4	2	
1500	222	58	46	71	47	182	2	28	5	0	0	0	0	1	0	0	0	4	0	
1600	251	61	47	76	67	218	0	15	6	2	1	0	1	1	0	0	0	6	1	
1700	251	71	74	59	47	228	1	11	3	2	0	1	0	0	0	0	0	2	3	
1800	140	51	27	34	28	129	1	2	3	0	0	0	0	0	0	0	0	3	2	
1900	67	25	14	10	18	62	0	1	1	0	0	0	0	0	0	0	0	3	0	
2000	40	8	13	12	7	36	0	2	1	0	0	0	0	0	0	0	0	1	0	
2100	38	7	13	11	7	35	0	3	0	0	0	0	0	0	0	0	0	0	0	
2200	21	5	8	3	5	18	0	3	0	0	0	0	0	0	0	0	0	0	0	
2300	16	11	2	1	2	16	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	2616	665	669	658	624	2238	21	220	44	21	4	3	2	6	0	0	0	48	9	
06-22	2883	721	736	730	696	2474	21	239	48	22	4	3	2	6	0	0	0	55	9	
06-00	2920	737	746	734	703	2508	21	242	48	22	4	3	2	6	0	0	0	55	9	
00-00	2989	755	764	747	723	2559	21	259	49	22	4	3	2	6	0	0	0	55	9	



Tuesday, 12 May 2026

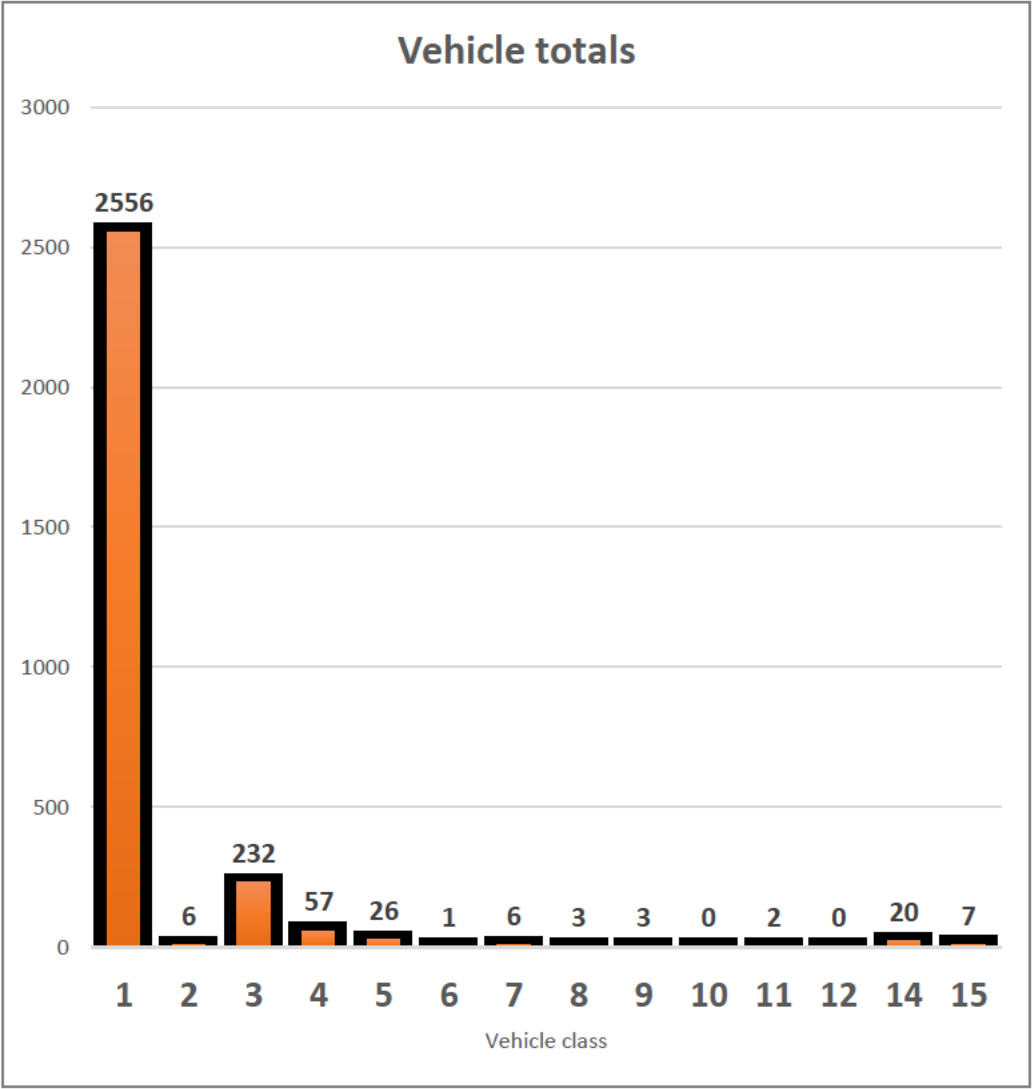
Time	Hourly Totals	15 Minute Bin Drops				MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	JPSL	JPSL%	P-Tile	Average	Standard
		00-15	15-30	30-45	45-00	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	30	30	85%	Speed	deviation
		<5mph	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	<75mph	<80mph	<85mph	<90mph	<95mph	<100mph									
0000	2	0	1	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	28.7	1.8
0100	7	4	0	1	2	0	0	0	0	0	1	2	1	0	1	1	0	1	0	0	0	0	0	0	6	85.71	-	41	11.6	
0200	3	0	2	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	100	-	33.4	1.1		
0300	6	3	2	0	1	0	0	0	0	0	1	1	0	2	2	0	0	0	0	0	0	0	0	0	5	83.33	-	40.5	7.4	
0400	18	3	3	6	6	0	0	0	0	1	4	4	4	4	0	1	0	0	0	0	0	0	0	13	72.22	43.3	35.2	7.5		
0500	33	8	10	4	11	0	0	0	0	1	3	8	13	5	2	1	0	0	0	0	0	0	0	29	87.88	43.3	36.7	6.1		
0600	122	16	27	39	40	0	0	0	1	3	21	55	28	8	6	0	0	0	0	0	0	0	0	97	79.51	39.7	34	5.2		
0700	281	61	80	65	75	0	0	3	15	49	124	72	16	2	0	0	0	0	0	0	0	0	0	90	32.03	32.3	27.8	4.9		
0800	275	88	78	57	52	0	1	8	32	62	114	49	7	2	0	0	0	0	0	0	0	0	0	58	21.09	31	25.9	5.3		
0900	206	51	53	54	48	0	1	12	20	55	85	27	5	1	0	0	0	0	0	0	0	0	0	33	16.02	30.5	25.3	5.3		
1000	198	56	41	47	54	0	0	11	21	40	96	25	3	2	0	0	0	0	0	0	0	0	0	30	15.15	30.1	25.5	5.6		
1100	201	47	53	44	57	0	1	3	32	58	81	19	6	1	0	0	0	0	0	0	0	0	0	26	12.94	29.9	25.2	5.2		
1200	195	43	56	49	47	0	0	12	33	52	81	16	1	0	0	0	0	0	0	0	0	0	17	8.718	28.9	24	5.1			
1300	198	39	62	48	49	0	3	8	23	58	77	25	3	1	0	0	0	0	0	0	0	0	29	14.65	29.9	24.9	5.5			
1400	198	39	52	54	53	0	0	9	25	53	69	36	5	0	1	0	0	0	0	0	0	0	42	21.21	30.9	25.3	5.7			
1500	222	58	46	71	47	0	1	17	37	77	62	20	8	0	0	0	0	0	0	0	0	0	28	12.61	29.5	23.7	5.8			
1600	251	61	47	76	67	0	1	24	26	91	74	24	10	1	0	0	0	0	0	0	0	0	35	13.94	29.8	24.2	6			
1700	251	71	74	59	47	0	0	16	29	90	83	28	5	0	0	0	0	0	0	0	0	0	33	13.15	29.6	24.2	5.3			
1800	140	51	27	34	28	0	1	2	5	24	62	37	5	4	0	0	0	0	0	0	0	0	46	32.86	33.9	28.2	5.4			
1900	67	25	14	10	18	0	0	0	1	12	23	16	11	4	0	0	0	0	0	0	0	0	31	46.27	36.7	29.8	5.9			
2000	40	8	13	12	7	0	0	0	0	3	14	14	5	3	1	0	0	0	0	0	0	0	23	57.5	37.1	31.5	5.7			
2100	38	7	13	11	7	0	0	0	0	3	10	13	7	2	3	0	0	0	0	0	0	0	25	65.79	39.8	32.6	6.5			
2200	21	5	8	3	5	0	0	0	0	1	6	6	5	3	0	0	0	0	0	0	0	0	14	66.67	40.6	32.8	5.5			
2300	16	11	2	1	2	0	0	0	0	0	2	5	0	5	4	0	0	0	0	0	0	0	14	87.5	47.1	38.6	7.6			
07-19	2616	665	669	658	624	0	9	125	298	709	1008	378	74	14	1	0	0	0	0	0	0	0	0	467	17.85	30.5	25.3	5.6		
06-22	2883	721	736	730	696	0	9	125	300	730	1076	476	125	31	11	0	0	0	0	0	0	0	0	643	22.3	31.6	26	6		
06-00	2920	737	746	734	703	0	9	125	300	731	1084	487	130	39	15	0	0	0	0	0	0	0	0	671	22.98	31.8	26.1	6.1		
00-00	2989	755	764	747	723	0	9	125	300	733	1095	505	148	50	20	3	0	1	0	0	0	0	0	727	24.32	32.1	26.3	6.3		

ATC REPORT

Report Id: 080526-HS681ZFE
Site Location: Henfield Rd, Cowfold, Horsham RH13 8DT
Direction: North Bound

Wednesday, 13 May 2026

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	5	3	0	0	2	4	0	1	0	0	0	0	0	0	0	0	0	0	0	
0100	5	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	4	1	1	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	12	8	1	2	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	15	4	3	2	6	13	0	2	0	0	0	0	0	0	0	0	0	0	0	
0500	40	12	10	9	9	30	0	8	0	1	0	0	1	0	0	0	0	0	0	
0600	107	11	23	33	40	92	0	15	0	0	0	0	0	0	0	0	0	0	0	
0700	287	47	84	78	78	248	1	28	5	0	1	1	1	0	0	0	0	1	1	
0800	286	71	82	66	67	249	0	17	11	4	0	1	0	0	0	0	0	4	0	
0900	215	56	54	49	56	187	0	11	10	5	0	0	0	1	0	0	0	1	0	
1000	177	45	48	42	42	151	0	15	4	4	0	1	0	0	0	1	0	0	1	
1100	186	44	44	43	55	155	1	22	4	2	0	0	0	0	0	0	0	1	1	
1200	174	47	43	39	45	150	0	18	3	0	0	0	0	2	0	0	0	1	0	
1300	202	48	50	55	49	170	2	24	2	1	0	1	1	0	0	0	0	1	0	
1400	180	41	36	57	46	161	0	13	3	2	0	1	0	0	0	0	0	0	0	
1500	241	60	55	71	55	214	0	15	7	2	0	0	0	0	0	0	0	2	1	
1600	209	47	56	64	42	188	0	12	2	1	0	1	0	0	0	1	0	2	2	
1700	241	81	57	56	47	220	1	13	1	2	0	0	0	0	0	0	0	3	1	
1800	129	39	30	37	23	114	1	7	4	1	0	0	0	0	0	0	0	2	0	
1900	77	22	18	19	18	74	0	3	0	0	0	0	0	0	0	0	0	0	0	
2000	40	11	12	5	12	38	0	0	1	1	0	0	0	0	0	0	0	0	0	
2100	43	15	13	7	8	37	0	5	0	0	0	0	0	0	0	0	0	1	0	
2200	25	7	5	5	8	23	0	1	0	0	0	0	0	0	0	0	0	1	0	
2300	19	17	0	1	1	17	0	2	0	0	0	0	0	0	0	0	0	0	0	
07-19	2527	626	639	657	605	2207	6	195	56	24	1	6	2	3	0	2	0	18	7	
06-22	2794	685	705	721	683	2448	6	218	57	25	1	6	2	3	0	2	0	19	7	
06-00	2838	709	710	727	692	2488	6	221	57	25	1	6	2	3	0	2	0	20	7	
00-00	2919	741	726	741	711	2556	6	232	57	26	1	6	3	3	0	2	0	20	7	



Wednesday, 13 May 2026

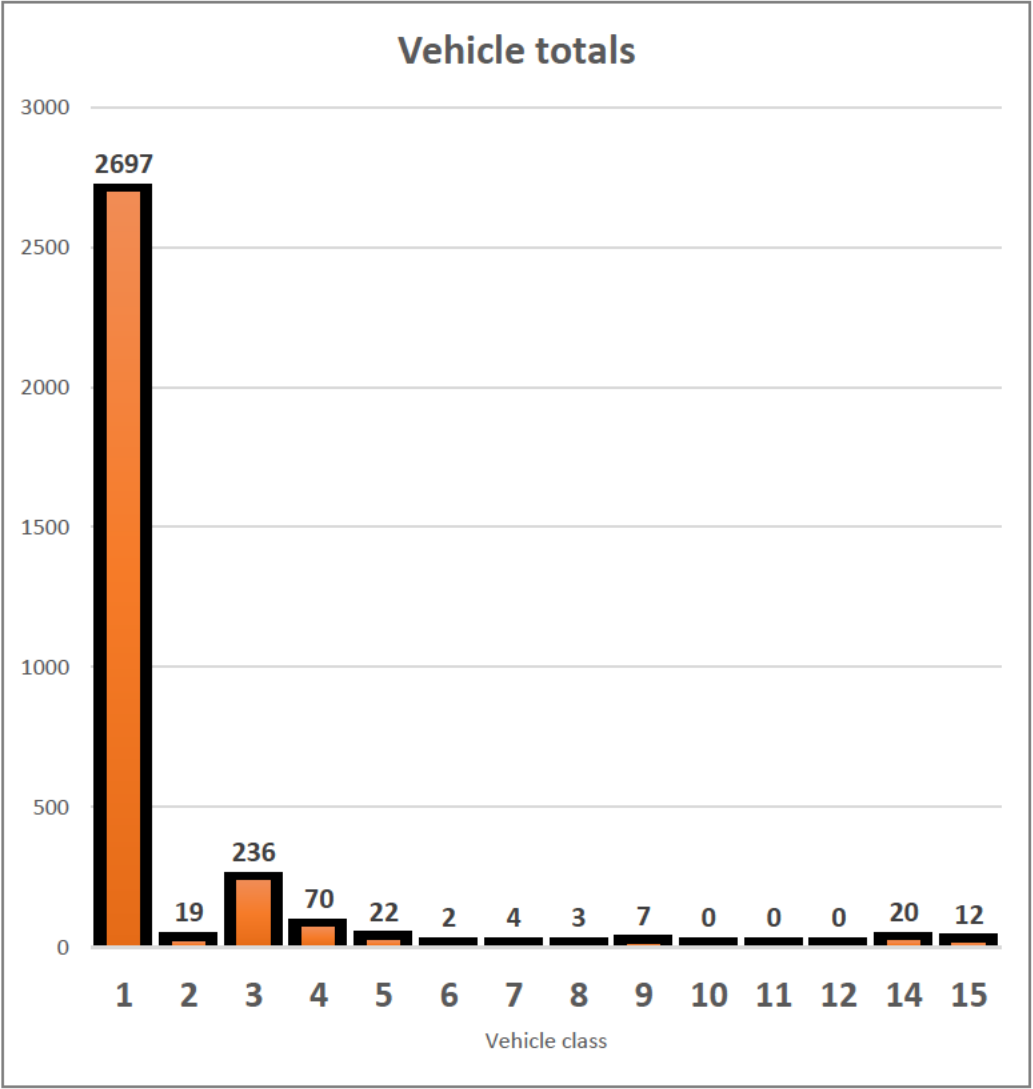
Time	Hourly Totals	15 Minute Bin Drops				Speed																				JPSL 30	JPSL% 30	P-Tile 85%	Average Speed	Standard deviation
		00-15	15-30	30-45	45-00	MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph					
0000	5	3	0	0	2	0	0	0	0	0	2	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3	60	-	37.9	9
0100	5	4	1	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	5	100	-	47.8	3.3
0200	4	1	1	1	1	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4	100	-	40.3	4.4
0300	12	8	1	2	1	0	0	0	0	0	0	1	3	4	2	2	0	0	0	0	0	0	0	0	0	12	100	52.1	43.3	5.9
0400	15	4	3	2	6	0	0	0	0	0	1	5	3	3	3	0	0	0	0	0	0	0	0	0	0	14	93.33	45.7	38.4	5.7
0500	40	12	10	9	9	0	0	0	0	3	5	14	10	4	3	0	0	1	0	0	0	0	0	0	0	32	80	41.3	35.3	7.7
0600	107	11	23	33	40	0	0	0	0	6	23	36	37	5	0	0	0	0	0	0	0	0	0	0	0	78	72.9	38.1	33.1	4.8
0700	287	47	84	78	78	1	1	2	9	65	118	62	21	4	2	0	0	1	0	0	0	0	0	0	0	91	31.71	33.4	28.3	7.1
0800	286	71	82	66	67	0	0	3	21	81	139	38	3	0	1	0	0	0	0	0	0	0	0	0	0	42	14.69	30	26	4.3
0900	215	56	54	49	56	0	0	2	10	38	114	42	7	1	1	0	0	0	0	0	0	0	0	0	0	51	23.72	31.7	27.3	4.7
1000	177	45	48	42	42	1	2	5	19	45	69	27	9	0	0	0	0	0	0	0	0	0	0	0	0	36	20.34	30.9	25.6	6
1100	186	44	44	43	55	1	0	14	21	53	69	23	5	0	0	0	0	0	0	0	0	0	0	0	0	28	15.05	30.1	24.5	5.9
1200	174	47	43	39	45	0	0	2	11	52	86	16	6	1	0	0	0	0	0	0	0	0	0	0	0	23	13.22	29.6	26.2	4.5
1300	202	48	50	55	49	0	0	5	25	61	77	27	6	1	0	0	0	0	0	0	0	0	0	0	0	34	16.83	30.4	25.5	5.2
1400	180	41	36	57	46	0	1	7	31	67	50	20	4	0	0	0	0	0	0	0	0	0	0	0	0	24	13.33	29.4	24.1	5.2
1500	241	60	55	71	55	0	2	12	44	108	49	23	3	0	0	0	0	0	0	0	0	0	0	0	0	26	10.79	28.6	23.1	5.2
1600	209	47	56	64	42	0	4	8	35	49	67	40	4	2	0	0	0	0	0	0	0	0	0	0	0	46	22.01	30.9	25	6.1
1700	241	81	57	56	47	0	1	11	44	60	79	36	8	2	0	0	0	0	0	0	0	0	0	0	0	46	19.09	30.7	24.9	6
1800	129	39	30	37	23	0	0	2	0	14	62	32	15	4	0	0	0	0	0	0	0	0	0	0	0	51	39.53	34.9	29.6	5.1
1900	77	22	18	19	18	0	0	0	1	3	26	23	19	2	2	1	0	0	0	0	0	0	0	0	0	47	61.04	38.4	32.5	5.9
2000	40	11	12	5	12	0	0	1	2	3	16	15	1	2	0	0	0	0	0	0	0	0	0	0	0	18	45	33.7	29.2	5.5
2100	43	15	13	7	8	0	0	0	2	3	12	19	3	2	1	1	0	0	0	0	0	0	0	0	0	26	60.47	37.1	31.4	6.8
2200	25	7	5	5	8	0	0	0	0	4	10	8	2	1	0	0	0	0	0	0	0	0	0	0	0	11	44	34.5	29.9	4.7
2300	19	17	0	1	1	0	0	0	0	0	6	10	2	1	0	0	0	0	0	0	0	0	0	0	0	13	68.42	36	32.1	4.3
07-19	2527	626	639	657	605	3	11	73	270	693	979	386	91	15	4	0	0	1	0	0	0	0	0	0	1	498	19.71	30.9	25.8	5.8
06-22	2794	685	705	721	683	3	11	74	275	708	1056	479	151	26	7	2	0	1	0	0	0	0	0	0	1	667	23.87	32	26.4	6.1
06-00	2838	709	710	727	692	3	11	74	275	712	1072	497	155	28	7	2	0	1	0	0	0	0	0	0	1	691	24.35	32	26.5	6.1
00-00	2919	741	726	741	711	3	11	74	275	715	1080	517	174	41	21	5	0	2	0	0	0	0	0	0	1	761	26.07	32.3	26.8	6.4

ATC REPORT

Report Id: 080526-HS681ZFE
Site Location: Henfield Rd, Cowfold, Horsham RH13 8DT
Direction: North Bound

Thursday, 14 May 2026

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	5	1	0	3	1	3	0	2	0	0	0	0	0	0	0	0	0	0	0	
0100	7	5	1	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	4	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	18	12	3	2	1	18	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	12	4	3	2	3	7	0	5	0	0	0	0	0	0	0	0	0	0	0	
0500	35	8	10	6	11	28	0	7	0	0	0	0	0	0	0	0	0	0	0	
0600	121	19	20	39	43	98	0	20	1	1	0	0	0	0	0	0	0	1	0	
0700	299	54	75	77	93	264	1	24	5	1	0	0	0	1	0	0	0	2	1	
0800	272	76	76	61	59	236	3	13	9	5	0	2	1	1	0	0	0	1	1	
0900	221	58	53	62	48	188	3	19	6	1	0	0	0	1	0	0	0	1	2	
1000	192	41	44	53	54	171	3	7	5	5	0	0	0	0	0	0	0	0	1	
1100	221	53	57	47	64	180	1	19	11	3	0	0	1	1	0	0	0	3	2	
1200	200	62	49	38	51	178	1	13	3	1	1	1	0	1	0	0	0	1	0	
1300	188	52	45	45	46	159	2	19	2	0	1	1	0	1	0	0	0	2	1	
1400	230	46	53	71	60	204	0	20	3	1	0	0	0	0	0	0	0	1	1	
1500	247	70	45	81	51	213	0	30	0	1	0	0	1	0	0	0	0	2	0	
1600	225	62	51	62	50	197	2	16	8	0	0	0	0	0	0	0	0	1	1	
1700	227	75	51	51	50	200	2	8	11	2	0	0	0	0	0	0	0	2	2	
1800	147	36	29	41	41	135	1	4	4	1	0	0	0	0	0	0	0	2	0	
1900	79	18	19	25	17	75	0	3	1	0	0	0	0	0	0	0	0	0	0	
2000	55	24	9	14	8	51	0	1	1	0	0	0	0	1	0	0	0	1	0	
2100	41	16	10	3	12	36	0	5	0	0	0	0	0	0	0	0	0	0	0	
2200	15	5	3	5	2	14	0	1	0	0	0	0	0	0	0	0	0	0	0	
2300	31	16	9	4	2	31	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	2669	685	628	689	667	2325	19	192	67	21	2	4	3	6	0	0	0	18	12	
06-22	2965	762	686	770	747	2585	19	221	70	22	2	4	3	7	0	0	0	20	12	
06-00	3011	783	698	779	751	2630	19	222	70	22	2	4	3	7	0	0	0	20	12	
00-00	3092	813	715	795	769	2697	19	236	70	22	2	4	3	7	0	0	0	20	12	



Thursday, 14 May 2026

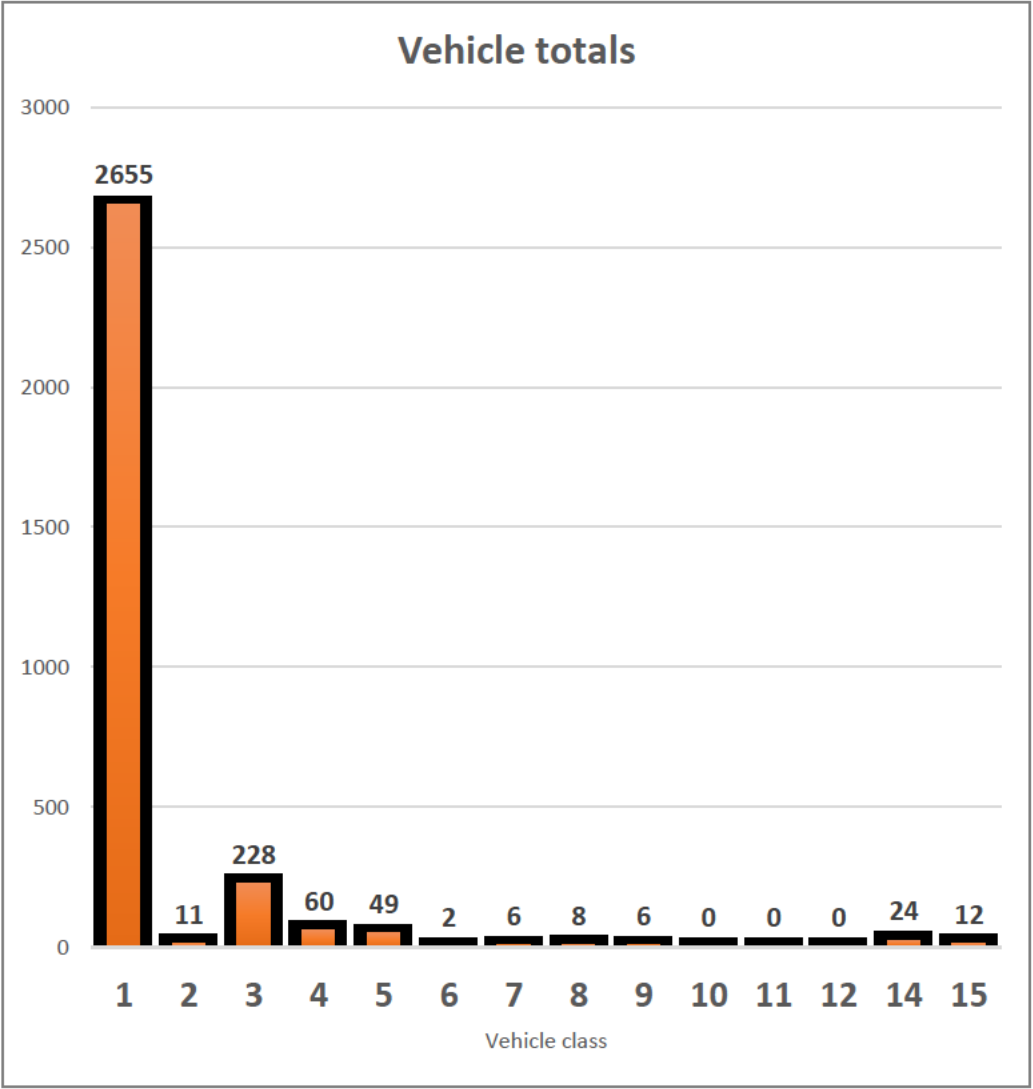
Time	15 Minute Bin Drops					Speed																				JPSL 30	JPSL% 30	P-Tile 85%	Average Speed	Standard deviation
	Hourly Totals	00-15	15-30	30-45	45-00	MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph					
0000	5	1	0	3	1	0	0	0	0	0	1	0	2	0	1	1	0	0	0	0	0	0	0	0	0	4	80	-	41.1	9.9
0100	7	5	1	1	0	0	0	0	0	0	1	0	1	0	1	1	2	0	1	0	0	0	0	0	0	6	85.71	-	49.3	13
0200	4	0	0	2	2	0	0	0	0	0	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	75	-	36	10.8
0300	18	12	3	2	1	0	0	0	0	0	1	2	2	9	3	1	0	0	0	0	0	0	0	0	0	17	94.44	48.4	41.2	6.8
0400	12	4	3	2	3	0	0	0	0	0	3	2	2	2	2	1	0	0	0	0	0	0	0	0	0	9	75	46.9	37.8	8.1
0500	35	8	10	6	11	0	0	0	0	0	7	14	10	2	0	1	1	0	0	0	0	0	0	0	0	28	80	39.7	34.7	6.9
0600	121	19	20	39	43	0	0	0	6	9	31	38	23	9	5	0	0	0	0	0	0	0	0	0	0	75	61.98	38.7	32	6.7
0700	299	54	75	77	93	0	1	6	19	94	122	41	11	4	1	0	0	0	0	0	0	0	0	0	0	57	19.06	31.2	26.3	5.3
0800	272	76	76	61	59	1	1	12	22	71	125	37	3	0	0	0	0	0	0	0	0	0	0	0	0	40	14.71	30	25	5.1
0900	221	58	53	62	48	2	0	4	23	64	100	27	1	0	0	0	0	0	0	0	0	0	0	0	0	28	12.67	29.4	25.2	4.9
1000	192	41	44	53	54	2	4	0	21	69	74	18	4	0	0	0	0	0	0	0	0	0	0	0	0	22	11.46	29.4	24.7	5.2
1100	221	53	57	47	64	1	7	19	20	76	71	26	1	0	0	0	0	0	0	0	0	0	0	0	0	27	12.22	29.5	23.8	6.2
1200	200	62	49	38	51	0	0	10	15	65	73	27	10	0	0	0	0	0	0	0	0	0	0	0	0	37	18.5	31.5	25.6	5.5
1300	188	52	45	45	46	0	1	12	14	48	60	42	9	2	0	0	0	0	0	0	0	0	0	0	0	53	28.19	32.9	26.3	6.3
1400	230	46	53	71	60	0	1	19	29	79	74	24	2	2	0	0	0	0	0	0	0	0	0	0	0	28	12.17	29.3	23.8	5.6
1500	247	70	45	81	51	0	2	21	24	86	71	28	14	1	0	0	0	0	0	0	0	0	0	0	0	43	17.41	30.6	24.5	6.3
1600	225	62	51	62	50	0	2	24	29	53	74	39	4	0	0	0	0	0	0	0	0	0	0	0	0	43	19.11	30.8	24.3	6.3
1700	227	75	51	51	50	0	4	31	41	69	51	26	4	1	0	0	0	0	0	0	0	0	0	0	0	31	13.66	29.4	22.7	6.4
1800	147	36	29	41	41	0	0	1	6	21	48	48	19	2	2	0	0	0	0	0	0	0	0	0	0	71	48.3	35.3	29.8	5.7
1900	79	18	19	25	17	0	0	0	3	11	31	19	9	3	2	1	0	0	0	0	0	0	0	0	0	34	43.04	35.7	30.2	6.4
2000	55	24	9	14	8	0	0	0	0	3	17	23	5	3	3	1	0	0	0	0	0	0	0	0	0	35	63.64	38.9	32.3	6.3
2100	41	16	10	3	12	0	0	0	1	2	18	11	9	0	0	0	0	0	0	0	0	0	0	0	0	20	48.78	36.7	30.3	4.6
2200	15	5	3	5	2	0	0	0	0	3	6	3	1	0	1	1	0	0	0	0	0	0	0	0	0	6	40	41.5	30.9	8
2300	31	16	9	4	2	0	0	0	0	0	6	10	7	4	4	0	0	0	0	0	0	0	0	0	0	25	80.65	44.6	35.4	6.7
07-19	2669	685	628	689	667	6	23	159	263	795	943	383	82	12	3	0	0	0	0	0	0	0	0	0	0	480	17.98	30.6	25	5.9
06-22	2965	762	686	770	747	6	23	159	273	820	1040	474	128	27	13	2	0	0	0	0	0	0	0	0	0	644	21.72	31.4	25.7	6.3
06-00	3011	783	698	779	751	6	23	159	273	823	1052	487	136	31	18	3	0	0	0	0	0	0	0	0	0	675	22.42	31.5	25.8	6.4
00-00	3092	813	715	795	769	6	23	159	273	823	1066	507	153	44	25	9	3	0	1	0	0	0	0	0	0	742	24	32.1	26.1	6.8

ATC REPORT

Report Id: 080526-HS681ZFE
Site Location: Henfield Rd, Cowfold, Horsham RH13 8DT
Direction: North Bound

Friday, 15 May 2026

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes VRX Scheme														
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles	
0000	6	4	1	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	2	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	17	10	3	1	3	17	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	13	2	7	2	2	10	0	3	0	0	0	0	0	0	0	0	0	0	0	
0500	34	10	10	7	7	23	0	10	1	0	0	0	0	0	0	0	0	0	0	
0600	94	15	25	23	31	78	0	11	1	1	0	0	1	2	0	0	0	0	0	
0700	251	59	49	72	71	209	0	24	11	4	0	0	0	0	0	0	0	2	1	
0800	256	65	75	62	54	225	1	14	4	5	0	3	1	0	0	0	0	1	2	
0900	238	57	58	60	63	205	0	12	9	8	0	0	0	0	0	0	0	3	1	
1000	228	41	54	66	67	193	0	10	9	11	0	0	1	1	0	0	0	1	2	
1100	203	62	38	47	56	172	1	17	6	2	0	0	0	1	0	0	0	3	1	
1200	211	64	53	42	52	181	2	23	1	2	1	0	0	0	0	0	0	1	0	
1300	215	50	40	49	76	180	2	24	2	1	0	1	2	0	0	0	0	3	0	
1400	237	46	59	78	54	207	1	21	2	4	0	0	1	0	0	0	0	1	0	
1500	250	56	53	71	70	212	0	22	2	4	1	2	1	0	0	0	0	4	2	
1600	247	74	54	73	46	228	0	15	1	1	0	0	1	0	0	0	0	0	1	
1700	211	75	59	42	35	187	2	13	3	1	0	0	0	1	0	0	0	2	2	
1800	130	42	35	30	23	118	1	2	4	3	0	0	0	1	0	0	0	1	0	
1900	71	22	13	18	18	65	1	1	3	1	0	0	0	0	0	0	0	0	0	
2000	49	16	15	9	9	44	0	3	1	0	0	0	0	0	0	0	0	1	0	
2100	43	8	12	13	10	39	0	3	0	0	0	0	0	0	0	0	0	1	0	
2200	27	7	9	4	7	26	0	0	0	1	0	0	0	0	0	0	0	0	0	
2300	27	21	4	2	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	2677	691	627	692	667	2317	10	197	54	46	2	6	7	4	0	0	0	22	12	
06-22	2934	752	692	755	735	2543	11	215	59	48	2	6	8	6	0	0	0	24	12	
06-00	2988	780	705	761	742	2596	11	215	59	49	2	6	8	6	0	0	0	24	12	
00-00	3061	806	728	772	755	2655	11	228	60	49	2	6	8	6	0	0	0	24	12	



Friday, 15 May 2026

Time	Hourly Totals	15 Minute Bin Drops				Speed																				JPSL 30	JPSL% 30	P-Tile 85%	Average Speed	Standard deviation
		00-15	15-30	30-45	45-00	MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph					
0000	6	4	1	1	0	0	0	0	0	1	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	5	83.33	-	32.3	7.3
0100	2	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	100	-	38.6	6.5
0200	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	100	-	39.8	-
0300	17	10	3	1	3	0	0	0	0	0	0	1	2	5	8	0	1	0	0	0	0	0	0	0	0	17	100	49.9	44.6	5.8
0400	13	2	7	2	2	0	0	0	0	0	4	4	2	2	1	0	0	0	0	0	0	0	0	0	0	9	69.23	43.3	33.5	6.7
0500	34	10	10	7	7	0	0	0	0	0	3	15	8	3	5	0	0	0	0	0	0	0	0	0	0	31	91.18	46.2	36.4	6.3
0600	94	15	25	23	31	0	0	0	3	6	14	35	28	6	2	0	0	0	0	0	0	0	0	0	0	71	75.53	38.6	33.2	5.8
0700	251	59	49	72	71	0	1	1	13	61	93	53	21	8	0	0	0	0	0	0	0	0	0	0	0	82	32.67	33.9	28.1	5.7
0800	256	65	75	62	54	0	0	2	14	49	139	40	11	1	0	0	0	0	0	0	0	0	0	0	0	52	20.31	30.5	27	4.5
0900	238	57	58	60	63	0	1	5	24	78	100	24	6	0	0	0	0	0	0	0	0	0	0	0	0	30	12.61	29.5	25.3	4.9
1000	228	41	54	66	67	1	2	17	39	74	83	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12	5.263	27.8	23.1	5.2
1100	203	62	38	47	56	0	2	9	28	55	76	23	9	1	0	0	0	0	0	0	0	0	0	0	0	33	16.26	30.2	24.9	5.9
1200	211	64	53	42	52	0	0	10	39	63	75	21	3	0	0	0	0	0	0	0	0	0	0	0	0	24	11.37	29.2	24.1	5.1
1300	215	50	40	49	76	0	1	13	43	57	68	29	4	0	0	0	0	0	0	0	0	0	0	0	0	33	15.35	30.2	24.1	5.8
1400	237	46	59	78	54	0	2	13	50	67	77	23	4	0	1	0	0	0	0	0	0	0	0	0	0	28	11.81	29.6	23.8	5.8
1500	250	56	53	71	70	1	0	10	59	66	55	47	9	3	0	0	0	0	0	0	0	0	0	0	0	59	23.6	31.5	24.6	6.3
1600	247	74	54	73	46	0	0	13	45	78	79	26	5	1	0	0	0	0	0	0	0	0	0	0	0	32	12.96	29.8	24.1	5.3
1700	211	75	59	42	35	0	0	8	32	30	73	51	12	3	2	0	0	0	0	0	0	0	0	0	0	68	32.23	32.7	26.7	6.5
1800	130	42	35	30	23	0	0	1	14	19	48	32	15	1	0	0	0	0	0	0	0	0	0	0	0	48	36.92	34.1	28	5.8
1900	71	22	13	18	18	0	1	0	1	12	20	25	8	3	1	0	0	0	0	0	0	0	0	0	0	37	52.11	35.7	30	6.2
2000	49	16	15	9	9	0	0	0	1	7	15	14	7	5	0	0	0	0	0	0	0	0	0	0	0	26	53.06	37.9	31	5.7
2100	43	8	12	13	10	0	0	0	0	7	11	12	9	1	2	1	0	0	0	0	0	0	0	0	0	25	58.14	38.9	32.2	6.8
2200	27	7	9	4	7	0	0	0	0	1	7	6	9	3	0	0	0	0	0	0	0	0	0	0	0	18	66.67	38.7	33	6.3
2300	27	21	4	2	0	0	0	0	0	0	2	9	3	5	4	4	0	0	0	0	0	0	0	0	0	25	92.59	50.4	39.3	8.3
07-19	2677	691	627	692	667	2	9	102	400	697	966	381	99	18	3	0	0	0	0	0	0	0	0	0	0	501	18.71	30.6	25.3	5.8
06-22	2934	752	692	755	735	2	10	102	405	729	1026	467	151	33	8	1	0	0	0	0	0	0	0	0	0	660	22.49	31.7	25.8	6.1
06-00	2988	780	705	761	742	2	10	102	406	730	1035	482	163	41	12	5	0	0	0	0	0	0	0	0	0	703	23.53	32.1	26	6.3
00-00	3061	806	728	772	755	2	10	102	406	731	1042	507	176	53	26	5	1	0	0	0	0	0	0	0	0	768	25.09	32.3	26.3	6.6

ATC REPORT

Report Id: 080526-HS681ZFE
Site Location: Henfield Rd, Cowfold, Horsham RH13 8DT
Direction: South Bound

Saturday 9th May 2026 - Friday 15th May 2026

Day	Day Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme													
		00-15	15-30	30-45	45-00	1 Car Van	2 Car Van Towing	3 2 Axle Truck Bus	4 3 Axle Truck Bus	5 4 Axle Truck	6 3 Axle Artic	7 4 Axle Artic	8 5 Axle Artic	9 6 Axle Artic	10 B Double	11 Double Road Train	12 Tripple Road Train	14 Motor Cycles	15 Cycles
Mon	2705	640	692	705	668	2248	19	377	14	8	3	5	4	3	0	0	0	18	6
Tue	2743	657	703	702	681	2266	17	360	18	14	4	3	5	10	0	0	0	40	6
Wed	2678	642	700	627	709	2278	10	327	7	12	3	6	5	9	0	0	0	21	0
Thu	2803	634	710	724	735	2373	15	337	21	7	5	6	4	6	0	0	0	24	5
Fri	2911	688	740	690	793	2444	17	361	14	21	3	5	8	4	0	0	0	27	7
JSat	2223	563	496	577	587	1919	11	151	5	11	1	5	3	3	0	0	0	95	19
JSun	1958	468	511	478	501	1743	12	102	5	3	0	2	0	7	1	0	0	72	11
--	18021	4292	4552	4503	4674	15271	101	2015	84	76	19	32	29	42	1	0	0	297	54

Saturday 9th May 2026 - Friday 15th May 2026

Day	Day Totals	15 Minute Bin Drops				Speed Distribution																				JPSL 30	JPSL% 30	P-Tile 85%	Average Speed	Standard deviation
		00-15	15-30	30-45	45-00	MPH 0	MPH 5	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH 70	MPH 75	MPH 80	MPH 85	MPH 90	MPH 95					
		<5mph	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	<75mph	<80mph	<85mph	<90mph	<95mph	<100mph									
Mon	2705	640	692	705	668	0	4	38	180	406	701	834	370	126	28	12	3	3	0	0	0	0	0	0	0	1376	50.87	36.2	29.9	6.9
Tue	2743	657	703	702	681	0	9	44	138	373	654	875	440	156	40	11	2	1	0	0	0	0	0	0	0	1525	55.6	37.2	30.5	7
Wed	2678	642	700	627	709	0	1	17	110	290	654	899	508	136	48	9	4	0	1	0	0	0	0	1	1606	59.97	37.2	31.3	6.6	
Thu	2803	634	710	724	735	2	9	35	135	371	731	914	412	135	33	18	6	1	1	0	0	0	0	0	0	1520	54.23	36.7	30.4	6.9
Fri	2911	688	740	690	793	3	5	28	117	311	784	919	518	157	42	19	5	2	1	0	0	0	0	0	0	1663	57.13	37.5	31.1	6.8
Sat	2223	563	496	577	587	0	4	11	34	108	474	861	503	167	40	14	2	3	0	2	0	0	0	0	0	1592	71.61	38.6	33	6.1
Sun	1958	468	511	478	501	0	1	9	26	83	393	760	468	148	49	12	7	2	0	0	0	0	0	0	0	1446	73.85	38.8	33.3	6
--	18021	4292	4552	4503	4674	5	33	182	740	1942	4391	6062	3219	1025	280	95	29	12	3	2	0	0	0	0	1	10728	59.53	37.5	31.2	6.8
						0.03%	0.18%	1.01%	4.11%	10.78%	24.37%	33.64%	17.86%	5.69%	1.55%	0.53%	0.16%	0.07%	0.02%	0.01%	0.00%	0.00%	0.00%	0.00%	0.01%					

ATC REPORT

Report Id: 080526-HS681ZFE
Site Location: Henfield Rd, Cowfold, Horsham RH13 8DT
Direction: North Bound

Saturday 9th May 2026 - Friday 15th May 2026

Day	15 Minute Bin Drops					Number Vehicle Classes ARX Scheme													
	Day Totals	00-15	15-30	30-45	45-00	1	2	3	4	5	6	7	8	9	10	11	12	14	15
						Car Van	Car Van Towing	2 Axle Truck Bus	3 Axle Truck Bus	4 Axle Truck	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	B Double	Double Road Train	Tripple Road Train	Motor Cycles	Cycles
Mon	2912	769	718	740	685	2511	21	211	75	39	1	7	2	7	0	0	0	25	13
Tue	2989	755	764	747	723	2559	21	259	49	22	4	3	2	6	0	0	0	55	9
Wed	2919	741	726	741	711	2556	6	232	57	26	1	6	3	3	0	2	0	20	7
Thu	3092	813	715	795	769	2697	19	236	70	22	2	4	3	7	0	0	0	20	12
Fri	3061	806	728	772	755	2655	11	228	60	49	2	6	8	6	0	0	0	24	12
JSat	2357	578	622	556	601	2096	10	118	9	15	1	2	0	0	1	0	0	92	13
JSun	1767	454	470	405	438	1596	7	57	33	6	0	1	0	1	0	0	0	55	11
--	19097	4916	4743	4756	4682	16670	95	1341	353	179	11	29	18	30	1	2	0	291	77

Saturday 9th May 2026 - Friday 15th May 2026

Day	Day Totals	15 Minute Bin Drops																												JPSL 30	JPSL% 30	P-Tile 85%	Average Speed	Standard deviation
		00-15	15-30	30-45	45-00	MPH 0	MPH 5	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH 70	MPH 75	MPH 80	MPH 85	MPH 90	MPH 95									
		<5mph	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	<75mph	<80mph	<85mph	<90mph	<95mph	<100mph													
Mon	2912	769	718	740	685	1	7	90	285	815	1111	410	132	41	11	6	1	1	0	1	0	0	0	0	0	603	20.71	31.5	26.2	6.1				
Tue	2989	755	764	747	723	0	9	125	300	733	1095	505	148	50	20	3	0	1	0	0	0	0	0	0	0	727	24.32	32.1	26.3	6.3				
Wed	2919	741	726	741	711	3	11	74	275	715	1080	517	174	41	21	5	0	2	0	0	0	0	0	0	1	761	26.07	32.3	26.8	6.4				
Thu	3092	813	715	795	769	6	23	159	273	823	1066	507	153	44	25	9	3	0	1	0	0	0	0	0	0	742	24	32.1	26.1	6.8				
Fri	3061	806	728	772	755	2	10	102	406	731	1042	507	176	53	26	5	1	0	0	0	0	0	0	0	0	768	25.09	32.3	26.3	6.6				
Sat	2357	578	622	556	601	0	2	17	49	395	998	628	198	53	13	3	0	1	0	0	0	0	0	0	0	896	38.01	34	28.9	5.2				
Sun	1767	454	470	405	438	0	2	12	43	331	760	412	148	45	11	3	0	0	0	0	0	0	0	0	0	619	35.03	34	28.8	5.3				
--	19097	4916	4743	4756	4682	12	64	579	1631	4543	7152	3486	1129	327	127	34	5	5	1	1	0	0	0	0	1	5116	26.79	32.5	26.9	6.3				
						0.06%	0.34%	3.03%	8.54%	23.79%	37.45%	18.25%	5.91%	1.71%	0.67%	0.18%	0.03%	0.03%	0.01%	0.01%	0.00%	0.00%	0.00%	0.00%	0.01%									



Class		Axes	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	$d(1) \geq 1.7m, d(1) \leq 3.2m$ & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, $d(1) \geq 2.1m, d(1) \leq 3.2m, d(2) \geq 2.1m$ & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	$d(1) > 3.2m$ & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	$d(1) > 3.2m$, axles=3 & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m$ or $d(1) < 2.1m$ or $d(1) > 3.2m$ axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m$ or $d(1) < 2.1m$ or $d(1) > 3.2m$ axles = 5 & groups>2		
9	ART6	≥ 6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axles>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		
14	M/C	2	1 OR 2	Motorcycle	$d(1) \geq 1.18m, d(1) \leq 1.7m$ & axles=2		Light
15	CYCLE	2	1 OR 2	Cycle	$d(1) < 1.18$ & axles=2		

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