

Transport Statement

Land at Eastlands Lane,
Cowfold,
West Sussex



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- B Access Plans and Supporting Drawings
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Document Control

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1 Introduction

- 1.1 This Transport Statement has been prepared for Hunter Development Holdings to support the development of Land at Eastlands Lane, Cowfold, and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils & Transport Ltd has been commissioned by Hunter Development Holdings to prepare a Transport Statement in connection with an outline planning application for the proposed development of 9 dwellings with access from Eastlands Lane, Cowfold. The development will be accessed from Eastlands Lane via two separate plots of land and will comprise external works improving crossing points for future residents into the centre of Cowfold. Associated parking, landscaping and communal amenity areas will be provided as part of the scheme. All properties will front Eastlands Lane and have private driveway accesses.
- 1.3 This report sets out the existing situation, reviews the proposed layout and access arrangements, including car and cycle parking provision, emergency access and servicing. The report concludes that there are no highways or transport impacts as a result of the proposal.

Pre-Application Advice

- 1.4 Pre-application advice was held with WSCC Highways in November 2025. The scheme was well received by the highway officer. It was agreed that for a 9-unit scheme that the following information and appropriate proposals to be provided for the scheme:
 1. Tactile paving and dropped kerbs to be provided across Eastlands Lane. Give-way to be brought forward in support of visibility splays. This has been shown on the supporting drawing in **Appendix B**.
 2. Tactile paving and dropped kerbs across pub car park and the neighbouring business estate to the north. This has been shown on the supporting drawing in **Appendix B**.
 3. RSA1 and Designer's Response to be undertaken of new access proposals. The drawing has been amended to reflect the comments; Existing utility cover to be maintained. Infill cover tactile surfacing to be provided and existing utility cover to be replaced with skid resistant utility cover. Details to be confirmed at stage 2 design. The RSA1 and DR can be reviewed in **Appendix E**.
 4. MCC and PCC to establish the existing pedestrian and vehicle movements along Eastlands Lane. The surveys can be reviewed in **Appendix D**.
 5. Drawing to show improvements to PROW COW-1777 to provide a better link into Cowfold village centre. This has been shown on the supporting drawing in **Appendix B**.

- 1.5 The above information is outlined and reviewed within the report throughout. In addition, a plan has been produced detailing pedestrian refuge points for when cars are also egressing along Eastlands Lane, in support of continued pedestrian use within the lane.

The Report

- 1.3 This Transport Statement has been written to include the following scope of work:
- Reference to relevant national and local planning and transport policies;
 - Review of the existing site and transport network;
 - Review of local accident records in the vicinity of the proposed development using Crash Maps;
 - Outline the accessibility and transport sustainability in relation to the site;
 - Review of access arrangements with relevant visibility splays;
 - Review of relevant parking standards required within the site to meet WSCC requirements, including consideration of EV parking requirements;
 - Forecast vehicle trips and multi-modal trips using the TRICS database;
 - Refuse and emergency vehicle access arrangements in relation to the site.

Policy Context

- 1.4 This report has been written in accordance with the following policy frameworks:
- 2025 National Planning Policy Framework (NPPF);
 - 2014 National Planning Policy Guidance (NPPG);
 - Manual for Streets (MfS 1 & 2) (2007 & 2010);
 - West Sussex Transport Plan (2022-2036);
 - West Sussex County Council Guidance for Parking at New Developments (September 2020);
 - Horsham District Planning Framework (2015);
 - Cowfold Neighbourhood Plan (2019-2031).

2 Policy and Guidance

National Planning Policy Framework (NPPF)

2.1 The National Planning Policy Framework, first published in 2012 and revised in February 2025, sets out the Governments planning policies for England and how these are expected to be applied. The NPPF provides a framework within which locally prepared plans for housing and other development can be produced.

2.2 NPPF supports sustainable development, with a 'presumption in favour of sustainable development', as set out in paragraph 11:

"Plans and decisions should apply a presumption in favour of sustainable development.

*For **plan-making** this means that:*

- a) all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;*
- b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:

 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or*
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole;**

*For **decision-taking** this means:*

- c) approving development proposals that accord with an up-to-date development plan without delay; or*
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."**

2.3 In the context of sustainable transport and in considering development proposals the NPPF states in paragraphs 115-118:

Paragraph 115, "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and it's location;*
- *safe and suitable access to the site can be achieved for all users; and*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- *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.*

Paragraph 116, "Development should only be prevented or refused on highways 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."

Paragraph 117, "Within this context, applications for development 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."*

Paragraph 118, "All developments that will generate significant amounts of movement should be required to provide a travel plan and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."

National Planning Practice Guidance

- 2.4 National Planning Practice Guidance (NPPG) is supplementary advice intended to expand on and support the principles and practices of the National Planning Policy Framework (NPPF). It is managed and maintained by the Department of Communities & Local Government. Amongst other

things, NPPG provides advice on the need for, and the preparation of, Travel Plans, Transport Statements and Transport Assessments.

2.5 NPPG states that Travel Plans, Transport Assessments and Transport Statements 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.

2.6 NPPG advises that the key transport issues to be considered in a transport evidence base should:

- assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms; and
- consider the cumulative impacts of existing and proposed development on transport networks.

West Sussex Transport Plan 2022-2036

2.7 The Local Transport Plan for West Sussex was adopted in 2022, replacing the former plan that was adopted in 2011. The updated WSCC Transport Plan covers the period 2022 to 2036.

The key issues that the plan aims to address are:

- Climate Change;
- Local environmental impacts;
- Spatially variable economic performance;
- Development and regeneration pressures;
- Growing and ageing population;
- Public health and well-being;
- Access to services;
- Transport network performance issues.

2.8 The plan also details some thematic transport strategies which are explained below:

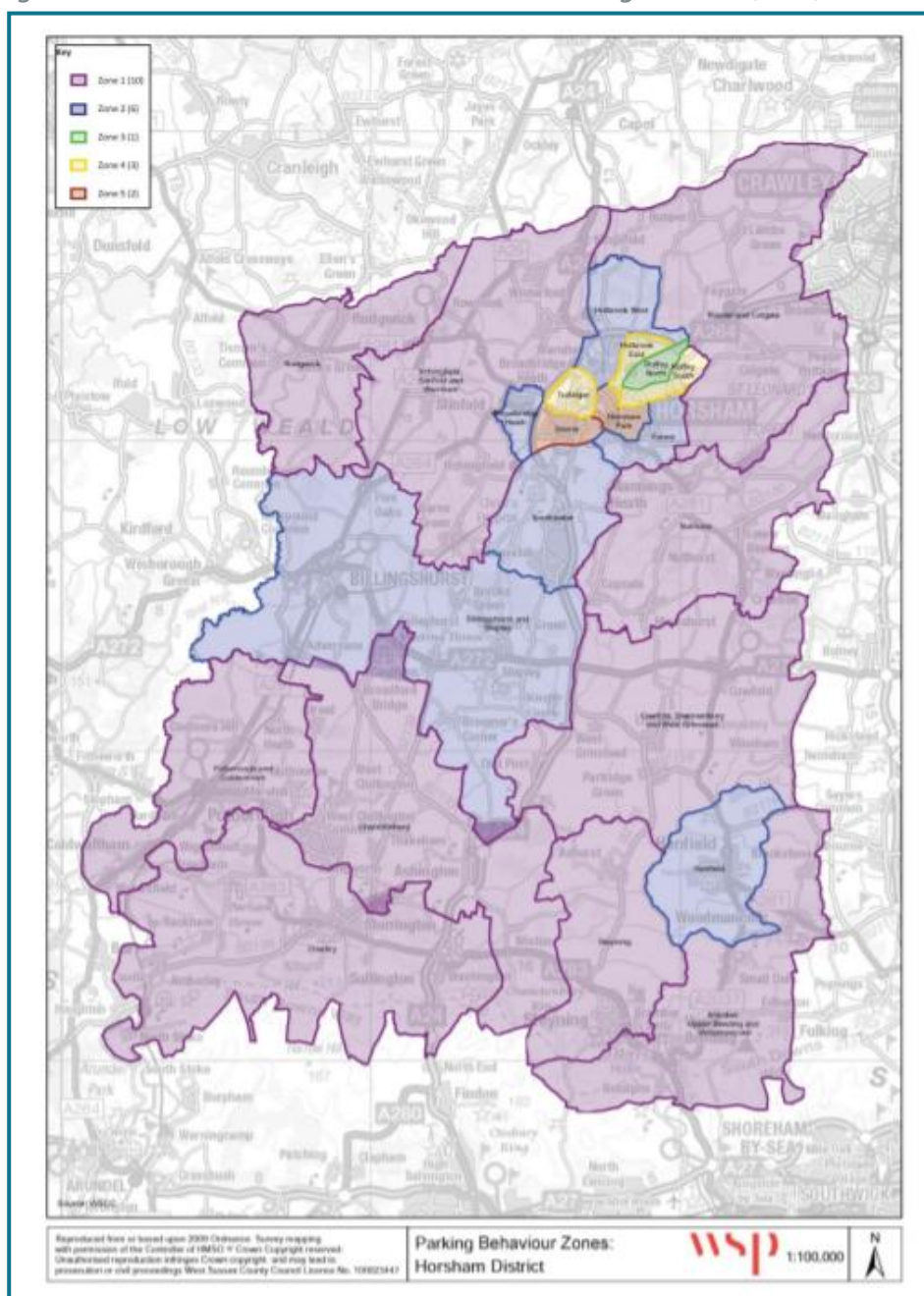
- **Active Travel Strategy** – there should be facilitation to use active travel modes. A main priority is to extend and improve the network of active travel facilities.

- **Shared Transport Strategy** – Buses, community transport and mobility solutions can facilitate a more efficient and customer focused bus network. There will be a greater attention to detail to explore new models of service delivery and identify where improvements to bus maps and services can be made.
- **Road Network Strategy** – travel behaviour is currently dominated by car travel. Mass electrification and sustainable transport modes are therefore encouraged. For the most strategically important roads, efficient improvements will be made to provide facilities for active travel and shared transport modes.

West Sussex Guidance on Parking at New Developments (2020)

- 2.9 This guidance has been produced in consultation with the Local Planning Authorities in West Sussex, following a review of the County Council's previous guidance. This guidance was approved by the Cabinet Member for Highways and Infrastructure for use from the 22 July 2019.
- 2.10 The guidance for new residential developments has accounted for TEMPro growth factors for a forecast year of 2033 to account for expected future growth in the demand for parking. The growth factors were applied to 2011 census data to provide expected levels of parking demand in 2033 for different sizes of dwelling in each Parking Behaviour Zone (PBZ).
- 2.11 According to Appendix A of the guidance document, see **Figure 2.1.** below, Cowfold resides in in a PBZ1. Therefore, parking spaces should be provided for in accordance with the maximum provision for this zone, as seen from **Table 2.1**, extrapolated from the guidance document below.

Figure 2.1. PBZ Zones for Horsham District – including Cowfold (PBZ1)



- 2.12 In general, the choice of PBZ should correspond to the location of the development. 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. In order to determine whether this is acceptable, the applicant will need to provide justification through parking surveys, for example.
- 2.13 The expected car parking demand per dwelling in the table below should be used to calculate the number of parking spaces that should be provided in the design of new developments.

Table 2.1 – Residential Parking Demand (spaces per dwelling)

Number of Bedrooms	Number of Habitable Rooms	PBZ1	PBZ2	PBZ3	PBZ4	PBZ5
1	1 to 3	1.5	1.4	0.9	0.9	0.6
2	4	1.7	1.7	1.3	1.1	1.1
3	5 to 6	2.2	2.1	1.8	1.7	1.6
4+	7 or more	2.7	2.7	2.5	2.2	2.2

- 2.14 As part of their planning application, applicants will be expected to provide a schedule of parking provision, detailing the number of allocated and unallocated spaces, including garages and EV charging facilities (active and passive). The planning application should include an explanation of how the provision of parking will meet the needs of the development including how these needs are expected to change in the future. This will be provided in the full Transport Statement.

Horsham District Planning Framework (2015)

- 2.15 In direct relation to this Transport Statement is Chapter 11: Infrastructure and Healthy Communities. There is a need to ensure that development provides for community facilities, services and infrastructure to meet and ensure thriving healthy communities. Specifically, the guidance states that as part of any new development proposals, provision will need to be made for access to healthcare facilities. This is especially relevant as most places currently are only accessible by private car. The rural character of the district makes transport access to essential services particularly difficult for many.

Policy 40: Sustainable Transport:

- A key transport characteristic for Horsham district is its high levels of car ownership and car use, with 48.6% of households owning 2+ cars compared to the south east average of 39.7% in the 2011 census. It is acknowledged that outside the towns, bus services in the district are often limited, and cuts in funding may further affect this in the future.
- This policy will encourage more transport choice including community transport where appropriate, a reduction in private car use and greater accessibility to more sustainable modes of transport.
- The development will be supported if it maintains and improves the existing transport system; includes opportunities for sustainable transport which reduces the need for major infrastructure and cuts emissions; is located in areas where there is a choice of modes available; minimises the distance people need to travel and minimises conflicts between traffic, cyclists and pedestrians; develops innovative and adaptable approaches to public transport in the rural areas of the district and provides safe and suitable access for all vehicles, pedestrians, cyclists, horses riders, public transport and the delivery of goods.

Policy 41: Parking

- 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, charging plug-in or other low emission vehicles and the mobility impaired.

Cowfold Neighbourhood Plan (2019-2035)

- 2.16 Within the Cowfold Neighbourhood Plan, aim 15 covers Pedestrian and Cycling Environment. The following is extrapolated from page 43 of the Neighbourhood Plan:

"CPC support improvements, upgrades and additional infrastructure that will positively enhance the pedestrian and/or cycling environment. Whilst recognising the potential impact on traffic flow, improvements including, but not limited to, the following are sought, to optimise the safety and ease of movement:

- a. Pedestrian crossings, particularly across the A272 to the West and across the A281 to the North, in order to facilitate safe interaction across the community;*
- b. hard surface footpaths/pavements and associated street lighting;*
- c. street lighting approaching and within the village;*
- d. safety barriers at crossings;*
- e. increased pavement widths to enhance safety for disabled residents and for adults with young children; and*
- f. pedestrian and cycle connections to places of work that may be within the Parish but outside the built up area."*

Quiet Lanes

- 2.17 The guidance also refers to 'Quiet Lanes'. Quiet Lanes are defined as *"minor rural roads or networks of minor rural roads appropriate for shared use by walkers, cyclists, horse riders and other vehicles"* (West Sussex Transport Plan 2006-2016). The CNP has stated that: *"Quiet Lanes can contribute to improving the safety and the quality of life for residents in rural areas. CPC therefore wish to support the designation of Quiet Lanes by the Highway Authority in the area [...] Lanes that could be considered for this designation within the Parish include Eastlands Lane and Picts Lane."*
- 2.18 Eastlands Lane is not a Quiet Lane currently and cannot be formally classified as a Quiet Lane as it is a private road.
- 2.19 This designation cannot be applied without the applicant being notified and it is not something that can be imposed retrospectively on a private route in this way. On that basis, Quiet Lane status cannot reasonably be applied in this instance in the context of the Cowfold Neighbourhood Plan.

- 2.20 Notwithstanding this advice, we appreciate fully the quiet nature of Eastlands Lane and need to ensure our submissions provide assurances that vehicle movements will be very low and pedestrian safety will be a priority, with the potential for improvements.
- 2.21 On that basis, we consider it would be appropriate to introduce a series of dedicated pedestrian refuge points, supported by appropriate signage, along the route. The intention is that these provide clear, recognised places for pedestrians to move to when vehicles are approaching, reinforcing the shared nature of the lane while maintaining safety. This can be seen within **Appendix B** and is also discussed within **Section 5.0** of this report.

3 Existing Site Details

- 3.1 The site comprises a vacant parcel of land to the east of Eastlands Lane, Cowfold. Eastlands Lane is a private road which also operates as a public footpath (COW-1775). Eastlands Lane runs adjacent to public house 'Hare and Hounds' to the south. This leads to PROWs COW-1777, COW-1779 which lead east across countryside to the south of the main village centre of Cowfold.
- 3.2 The parcel of land subject to the development application is an un-developed parcel of land that is situated on the eastern edge-of-town boundary of Cowfold. To the north and west, there are areas of ancient woodland. Beyond this point, there are existing residential housing estates joined by COW-1777 and the recreation ground north of that point. To the west, there are existing areas of farmland with some adjacent farm buildings and outbuildings.
- 3.3 The site will be accessed by Eastlands Lane directly which will have some access improvements such as the junction give-way being brought forward as well as tactiles and dropped kerb crossing points, as detailed below in this report. Eastlands Lane itself will also introduce a series of dedicated pedestrian refuge points, supported by appropriate signage, along the route to support continued pedestrian use of the lane.
- 3.4 An aerial view of the site is shown below in **Figure 3.1** with an approximate red line boundary highlighting the approximate site area. A site plan is included in **Appendix A**.

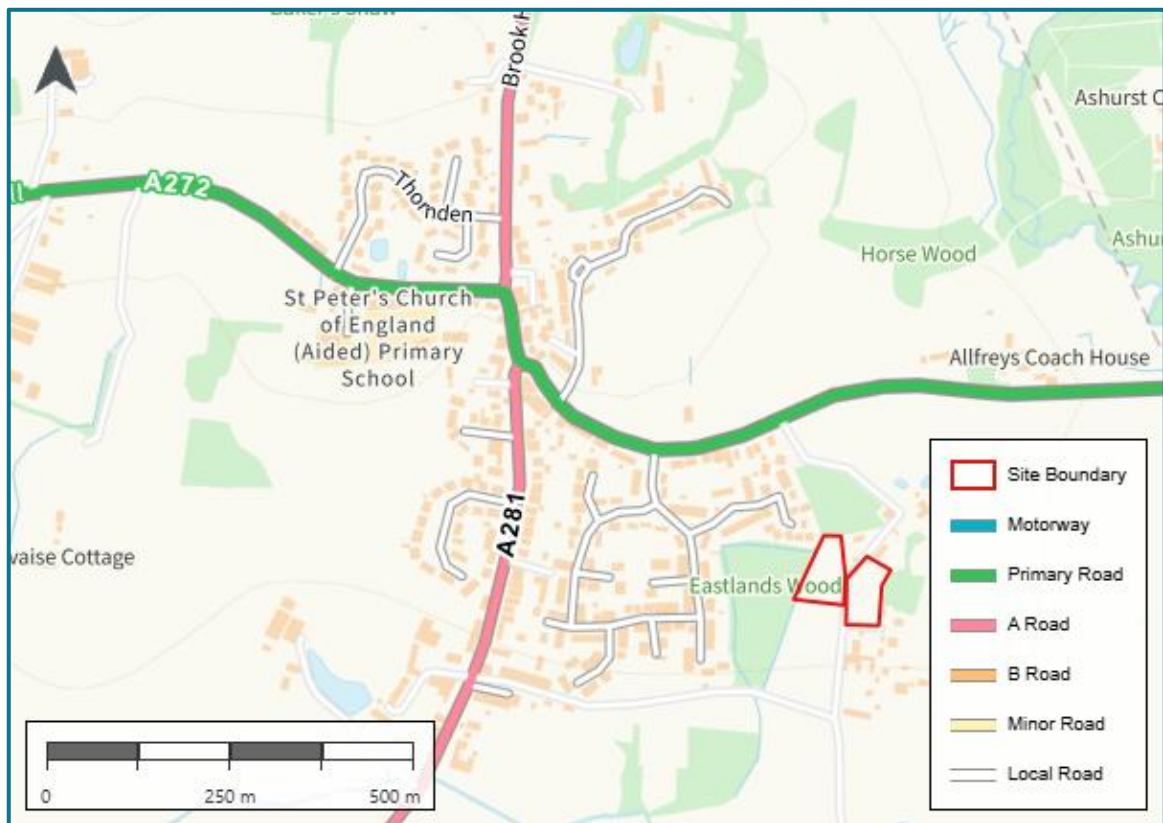
Figure 3.1 – Aerial View of Existing Site



Local Highway Network

- 3.5 The site is located on agricultural land, accessed from Eastlands Lane via the A281. There are no dedicated footways provided as the lane operates as a public footway at existing. As part of the site proposals, Eastlands Lane will continue to operate as a shared space with a series of dedicated pedestrian refuge points, supported by appropriate signage, along the route. There are small grass verges which reside within public highway land and RPZ for the listed trees on the eastern side of the lane.
- 3.6 To the west Eastlands Lane joins the A281 which provides footways on both sides within Cowfold. The A281 is subject to a speed restriction of 30mph through Cowfold. To the south of the sites the A281 provides access into Henfield. To the north the A281 provides links to the A272 at a mini roundabout before continuing north into Horsham. The A272 runs east-west connecting to the A23 and providing access into Haywards Heath and Cuckfield. To the west the A272 provides links to Billingshurst.
- 3.7 **Figure 3.2** shows the local highway network in the vicinity of the site.

Figure 3.2 – Local Highway Network

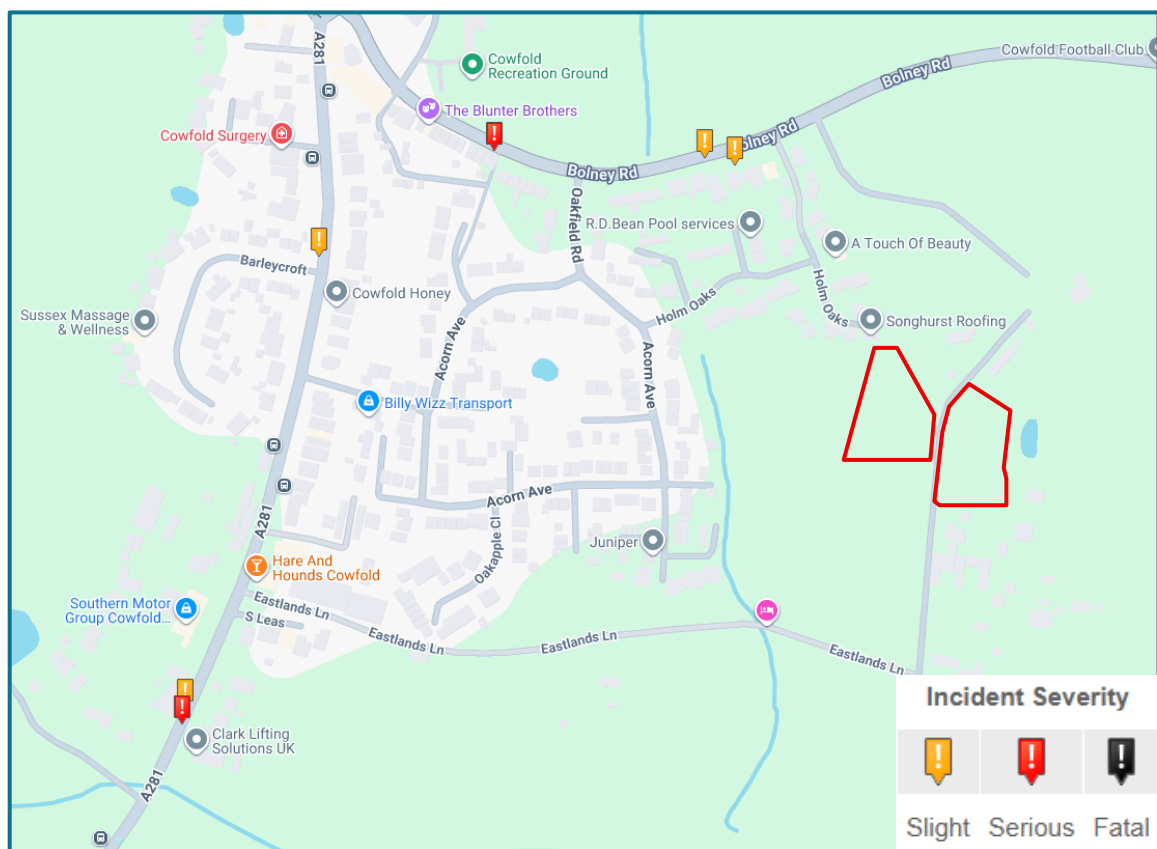


Source: Ordnance Survey

Accident Data

- 3.8 CrashMap uses data collected by the police about road traffic incidents occurring on British roads where someone is injured. This is then compiled into an easy-to-use format showcasing each incident on a map. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.
- 3.9 Accident records have been examined within the site vicinity for a 5-year period between 2020 and 2024. Records have been examined for Eastlands Lane and the A281 within the vicinity of the site access.
- 3.10 Within this time period there were 3 recorded accidents within the area surrounding the site (circa 500m radius around the site access).
- 3.11 **Figure 3.3** shows the locations of incidents in the surrounding area, and **Table 3.1** provides details of those incidents.

Figure 3.3 – Accidents Within Site Vicinity



Source: Department for Transport (DfT)

Table 3.1 – Accident Details

Date	Category	Location	No. vehicles involved	No. casualties involved
27/04/2024	Slight	A281, opposite Barleycroft	2	1
05/09/2023	Slight	South of Eastlands Lane on A281	3	1
07/07/2022	Serious	South of Eastlands Lane on A281	2	1

- 3.12 In the 5-year reviewed period, there have been no accidents on Eastlands Lane itself. The nearest recorded accidents have been recorded on the A281 and are not associated with the development. The additional 9 dwellings are unlikely to have an impact on the accident rates within the surrounding area.

MCC & PCC Data

- 3.13 Following pre-application advice, a pedestrian classified count was carried out for two consecutive days capturing 12-hour windows between 07:00-19:00. The survey dates were the 11th and 12th November 2025. This was to establish the use of Eastlands Lane at existing for pedestrians, cyclists and horse-riders and to assess the impact of any slight intensification of the lane on the operational nature of its shared surface arrangement.
- 3.14 Similarly, a MCC was carried out for the same two consecutive days to establish existing vehicle flows in and along Eastlands Lane. The counts and flow profiles captured can be seen below in **Figure 3.4** and **Figure 3.5** respectively, with the full data outputs in **Appendix D**.
- 3.15 As the data shows, the figures from the pedestrian count are low. Day 1 saw 79 pedestrians using Eastlands Lane, which equates to 6.5 an hour across a 12-hr day or one every 10 mins. Day 2 saw 90 pedestrian movements, equating to 7.5 every hour across a 12hr day. Although the lane is used, the pedestrian counts recorded have low movements at existing, warranting the shared surface arrangement proposed.
- 3.16 The vehicle movements are very similar in practice; 82 on Day 1 (7 p/h) and 97 on Day 2 (8 ph/h), therefore the 6 additional vehicle movements we are adding (in AM and PM peak hours only) onto the lane from the 9 dwellings is unlikely to have any impact.

Figure 3.4 – Pedestrian Classified Count 11.11.25-12.11.25

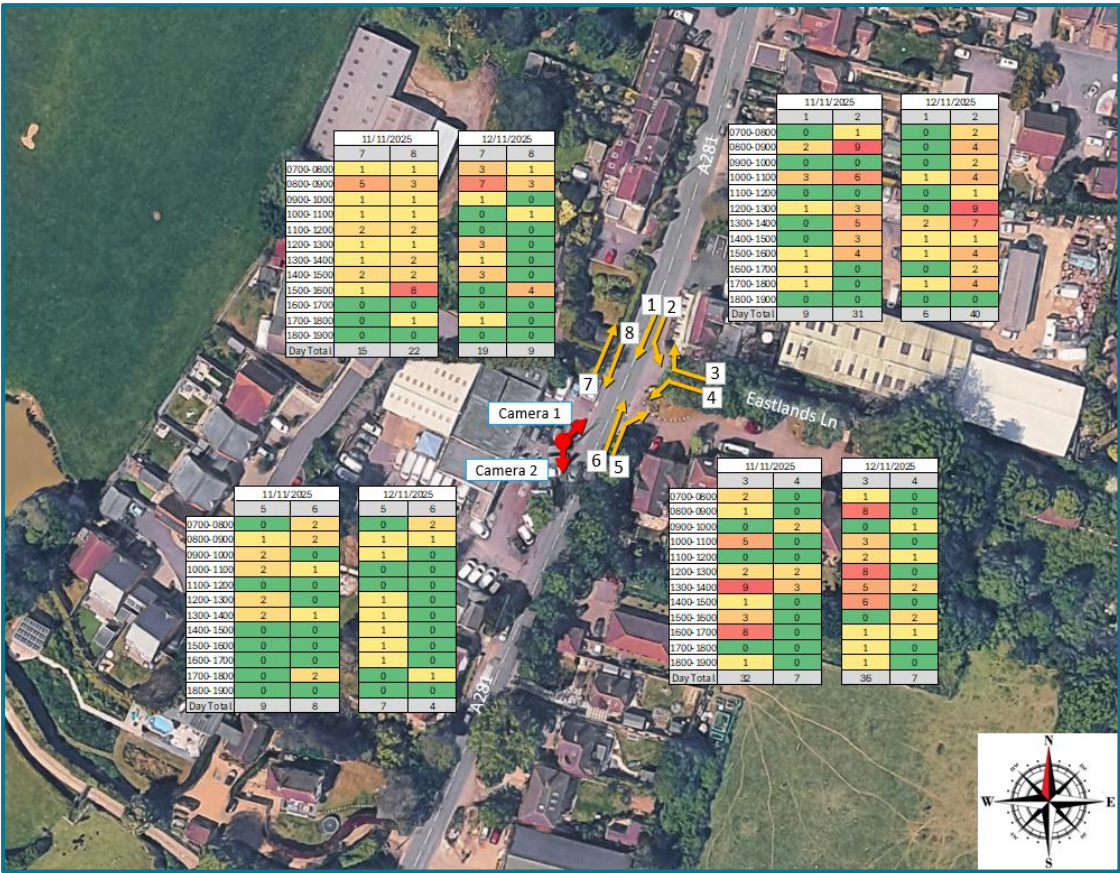
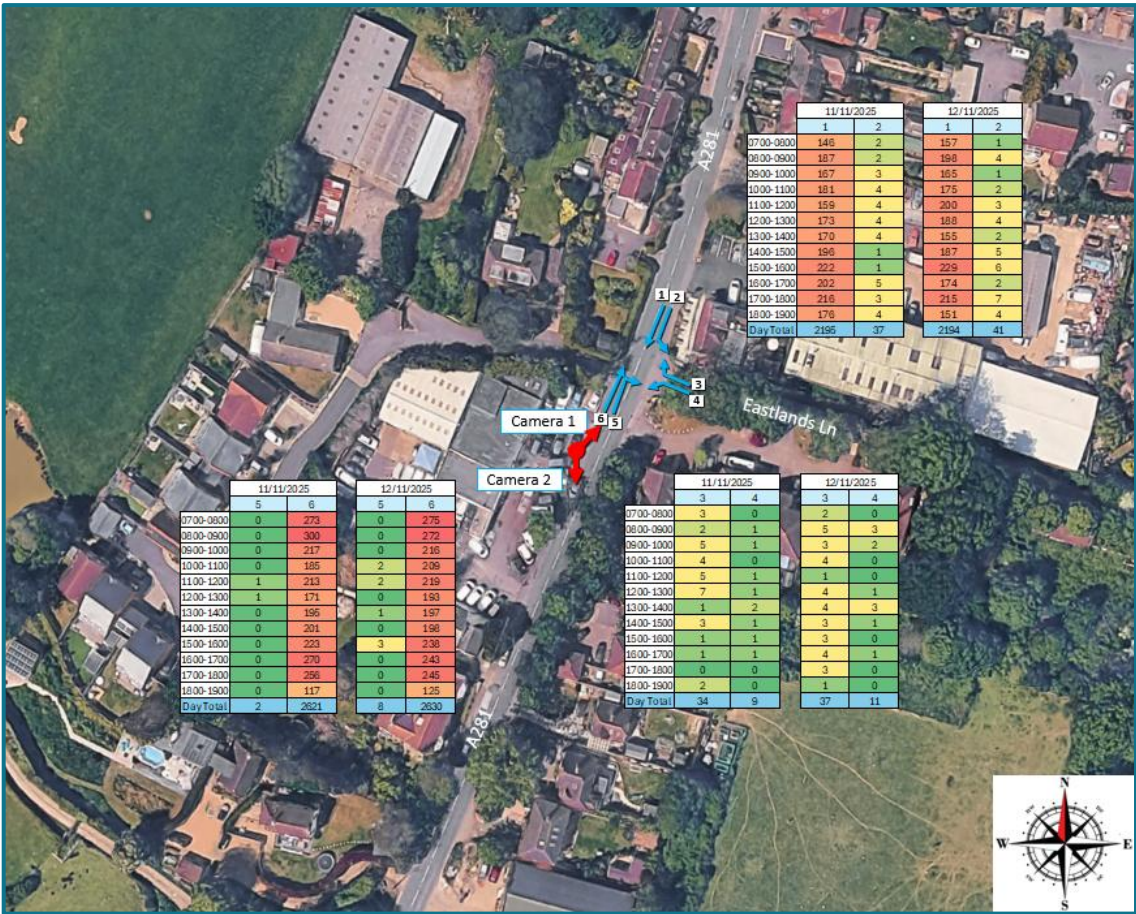


Figure 3.5 – Manual Classified Count (Vehicles) 11.11.25-12.12.25



4 Modal Choices

- 4.1 The site is located within a short walk of the centre of Cowfold which has key local services and amenities. There are key bus services available, as detailed below which provide access to Brighton and Horsham for a wider variety of services. The improvements to the surrounding PROWs will facilitate improved access into Cowfold for future residents.
- 4.2 Details and frequencies of local transport available and the overall accessibility of the site are outlined below.

Vision

- 4.3 The transport vision comprises a sustainable community where active travel is the first choice for everyday journeys within, to and from the development, supported by high quality bus public transport. Permeability through the development will be via a series of linked, direct footpaths and external site improvements which will actively encourage and facilitate use of the bike or walking in preference to the car for those shorter internal trips to essential facilities.
- 4.4 Sustainable travel infrastructure will be embedded in the design of development as it progresses, making active travel and bus journeys a preferred, first choice from the beginning.

Off-Site Improvement Works

- 4.5 It is intended that there will be some off-site improvements made to improve the accessibility of the site. At the site access with the A281, the junction give-way will be brought forward in support of improved visibility splays at the access. From the junction of Eastlands Lane / A281, visibility splays of 2.4m x 43m can be achieved in either direction in accordance with MfS1 standards.
- 4.6 There will also be dropped kerbs and tactile paving across the site access junction with the A281. These will continue north into Cowfold across pub entrance as well as the business estate to the north, improving connectivity into the village. The access amendments will also incorporate the comments raised within the RSA1.
- 4.7 There will be PROW improvements, namely to PROW-1777 which includes replacement planks; wood chippings; consideration of low-level lighting; cut back of foliage and overgrown vegetation linking to Holm Oaks where the PROW ends. This is detailed on the supporting drawings in **Appendix B**.
- 4.8 As stated in earlier parts of the report, Eastlands Lane is not a Quiet Lane currently, and cannot be formally classified as a Quiet Lane as it is a private road. Notwithstanding this, there is an understanding to maintain the quiet nature of Eastlands Lane and need to ensure that vehicle

movements will be very low and pedestrian safety will be a priority, with the potential for improvements.

- 4.9 On that basis, as part of off-site improvement works within the lane, a series of dedicated pedestrian refuge points will be introduced, supported by appropriate signage, along the route. The intention is that these provide clear, recognised places for pedestrians to move to when vehicles are approaching, reinforcing the shared nature of the lane while maintaining safety.
- 4.10 The introduction of the pedestrian refuge points should be seen as a positive betterment, helping to reinforce pedestrian priority along the lane and provide clear locations for pedestrians to step aside where vehicles approach, further supporting the shared character of the route.
- 4.11 Following a site visit on 09/09/2026, a plan has been produced detailing a refuge point with dropped kerbs with connection to the existing carriageway. These will be provided at regular points throughout the route to ensure accessible refuge for people with limited mobility and prams. Where there is existing infrastructure in place, such as existing concrete surfaced accesses, these can be used as pedestrian refuge instead. Pedestrian visibility splays of 0.6m x 25m have been provided on the drawing to demonstrate adequate visibility.
- 4.12 These pedestrian refuse points can be seen in **Appendix B**. They are spaced periodically unless there is an existing driveway and dropped kerb available. A hardstanding area with dropped kerb access will be provided at suitable points throughout the lane. Due to root protection zones, there will be no dig construction methods employed, with detail provided post planning consent.
- 4.13 In terms of traffic movements, the 9-unit scheme is expected to generate approximately 46 two-way vehicle movements per day. At peak times this would only be approximately 1 vehicle every 12 minutes and across the whole day, this equates to roughly one vehicle movement every 15 minutes on average. This represents a very low level of traffic, entirely consistent with the nature of a shared rural lane. The introduction of pedestrian refuge points will further enhance safety and encourage continued use of the lane.

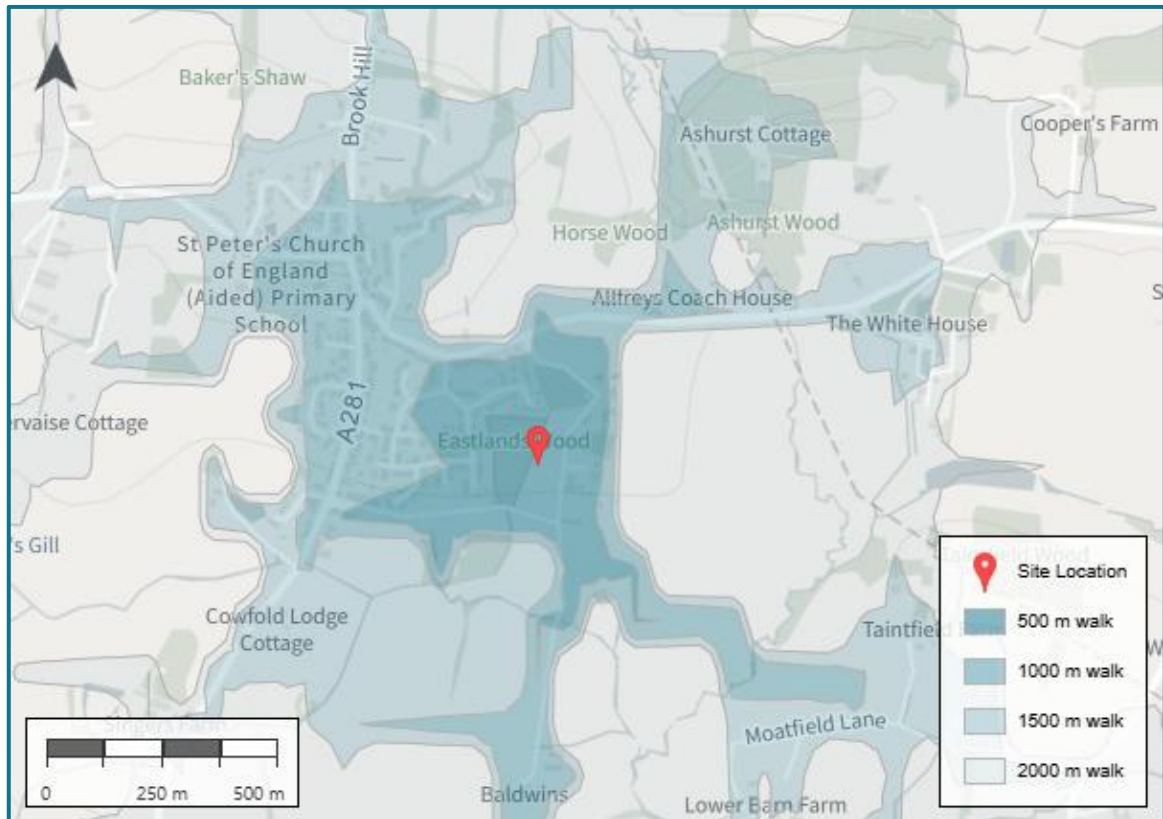
Accessibility by Foot

- 4.14 Manual for Streets suggests 800m can be considered a comfortable walking distance (paragraph 4.4.1). MfS also states, however, 800m is not the upper limit, walking offers potential to replace short car trips for journeys up to 2km (with reference to PPG13).
- 4.15 Whilst superseded by NPPF, the former PPG13 Transport document sets out useful guidance related to suitable walking and cycling distances:

- “Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres” (Paragraph 74)

4.16 **Figure 4.1** demonstrates an approximate 2km walking distance isochrone surrounding the site, this representing a journey time of approximately 25-minutes. The isochrones are based on an average walking speed of 1.4m/s, with increments of 500m.

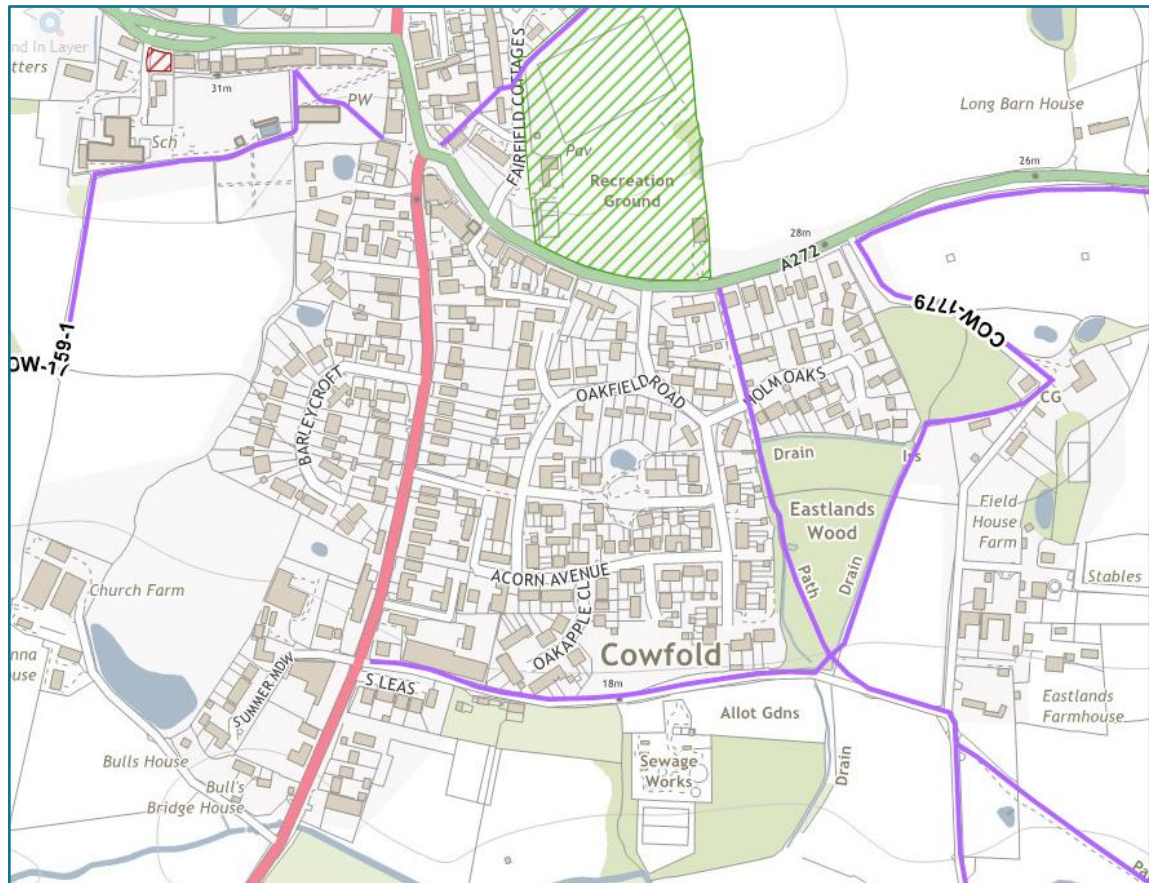
Figure 4.1 – 2km Walking Isochrone



- 4.17 There is a network of public rights of way that are sited in the site vicinity, as shown in **Figure 4.1**, highlighted in the extract of the West Sussex County Council Public Right of Way map. This details the public footpaths that surround the development site directly, as well as the wider area of Cowfold.
- 4.18 Specifically, a public footpath (COW-1775) also operates as Eastlands Lane. This provides direct access to the site. As stated above, pedestrian refuse points will be provided along Eastlands Lane to encourage continued use of the lane for walking and cycling and access to central Cowfold.
- 4.19 This links to COW-1779 which runs along the western perimeter of the site. COW-1777 links to these two footpaths and runs north towards the A272. This also links to the housing estate north of the site such as Holm Oaks where there is existing high quality pedestrian infrastructure.

- 4.20 COW-1775 will be utilised as the main pedestrian access into the site. Linking to the A281 directly, there is high quality, well-maintained pedestrian footways either side of the road, conducive to walking. This continues the entire length to the centre of Cowfold village to the north.

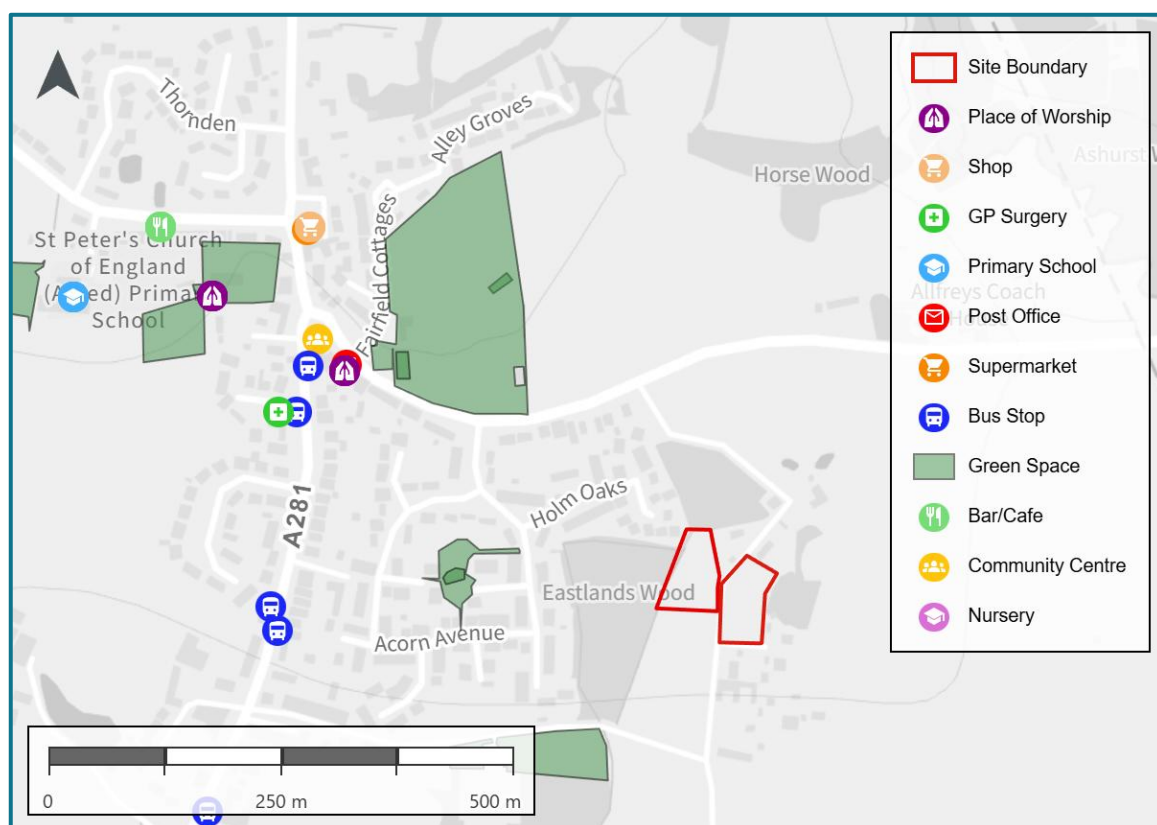
Figure 4.1 – PRoW



Extract from PRoW Map

- 4.21 Examples of key destinations and their proximity to the site are highlighted in **Figure 4.2**. Walking times are based on a walk speed of 1.4m/s as referenced in IHT (2000) Guidelines for Providing for Journeys on Foot, and cycle times are based on an average cycle speed of 15.5km/h.

Figure 4.2 – Local Amenities Nearby Site



4.22 Examples of key destinations and their proximity to the site are listed below in **Tables 4.1 – 4.4**. Walking times are based on a walk speed of 1.4m/s as referenced in IHT (2000) Guidelines for Providing for Journeys on Foot, and cycle times are based on an average cycle speed of 15.5km/h.

Table 4.1 – Schools within vicinity of the site

Destination	Distance from Site Access	Walk/Cycle time
St Peter's C of E Primary School	1.22km	17-minute walk/6-minute cycle
Country Mice Pre-School	1.22km	17-minute walk/6-minute cycle

Table 4.2 – Shopping within vicinity of the site

Destination	Distance from Site Access	Walk time
Co-Op Food Cowfold	900m	14-minute walk/6-minute cycle

Table 4.3 – Medical Facilities within vicinity of the site

Destination	Distance from Site Access	Walk time
Cowfold Surgery (Medical Centre)	745m	11 minutes' walk/4 minutes' cycle

Table 4.4 – Community Facilities within vicinity of the site

Destination	Distance from Site Access	Walk time
Hare and Hounds Cowfold Public House	390m	5-minute walk/2-minute cycle
Cowfold Village Hall	860m	12-minute walk/5-minute cycle
Cowfold Community Pool	1.13km	16-minute walk/6-minute cycle
The Fold Coffee House	980m	14-minute walk/5-minute cycle
Cowfold Recreation Ground / Playground	980m	14-minute walk/5-minute cycle
Cowfold Football Club	1.33km	18-minute walk/7-minute cycle
Cowfold Cottage Tandoori	840m	12-minute walk/5-minute cycle
Dennie's Café	950m	14-minute walk/5-minute cycle

4.23 As seen from Tables 4.1 – 4.4, there are many amenities within walking distance from the site. Within Cowfold and surrounding area, the residents of the proposed development will be able to access health and community facilities as well as shopping for essential items and some education facilities mostly within 2km of the site.

4.24 For services and amenities that are too far for walking, and cycling is not an option to a resident, nearby towns of Burgess Hill, Horsham and Brighton are accessible via all bus services stated above in less than a 40-minute journey time as a maximum.

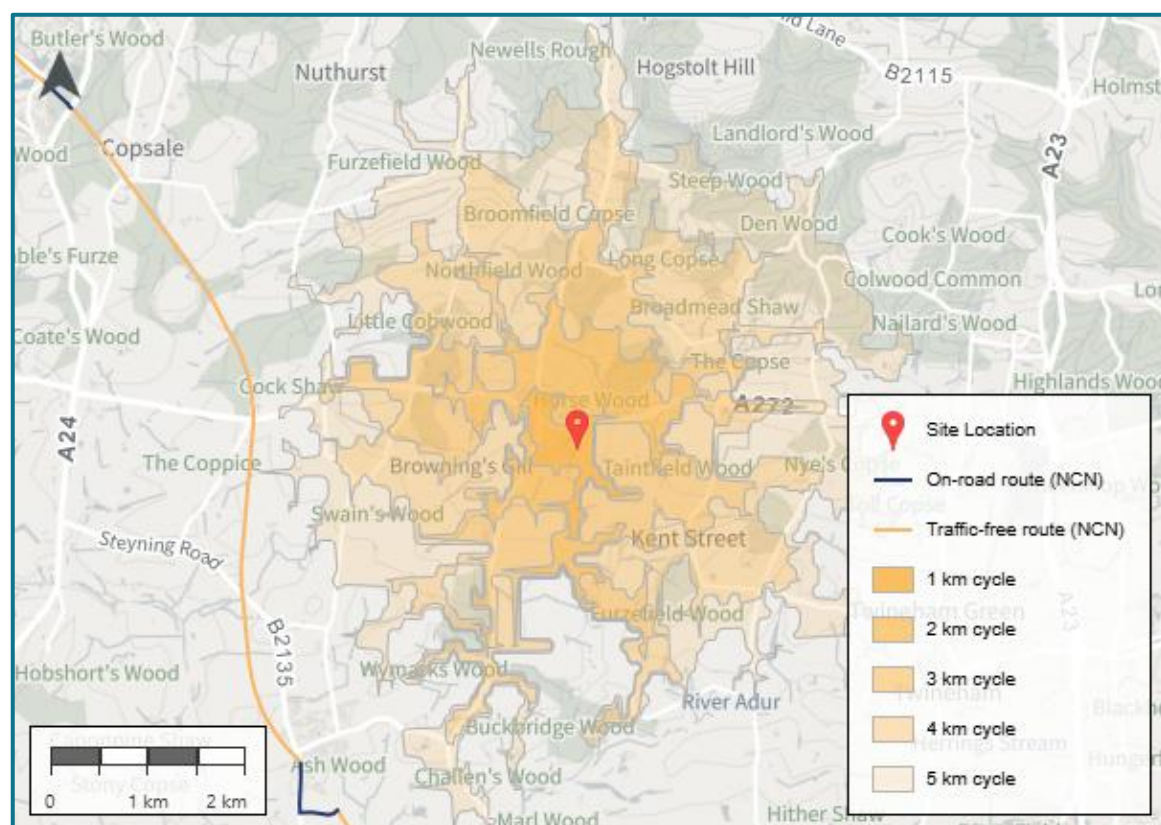
Accessibility by Cycle

4.25 Whilst superseded by NPPF, the former PPG13 Transport document sets out useful guidance related to suitable walking and cycling distances:

- 'Cycling also has potential to substitute short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport' (Paragraph 77).

4.26 Figure 4.3 demonstrates an approximate 5km cycling distance isochrone surrounding the site, this representing a journey time of approximately 19-minutes. The isochrones are based on an average cycling speed of 15.5km/h, with increments of 1 km.

Figure 4.3 – 5km Cycle Isochrone



4.27 Within 5km of the proposed development is the National Cycle Network Route 223, also known as the Downs Link, as shown in **Figure 4.3** below. This runs adjacent to the village of Cowfold, along a traffic free route towards Southwater in the north, and Shoreham-by-Sea in the south.

4.28 This NCN Route could be used for commuting to work purposes as well as leisure purposes. Nonetheless, due to low-speed limits within the town and the low-speed limits on surrounding roads, the site is well located to be conducive to cycling.

4.29 Although there are no dedicated cycle lanes within vicinity of the site, the site is conducive to cycling with low traffic speeds and gentle sloping topography.

Bus Services

4.30 Guidance on how to make new developments bus-friendly has been published by the Chartered Institution of Highways and Transportation (CIHT), titled 'Buses in Urban Developments' published in January 2018. The guidance recommends maximum walking distances of:

- 500 metres on core bus corridors with two or more high frequency services;
- 400 metres on single high frequency routes (every 12 minutes or better);
- 300 metres on less frequent routes;

- 250 metres in town/city centres.

- 4.31 The nearest bus stop to the site access is located 465m west of the site location, along the A281, within the advisable maximum walking distance to a bus stop. Therefore, journey by bus travel is likely to be a valid option for the residents of the proposed development. The bus stop is titled 'South Leas', and the journey time equates to a 7-minute walk time.
- 4.32 This bus stop has services operated by Stagecoach buses. This stop is serviced by bus 17.
- 4.33 The bus services are detailed below in **Table 4.5**. The services provide connections to some key destinations such as Brighton and Horsham.

Table 4.5 – Local Bus Service Frequencies

Stop	Service	Destination	Monday-Friday Frequency	Saturday Frequency	Sunday Frequency
South Leas	17	Horsham - Brighton	1 per hour	1 per hour	8 per day
South Leas	17	Horsham - Henfield	2 per day	2 per day	2 per day

- 4.34 As **Table 4.5** demonstrates, there is a moderate frequency of bus services to key destinations throughout the day. The short walking distance between the nearby bus stops and the site means that travel by bus is a convenient sustainable modal choice for residents and visitors of the proposed development.

Rail Services

- 4.35 The nearest railway station is Horsham, located approximately 11.7km from the site. Other nearby stations are Christs Hospital, Haywards Heath, Burgess Hill and Wivelsfield. Whilst these stations are too far to cycle, bus no. 17 provides access to Horsham station at 'Stop K; within 17 minutes.
- 4.36 Services from Horsham are run by Southern. This station provides regular services to Brighton, London Bridge, Gatwick Airport, Bedford, Littlehampton, Hove, and Worthing. Key destinations, service frequencies and journey times are set out in **Table 4.2** below.
- 4.37 The journey times and service frequencies are set out below in **Table 4.6**.

Table 4.6 – Local Rail Services

Station	Destination	Frequency	Journey Time
Horsham	London Victoria	3 / hour	54 mins

Horsham	Crawley	4 / hour	9 mins
Horsham	London Bridge	2 / hour	58 mins
Horsham	Three Bridges	4 / hour	14 mins
Horsham	London Blackfriars	2 / hour	1 hour 12 mins
Horsham	Billingshurst	2 / hour	10 mins
Horsham	Gatwick Airport	4 / hour	20 mins
Horsham	East Croydon	4 / hour	37 mins
Horsham	Clapham Junction	3 / hour	47 mins
Horsham	Farringdon	2 / hour	1 hour 16 mins
Christs Hospital	London Victoria	2 / hour	59 mins
Christs Hospital	Horsham	2 / hour	4 mins
Christs Hospital	Billingshurst	2 / hour	6 mins
Christs Hospital	Gatwick Airport	2 / hour	24 mins
Christs Hospital	Crawley	2 / hour	13 mins
Christs Hospital	Pulborough	2 / hour	12 mins
Christs Hospital	Clapham Junction	2 / hour	52 mins
Christs Hospital	East Croydon	2 / hour	42 mins
Christs Hospital	London Bridge	1 / day	1 hour 4 mins
Christs Hospital	Littlehaven	4 / day	8 mins
Littlehaven	London Victoria	2 / hour	51 mins
Littlehaven	Horsham	2 / hour	3 mins
Littlehaven	London Bridge	2 / hour	54 mins
Littlehaven	London Blackfriars	2 / hour	1 hour 8 mins
Littlehaven	Crawley	3 / hour	8 mins
Littlehaven	Gatwick Airport	3 / hour	19 mins
Littlehaven	Three Bridges	3 / hour	13 mins
Littlehaven	Farringdon	2 / hour	1 hour 12 mins
Littlehaven	City Thameslink	2 / hour	1 hour 10 mins
Littlehaven	East Croydon	3 / hour	34 mins
Wivelsfield	Brighton	2 / hour	16 mins
Wivelsfield	Haywards Heath	4 / hour	5 mins
Wivelsfield	London Victoria	2 / hour	50 mins
Wivelsfield	London Bridge	2 / hour	52 mins

Wivelsfield	London Blackfriars	2 / hour	58 mins
Wivelsfield	Lewes	2 / hour	12 mins
Wivelsfield	Burgess Hill	2 / hour	2 mins
Wivelsfield	Gatwick Airport	4 / hour	18 mins
Wivelsfield	Hassocks	2 / hour	5 mins
Wivelsfield	Eastbourne	2 / hour	33 mins
Burgess Hill	Brighton	5 / hour	11 mins
Burgess Hill	London Victoria	2 / hour	49 mins
Burgess Hill	Haywards Heath	6 / hour	5 mins
Burgess Hill	London Bridge	4 / hour	51 mins
Burgess Hill	London Blackfriars	4 / hour	57 mins
Burgess Hill	Hassocks	5 / hour	3 mins
Burgess Hill	Gatwick Airport	6 / hour	17 mins
Burgess Hill	Hove	2 / hour	13 mins
Burgess Hill	Preston Park	4 / hour	10 mins
Burgess Hill	Three Bridges	4 / hour	14 mins

5 Proposed Development

Development Description

- 5.1 The development comprises two sites at the land at Eastlands Lane, comprising the construction of 9 dwellings with driveways accessed directly from Eastlands Lane, associated parking, landscaping and external improvements. The proposed site layout plan is shown in **Appendix A**, but for ease of viewing can also be seen below in **Figure 5.1**.

Access

- 5.2 Access into the site will be via Eastlands Lane. The junction give-way is proposed to be brought forward in support of visibility. There will be tactiles and dropped kerbs across the access onto the A281 in support of active transport into Cowfold Village.
- 5.3 The visibility splays at the site access are achievable in line with Manual for Streets 1 for a 30mph road with 2.4m x 43m achievable in the horizontal plane in either direction of the access.
- 5.4 It is anticipated that due to low vehicle movements, Eastlands Lane will operate under a shared surface arrangement with pedestrian refuge points introduced along the lane.
- 5.5 Manual for Streets 1, paragraph 7.2.14 states that areas of shared surface streets are likely to work well where the volume of motor traffic is below 100 vehicles per hour. The TRICS trip rate as estimated in section 5.0 below denotes that there will be significantly less than 100 vehicles per hour within the development parcel and therefore this is deemed to be sufficient.
- 5.6 In terms of traffic movements, the 9-unit scheme is expected to generate approximately 46 two-way vehicle movements per day. At peak times this would only be approximately 1 vehicle every 12 minutes and across the whole day, this equates to roughly one vehicle movement every 15 minutes on average. This represents a very low level of traffic, entirely consistent with the nature of a shared rural lane.

Figure 5.1 – Proposed Indicative Layout Plan



Refuse & Emergency Servicing

- 5.7 **Appendix B** has demonstrated that refuse vehicles can enter Eastlands Lane to service the dwelling. Residents are required to leave their bins at the end of their driveways.
- 5.8 Refuse vehicles would also be able to service each dwelling an access bins within 25m from Eastlands Lane directly, aligning with how existing dwellings are served along the lane. This is in line with the requirements set out in paragraph 6.8.9 of Manual for Streets 1.
- 5.9 Therefore, the site layout will meet WSCC and MfS requirements (paragraph 6.8.9).
- 5.10 Fire tenders will be able to get within 45m of the front door of all dwellings, this will be confirmed at detailed design stages. This is in accordance with West Sussex County Council: Local Design Guide Supplementary Guidance for Residential Development Proposals.

Car Parking

- 5.11 The scheme will provide vehicle parking in accordance with West Sussex County Council's Guidance on parking at New Developments (September 2020).
- 5.12 Parking standards for West Sussex County Council are set out in **Figure 5.2** below showing the maximum parking standards required for dwellings in different Parking Behaviour Zones within West Sussex. The proposed development resides in a PBZ2.

Figure 5.2 – Residential Parking Standards for West Sussex

Number of Bedrooms	Number of Habitable Rooms	PBZ1	PBZ2	PBZ3	PBZ4	PBZ5
1	1 to 3	1.5	1.4	0.9	0.9	0.6
2	4	1.7	1.7	1.3	1.1	1.1
3	5 to 6	2.2	2.1	1.8	1.7	1.6
4+	7 or more	2.7	2.7	2.5	2.2	2.2

- 5.13 As the development site is located within a PBZ1, this guidance will be consulted for the proposed 9 dwellings. The indicative dwelling mix is as follows:
- 2x 3-bedroom house – 2 spaces per dwelling
 - 4x 4-bedroom house – 3 spaces per dwelling
- 5.14 The parking has been provided in accordance with the above standards on the proposed layout plan. Units with car ports are indicated on the masterplan layout.
- 5.15 In accordance with 'The Building Regulations 2010 – Infrastructure for the Charging of Electric Vehicles, Approved Document S' (2021 edition), EV charging points would be provided for all allocated parking spaces.

Cycle Parking

- 5.16 The proposed provision of cycle parking on site has also been designed in accordance with the West Sussex County Council's Guidance on parking at New Developments (September 2020), which accounts for minimum levels of cycle parking. Likely cycle ownership, storage and requirements for dwellings and types should be taken into consideration when allowing for cycle standards.

Figure 5.3 – Residential Cycle Standards for West Sussex

Type	Dwelling Size	Cycle Provision (per unit)
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces
Houses	Multiple Occupation	1 space
Flats	Up to 3 rooms (1 & 2 bed)	0.5 space (if communal storage otherwise same as 1 & 2 bed house)
Flats	4+ rooms (3+ bed)	1 space

- 5.17 As all dwellings are 3+ bedrooms, all dwellings will have sheds within the rear gardens that cater for at least two cycles. They will be within an enclosed, lockable store, therefore meeting the WSCC standards.

6 Trip Generation

- 6.1 No existing vehicle trip generations associated with the sites existing use have been included within this assessment. All additional trips generated as a result of the proposed development will be considered as new in order to ensure a robust assessment.

Proposed Trip Generation – TRICS Analysis

- 6.2 To determine potential traffic generation from the proposed development, a TRICS trip rate exercise has been undertaken. TRICS is a nationally recognised database of typical traffic generation parameters for different types of development. It is typically used when assessing the potential traffic generation of a proposed development.
- 6.3 The below trip rates were deemed to be acceptable at pre-application and therefore have been used for the 9-unit scheme.
- 6.4 The proposed development is for 9 residential dwellings (Class C3). The TRICS database has been interrogated for appropriate matches to the use of privately owned houses, with the following relevant parameters being applied:
- Survey Year: Post 2015 surveys;
 - Regions: All regions within the United Kingdom;
 - Days: Weekdays only;
 - Location: Edge of Town and Suburban area location types;
 - Number of units: 25-80 Units;
 - Car Ownership: From 1.1 to 1.5.
- 6.5 **Table 6.1** below provides the relevant TRICS trip rate data, based on the site selection criteria above.

Table 6.1 – TRICS Trip Rates for Development

Mode	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
C3 Dwellings (Per 1 dwelling)	0.142	0.452	0.594	0.401	0.195	0.596	2.516	2.622	5.138
C3 Dwellings (Per 9 dwellings)	1	4	5	4	2	5	23	24	46

6.6 The full details of the TRICS assessment can be seen in **Appendix C**.

Summary of Trips

6.7 Using the information from the TRICS database, the proposed development is likely to lead to:

- Around 5 two-way vehicle trips in the weekday AM peak period (0800-0900);
- Around 5 two-way vehicle trips in the weekday PM peak period (1700-1800);
- Overall, around 46 two-way daily weekday vehicle trips are forecast.

6.8 Based on the TRICS analysis, the likely traffic generation of the proposed development can easily be accommodated on the local highway network, and no further assessment or mitigation of highway impact is required.

7 Conclusion

- 7.1 This Transport Statement has summarised the existing situation and has provided an overview of the proposed development from a transport perspective. Key transport-relevant elements of the development, including parking, access, trip generation and the impacts upon the surrounding transport networks, have been considered.
- 7.2 The proposed development is for 9 dwellings across two parcels of land. Access is proposed from Eastlands Lane for both vehicles and pedestrians with amendments made to the access and external improvement works surrounding the site. The site can be accessed by sustainable forms of transport such as buses which have a moderate frequency of services throughout the day to local destinations.
- 7.3 The proposed development has been carefully designed to respond to the existing character and operational function of Eastlands Lane.
- 7.4 Traffic generation associated with the scheme will remain very low, with approximately 46 two-way vehicle movements per day and only around five two-way trips in each peak hour, equating to a vehicle movement approximately every 12–15 minutes on average.
- 7.5 This level of activity is entirely consistent with the shared rural nature of the lane and will not materially change the way in which the route currently operates. Existing survey data demonstrates that both pedestrian and vehicular movements along Eastlands Lane are already low, and the modest increase in activity generated by the development will comfortably remain within the parameters typically associated with shared surface environments.
- 7.6 Importantly, the scheme incorporates a number of positive off-site improvements to further enhance safety and accessibility for pedestrians using Eastlands Lane. These include the introduction of a series of dedicated pedestrian refuge areas with appropriate signage, together with improved crossing facilities at the junction with the A281.
- 7.7 These measures will provide clear and accessible locations for pedestrians to step aside when vehicles approach, reinforcing pedestrian priority while maintaining the informal shared character of the route
- 7.8 The approach therefore represents a sensitive enhancement to the existing environment, supporting safe pedestrian use while preserving the quiet rural character that defines Eastlands Lane.

- 7.9 On this basis, the development will not result in any unacceptable transport or highway impacts and will instead deliver modest but meaningful improvements to pedestrian safety and connectivity within the local area.

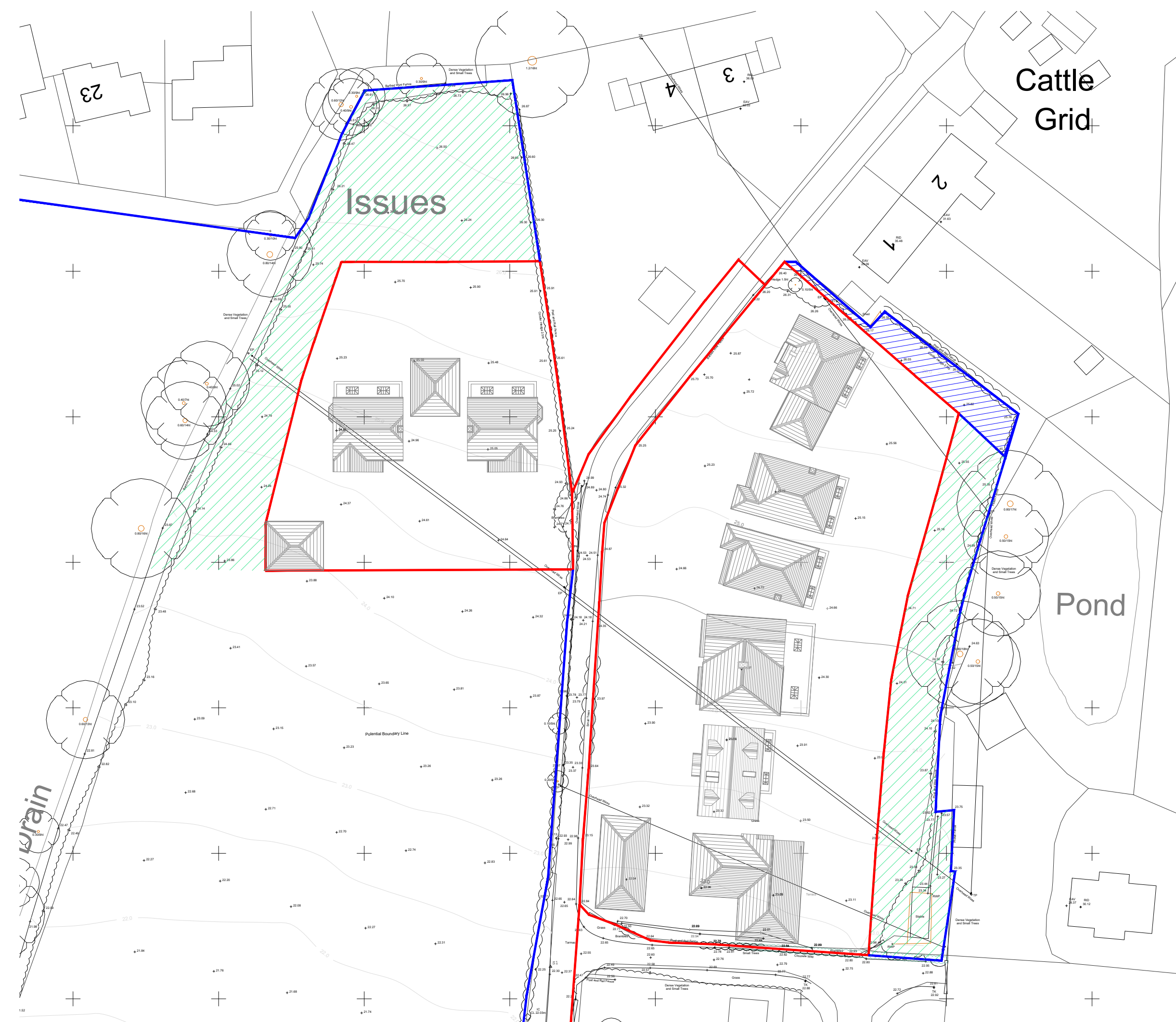
- End of Report -

Appendix A

Site Layout Plan



Site Location Plan
Scale 1:1250

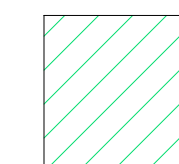


Proposed Block Plan
Scale 1:500



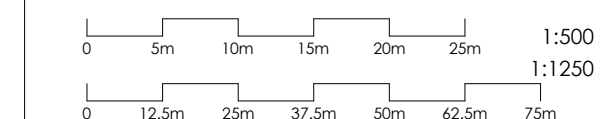
LLOYD HARDEN

Design • Planning • Architecture



Hatching indicates Area of land set aside for woodland/tree protection

REV	BY	DATE	DETAILS
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SCALE @ A1**CLIENT**

Lee Goosens
Eastlands Lane, Cowfold, West Sussex, RH13 8AY

PROJECT

9 No - 3 & 4 Bed Homes

DRAWN BY

SJB

CHECKED BY

LKH

CONCEPTUAL DRAFT

DRAWING TITLE

Location Plan & Proposed Block Plan

DATE	DRAWING NUMBER	REVISION
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24.11.25

2562-01

11

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Proposed Site Plan
Scale 1:500



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MATERIALS

- 1.2m high estate rail fence
- 1.8m high timber panel fence
- Driveway & Parking areas to be Gravel Resin
- Terraced areas to gardens - to be 900x900 slabs
- Area of land given to No. 1 Eastfields Lane
- Area of land under ownership
- New planting - species to be confirmed by Landscape Designer
- Proposed shed/bike store

HOUSE TYPES

- House Type 1 - 3 Bed Bungalow (1797sqft)
- House Type 2 - 4 Bed 2 Storey (1786sqft)
- House Type 3 - 3 Bed 2 Storey Semi (1216sqft)
- House Type 4 - 4 Bed 2 Storey (1786sqft)
- House Type 5 - 4 Bed 1 1/2 Storey (1700sqft)
- House Type 6 - 4 Bed 2 Storey (1800sqft)

SITE AREAS

- West Parcel - 0.15ha
- East Parcel - 0.34ha
- Total - 0.49ha

REV BY DATE DETAILS

SCALE @ A2

0 5m 10m 15m 20m 25m 1:500

CLIENT

Lee Goosens
Eastlands Lane, Cowfold, West Sussex, RH13 8AY

PROJECT

9 No - 3 & 4 Bed Homes

DRAWN BY

SJB

CHECKED BY

LKH

CONCEPTUAL DRAFT

DRAWING TITLE

Proposed Site Plan

DATE

21.11.25

DRAWING NUMBER

2562-03

REVISION

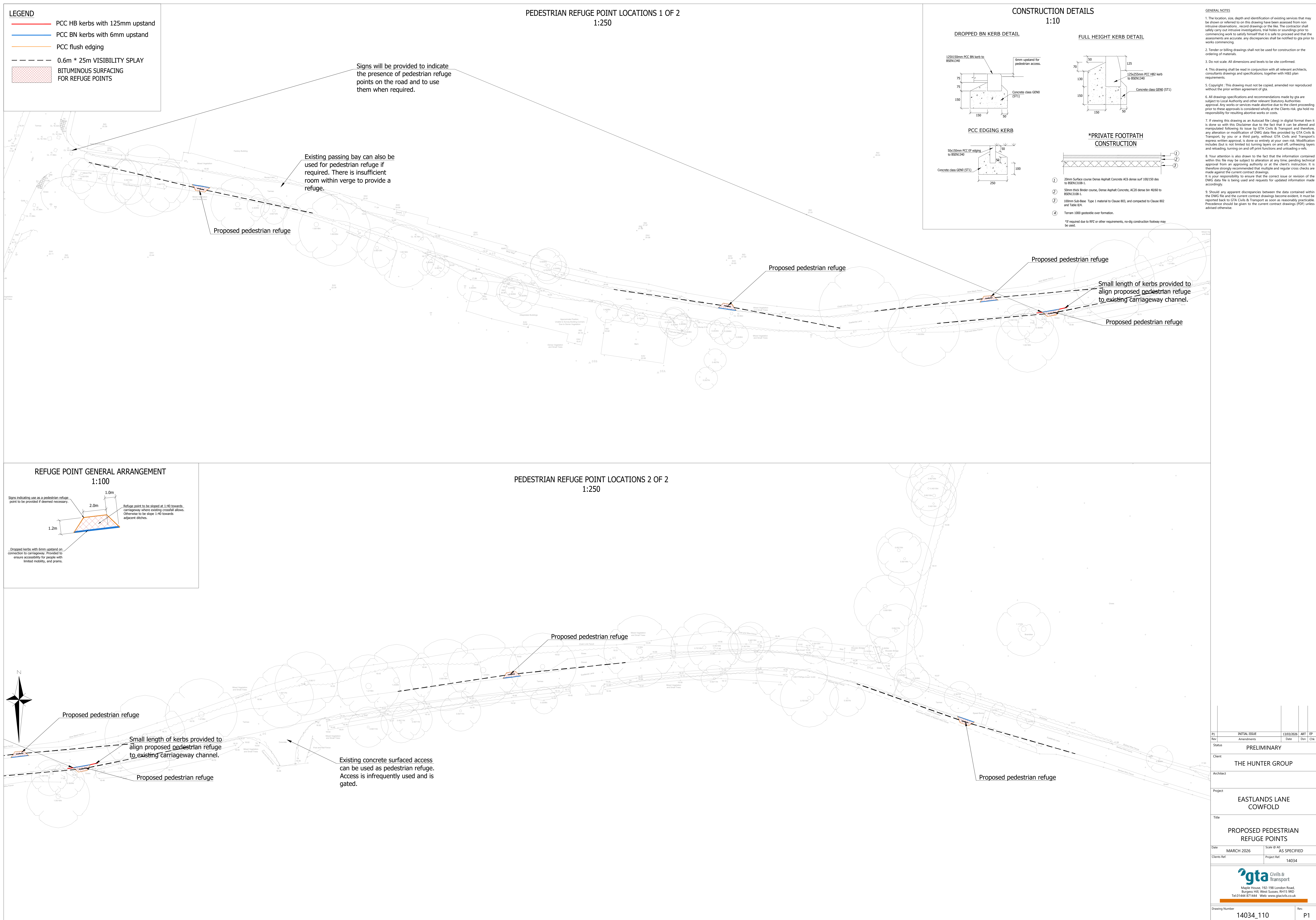
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Appendix B

Access Plans and Supporting Drawings





GENERAL NOTES

1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations, record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. Any discrepancies shall be notified to gta prior to works commencing.
2. Tender or billing drawings shall not be used for construction or the ordering of materials.
3. Do not scale. All dimensions and levels to be site confirmed.
4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.
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7. If viewing this drawing as an Autocad file (.dwg) in digital format then it is done so with this Disclaimer due to the fact that it can be altered and manipulated following its issue by GTA Civils & Transport and therefore, any alteration or modification of DWG data files provided by GTA Civils & Transport, by you or a third party, without GTA Civils and Transport's express written approval, is done so entirely at your own risk. Modification includes (but is not limited to) turning layers on and off, unfreezing layers and reloading, turning on and off print functions and unloading x-refs.
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9. Should any apparent discrepancies between the data contained within the DWG file and the current contract drawings become evident, it must be reported back to GTA Civils & Transport as soon as reasonably practicable. Precedence should be given to the current contract drawings (PDF) unless advised otherwise.

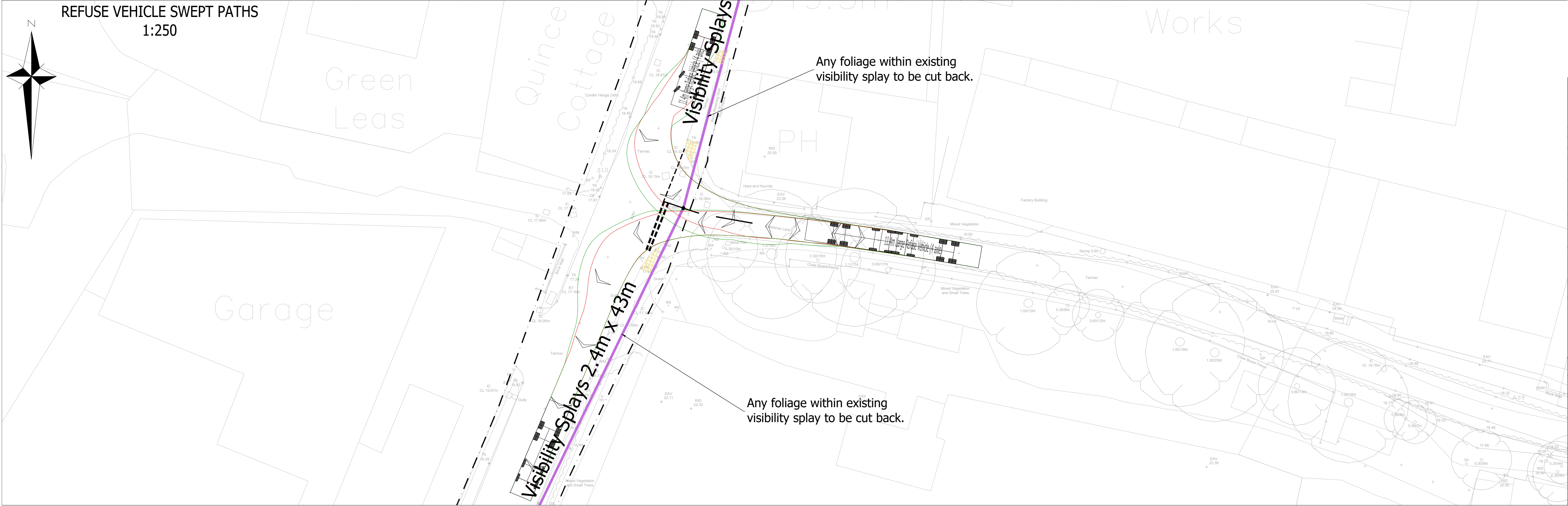
11.4m Large Refuse Vehicle (4 axle)

Overall Length	11.400m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

Vehicle wheels outline

Vehicle Body envelope

HIGHWAY BOUNDARY



HIGHWAY BOUNDARY					
P2	REVISED TO RSA1 COMMENTS	19.11.2025	ART	EP	
P1	INITIAL ISSUE	22.10.2025	ART	EP	
Rev	Amendments	Date	Dsn	Chk	
Status	PRELIMINARY				
Client	THE HUNTER GROUP				
Architect					
Project	EASTLANDS LANE COWFOLD				
Title	ACCESS PROPOSALS				
Date	OCTOBER 2025	Scale @ A1	AS SPECIFIED		
Clients Ref.		Project Ref.	14034		
 Civils & Transport Maple House, 192-198 London Road, Burgess Hill, West Sussex, RH15 9RD Tel.01444 871444 Web: www.gtacivils.co.uk					
Drawing Number		14034_101		Rev.	P2

Appendix C

TRICS Output Data

Audit Code: ecd17042-5b16-4a27-ba8b-8b38346340fc

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 day
	KC	KENT	1 day
	SC	SURREY	1 day
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 day
	SF	SUFFOLK	1 day
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 day
09	NORTH		
	DH	DURHAM	1 day
	IM	ISLE OF MAN	3 days
11	SCOTLAND		
	HI	HIGHLAND	1 day
12	CONNAUGHT		
	CS	SLIGO	2 days
16	ULSTER (REPUBLIC OF IRELAND)		
	MG	MONAGHAN	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: ecd17042-5b16-4a27-ba8b-8b38346340fc

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	DWELLS
Actual Range:	0.9 to 3.3 (units:DWELLS)
Range Selected by User:	25 to 80 (units:DWELLS)
Parking Spaces Range:	6 - 2604

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/16 to 17/09/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:	
Friday	2 days
Monday	1 days
Thursday	6 days
Tuesday	6 days
Wednesday	4 days

This data displays the number of selected surveys by day of the week.

Selected survey types:	
Manual count	19
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:	
Neighbourhood Centre (PPS6 Local Centre)	13 days
Suburban Area (PPS6 Out of Centre)	6 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:	
Residential Zone	6 days
Village	13 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	14 days
Servicing vehicles Included	5 days

Audit Code: ecd17042-5b16-4a27-ba8b-8b38346340fc

Secondary Filtering Selection:

Use Class:

C3	19 surveys
----	------------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

72 - 6103

Population within 1 mile:

1,000 or Less	3 surveys
1,001 to 5,000	7 surveys
10,001 to 15,000	2 surveys
15,001 to 20,000	2 surveys
5,001 to 10,000	5 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

100,001 to 125,000	2 surveys
25,001 to 50,000	6 surveys
5,000 or Less	3 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	3 surveys
75,001 to 100,000	4 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.1 to 1.5	12 surveys
1.6 to 2.0	5 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Audit Code: ecd17042-5b16-4a27-ba8b-8b38346340fc

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	14 surveys
Yes	5 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	19 surveys
-----------------	------------

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Audit Code: ecd17042-5b16-4a27-ba8b-8b38346340fc

1	AC-03-A-05	SEMI-DETACHED & TERRACED	CHESHIRE WEST & CHESTER
MEADOW DRIVE NORTHWICH BARNTON Neighbourhood Centre (PPS6 Local Centre) Village Site area: 0.91 hect Survey date: Friday 30/04/2021			
			Survey Type: Manual
2	CA-03-A-07	MIXED HOUSES	CAMBRIDGESHIRE
FIELD END NEAR ELY WITCHFORD Neighbourhood Centre (PPS6 Local Centre) Village Site area: 1.19 hect Survey date: Thursday 27/05/2021			
			Survey Type: Manual
3	CS-03-A-03	MIXED HOUSES	SLIGO
TOP ROAD STRANDHILL STRANDHILL Neighbourhood Centre (PPS6 Local Centre) Village Site area: 1.2 hect Survey date: Thursday 27/10/2016			
			Survey Type: Manual
4	CS-03-A-04	DETACHED & SEMI-DETACHED	SLIGO
R292 STRANDHILL Neighbourhood Centre (PPS6 Local Centre) Village Site area: 1.68 hect Survey date: Thursday 27/10/2016			
			Survey Type: Manual
5	DH-03-A-01	SEMI DETACHED	DURHAM
GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.9 hect Survey date: Tuesday 28/03/2017			
			Survey Type: Manual
6	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
CANADA WAY LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 1.4 hect Survey date: Tuesday 19/11/2019			
			Survey Type: Manual
7	HI-03-A-14	SEMI-DETACHED & TERRACED	HIGHLAND
KING BRUDE ROAD INVERNESS SCORGUIE Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 1.48 hect Survey date: Wednesday 23/03/2016			
			Survey Type: Manual
8	IM-03-A-01	MIXED HOUSES	ISLE OF MAN
BALLAKILLOWEY ROAD COLBY			

Audit Code: ecd17042-5b16-4a27-ba8b-8b38346340fc

BALLAKILLOWEY Neighbourhood Centre (PPS6 Local Centre) Village Site area: 2.12 hect Survey date: Tuesday 21/05/2024				Survey Type: Manual
9	IM-03-A-02	MIXED HOUSES	ISLE OF MAN	
SHORE ROAD KIRK MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Site area: 1.61 hect Survey date: Thursday 23/05/2024				Survey Type: Manual
10	IM-03-A-04	MIXED HOUSES	ISLE OF MAN	
NEW CASTLETOWN ROAD DOUGLAS Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 2.3 hect Survey date: Monday 20/05/2024				Survey Type: Manual
11	KC-03-A-03	MIXED HOUSES & FLATS	KENT	
HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 1.38 hect Survey date: Thursday 14/07/2016				Survey Type: Manual
12	MG-03-A-01	SEMI-DETACHED HOUSES	MONAGHAN	
ORIEL WAY MONAGHAN Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 3.3 hect Survey date: Tuesday 12/10/2021				Survey Type: Manual
13	SC-03-A-10	MIXED HOUSES	SURREY	
GUILDFORD ROAD ASH Neighbourhood Centre (PPS6 Local Centre) Village Site area: 1.42 hect Survey date: Wednesday 14/09/2022				Survey Type: Manual
14	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK	
BURY ROAD KENTFORD Neighbourhood Centre (PPS6 Local Centre) Village Site area: 2.68 hect Survey date: Friday 22/09/2017				Survey Type: Manual
15	SM-03-A-02	MIXED HOUSES	SOMERSET	
HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Site area: 2.87 hect Survey date: Tuesday 25/09/2018				Survey Type: Manual



Audit Code: ecd17042-5b16-4a27-ba8b-8b38346340fc

16 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Site area: 2.65 hect Survey date: Tuesday 25/09/2018	SM-03-A-03	MIXED HOUSES	SOMERSET	Survey Type: Manual
17 EMMS LANE NEAR HORSHAM BROOKS GREEN Neighbourhood Centre (PPS6 Local Centre) Village Site area: 3.25 hect Survey date: Thursday 19/10/2017	WS-03-A-07	BUNGALOWS	WEST SUSSEX	Survey Type: Manual
18 BRACKLESHAM LANE BRACKLESHAM BAY Neighbourhood Centre (PPS6 Local Centre) Village Site area: 1.9 hect Survey date: Wednesday 09/11/2022	WS-03-A-16	DETACHED & SEMI-DETACHED	WEST SUSSEX	Survey Type: Manual
19 LIDSEY ROAD WOODGATE Neighbourhood Centre (PPS6 Local Centre) Village Site area: 2.4 hect Survey date: Wednesday 18/09/2024	WS-03-A-25	PRIVATE HOUSES & FLATS	WEST SUSSEX	Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-03-A-03	04-06-2019	Removed: Site re-surveyed by AC-03-A-05
HC-03-A-18	29-11-2016	Removed: Site re-surveyed by HC-03-A-19
HC-03-A-19	27-11-2017	Removed: Site re-surveyed by HC-03-A-20
HC-03-A-20	20-11-2018	Removed: Site re-surveyed by HC-03-A-23

Audit Code: ecd17042-5b16-4a27-ba8b-8b38346340fc

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	19	46	0.061	0.262	0.323
08:00-09:00	19	46	0.142	0.452	0.594
09:00-10:00	19	46	0.171	0.227	0.398
10:00-11:00	19	46	0.136	0.184	0.320
11:00-12:00	19	46	0.165	0.180	0.345
12:00-13:00	19	46	0.177	0.187	0.364
13:00-14:00	19	46	0.195	0.186	0.381
14:00-15:00	19	46	0.182	0.194	0.376
15:00-16:00	19	46	0.258	0.201	0.459
16:00-17:00	19	46	0.327	0.174	0.501
17:00-18:00	19	46	0.401	0.195	0.596
18:00-19:00	19	46	0.301	0.180	0.481
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.516	2.622	5.138

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: ecd17042-5b16-4a27-ba8b-8b38346340fc

Parameter Summary:

Trip rate parameter range selected:	25 - 80 (units: DWELLS)
Survey date date range:	23/03/2016 - 18/09/2024
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix D

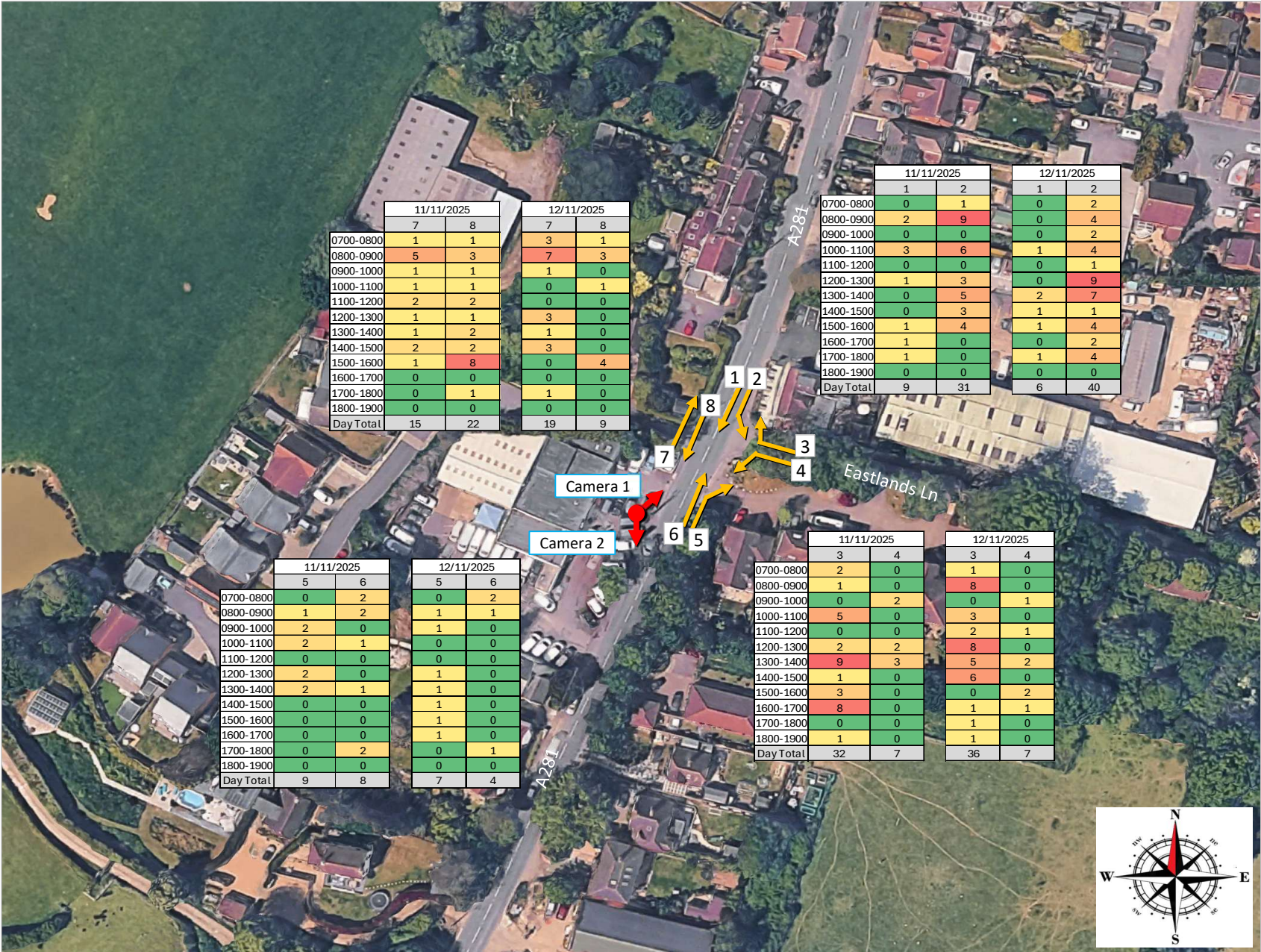
MCC and PCC Data Outputs



PCC - Plan

Site: Eastlands Lane
Location: Horsham
Date: Tuesday 11th November - Wednesday 12th November 2025
Time: 07:00-19:00

Coordinates: 50.985964, -0.273313



PCC

Site: Eastlands Lane
Location: Horsham
Date: Tuesday 11th November 2025
Time: 07:00-19:00
Weather: Dry and Bright

1	Adult	Accompanied Child	Unaccompanied Child	Elderly	Wheelchair/ Mobility scooter	Scooter (pushing)	Scooter (riding)	Pedal cycle (pushing)	Pedal cycle (riding)	Total
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	1	1	0	0	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
10:00	1	0	0	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0
10:30	1	0	0	0	0	0	0	0	0	1
10:45	1	0	0	0	0	0	0	0	0	1
Total	3	0	0	0	0	0	0	0	0	3
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0
12:15	1	0	0	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	1	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	0	0	0	0	1

PCC

Site: Eastlands Lane
Location: Horsham
Date: Tuesday 11th November 2025
Time: 07:00-19:00
Weather: Dry and Bright

1	Adult	Accompanied Child	Unaccompanied Child	Elderly	Wheelchair/ Mobility scooter	Scooter (pushing)	Scooter (riding)	Pedal cycle (pushing)	Pedal cycle (riding)	Total
17:00	1	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
(TOTAL	7	1	1	0	0	0	0	0	0	9

Hourly Summary

0700-0800	0	0	0	0	0	0	0	0	0	0
0800-0900	1	1	0	0	0	0	0	0	0	2
0900-1000	0	0	0	0	0	0	0	0	0	0
1000-1100	3	0	0	0	0	0	0	0	0	3
1100-1200	0	0	0	0	0	0	0	0	0	0
1200-1300	1	0	0	0	0	0	0	0	0	1
1300-1400	0	0	0	0	0	0	0	0	0	0
1400-1500	0	0	0	0	0	0	0	0	0	0
1500-1600	0	0	1	0	0	0	0	0	0	1
1600-1700	1	0	0	0	0	0	0	0	0	1
1700-1800	1	0	0	0	0	0	0	0	0	1
1800-1900	0	0	0	0	0	0	0	0	0	0
Day Total	7	1	1	0	0	0	0	0	0	9

PCC

Site: Eastlands Lane
Location: Horsham
Date: Tuesday 11th November 2025
Time: 07:00-19:00
Weather: Dry and Bright

2	Adult	Accompanied Child	Unaccompanied Child	Elderly	Wheelchair/ Mobility scooter	Scooter (pushing)	Scooter (riding)	Pedal cycle (pushing)	Pedal cycle (riding)	Total
07:00	1	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
08:00	4	0	0	0	0	0	0	0	0	4
08:15	1	0	0	0	0	0	0	0	0	1
08:30	2	0	0	0	0	0	0	0	0	2
08:45	2	0	0	0	0	0	0	0	0	2
Total	9	0	0	0	0	0	0	0	0	9
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
10:00	2	0	0	0	0	0	0	0	0	2
10:15	1	0	0	0	0	0	0	0	0	1
10:30	3	0	0	0	0	0	0	0	0	3
10:45	0	0	0	0	0	0	0	0	0	0
Total	6	0	0	0	0	0	0	0	0	6
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
12:00	1	0	0	0	0	0	0	0	0	1
12:15	0	0	0	0	0	0	0	0	0	0
12:30	1	1	0	0	0	0	0	0	0	2
12:45	0	0	0	0	0	0	0	0	0	0
Total	2	1	0	0	0	0	0	0	0	3
13:00	0	0	0	0	0	0	0	0	0	0
13:15	3	0	0	0	0	0	0	0	0	3
13:30	2	0	0	0	0	0	0	0	0	2
13:45	0	0	0	0	0	0	0	0	0	0
Total	5	0	0	0	0	0	0	0	0	5
14:00	2	1	0	0	0	0	0	0	0	3
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
Total	2	1	0	0	0	0	0	0	0	3
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	0	0	1
15:45	3	0	0	0	0	0	0	0	0	3
Total	4	0	0	0	0	0	0	0	0	4
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0

PCC

Site: Eastlands Lane
Location: Horsham
Date: Tuesday 11th November 2025
Time: 07:00-19:00
Weather: Dry and Bright

2	Adult	Accompanied Child	Unaccompanied Child	Elderly	Wheelchair/ Mobility scooter	Scooter (pushing)	Scooter (riding)	Pedal cycle (pushing)	Pedal cycle (riding)	Total
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
(TOTAL	29	2	0	0	0	0	0	0	0	31

Hourly Summary

0700-0800	1	0	0	0	0	0	0	0	0	1
0800-0900	9	0	0	0	0	0	0	0	0	9
0900-1000	0	0	0	0	0	0	0	0	0	0
1000-1100	6	0	0	0	0	0	0	0	0	6
1100-1200	0	0	0	0	0	0	0	0	0	0
1200-1300	2	1	0	0	0	0	0	0	0	3
1300-1400	5	0	0	0	0	0	0	0	0	5
1400-1500	2	1	0	0	0	0	0	0	0	3
1500-1600	4	0	0	0	0	0	0	0	0	4
1600-1700	0	0	0	0	0	0	0	0	0	0
1700-1800	0	0	0	0	0	0	0	0	0	0
1800-1900	0	0	0	0	0	0	0	0	0	0
Day Total	29	2	0	0	0	0	0	0	0	31

PCC

Site: Eastlands Lane
Location: Horsham
Date: Tuesday 11th November 2025
Time: 07:00-19:00
Weather: Dry and Bright

3	Adult	Accompanied Child	Unaccompanied Child	Elderly	Wheelchair/ Mobility scooter	Scooter (pushing)	Scooter (riding)	Pedal cycle (pushing)	Pedal cycle (riding)	Total
07:00	1	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	0	0	0	1
10:30	1	0	0	0	0	0	0	0	0	1
10:45	3	0	0	0	0	0	0	0	0	3
Total	5	0	0	0	0	0	0	0	0	5
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0
12:15	1	0	0	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0
12:45	1	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	0	0	0	0	0	2
13:00	0	0	0	0	0	0	0	0	0	0
13:15	5	0	0	0	0	0	0	0	0	5
13:30	1	0	0	0	0	0	0	0	0	1
13:45	3	0	0	0	0	0	0	0	0	3
Total	9	0	0	0	0	0	0	0	0	9
14:00	0	0	0	0	0	0	0	0	0	0
14:15	1	0	0	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	0	0
15:45	2	0	0	0	0	0	0	0	0	2
Total	3	0	0	0	0	0	0	0	0	3
16:00	1	0	0	0	0	0	0	0	0	1
16:15	4	0	0	0	0	0	0	0	0	4
16:30	3	0	0	0	0	0	0	0	0	3
16:45	0	0	0	0	0	0	0	0	0	0
Total	8	0	0	0	0	0	0	0	0	8

PCC

Site: Eastlands Lane
Location: Horsham
Date: Tuesday 11th November 2025
Time: 07:00-19:00
Weather: Dry and Bright

3	Adult	Accompanied Child	Unaccompanied Child	Elderly	Wheelchair/ Mobility scooter	Scooter (pushing)	Scooter (riding)	Pedal cycle (pushing)	Pedal cycle (riding)	Total
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
(TOTAL	32	0	0	0	0	0	0	0	0	32

Hourly Summary

0700-0800	2	0	0	0	0	0	0	0	0	2
0800-0900	1	0	0	0	0	0	0	0	0	1
0900-1000	0	0	0	0	0	0	0	0	0	0
1000-1100	5	0	0	0	0	0	0	0	0	5
1100-1200	0	0	0	0	0	0	0	0	0	0
1200-1300	2	0	0	0	0	0	0	0	0	2
1300-1400	9	0	0	0	0	0	0	0	0	9
1400-1500	1	0	0	0	0	0	0	0	0	1
1500-1600	3	0	0	0	0	0	0	0	0	3
1600-1700	8	0	0	0	0	0	0	0	0	8
1700-1800	0	0	0	0	0	0	0	0	0	0
1800-1900	1	0	0	0	0	0	0	0	0	1
Day Total	32	0	0	0	0	0	0	0	0	32

PCC

Site: Eastlands Lane
Location: Horsham
Date: Tuesday 11th November 2025
Time: 07:00-19:00
Weather: Dry and Bright

4	Adult	Accompanied Child	Unaccompanied Child	Elderly	Wheelchair/ Mobility scooter	Scooter (pushing)	Scooter (riding)	Pedal cycle (pushing)	Pedal cycle (riding)	Total
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	0	0	0	0	0	2
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	1	1	0	0	0	0	0	0	0	2
Total	1	1	0	0	0	0	0	0	0	2
13:00	1	0	0	0	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0	0	0
13:30	2	0	0	0	0	0	0	0	0	2
13:45	0	0	0	0	0	0	0	0	0	0
Total	3	0	0	0	0	0	0	0	0	3
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0

PCC

Site: Eastlands Lane
Location: Horsham
Date: Tuesday 11th November 2025
Time: 07:00-19:00
Weather: Dry and Bright

4	Adult	Accompanied Child	Unaccompanied Child	Elderly	Wheelchair/ Mobility scooter	Scooter (pushing)	Scooter (riding)	Pedal cycle (pushing)	Pedal cycle (riding)	Total
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
(TOTAL	6	1	0	0	0	0	0	0	0	7

Hourly Summary

0700-0800	0	0	0	0	0	0	0	0	0	0
0800-0900	0	0	0	0	0	0	0	0	0	0
0900-1000	2	0	0	0	0	0	0	0	0	2
1000-1100	0	0	0	0	0	0	0	0	0	0
1100-1200	0	0	0	0	0	0	0	0	0	0
1200-1300	1	1	0	0	0	0	0	0	0	2
1300-1400	3	0	0	0	0	0	0	0	0	3
1400-1500	0	0	0	0	0	0	0	0	0	0
1500-1600	0	0	0	0	0	0	0	0	0	0
1600-1700	0	0	0	0	0	0	0	0	0	0
1700-1800	0	0	0	0	0	0	0	0	0	0
1800-1900	0	0	0	0	0	0	0	0	0	0
Day Total	6	1	0	0	0	0	0	0	0	7

PCC

Site: Eastlands Lane
Location: Horsham
Date: Tuesday 11th November 2025
Time: 07:00-19:00
Weather: Dry and Bright

5	Adult	Accompanied Child	Unaccompanied Child	Elderly	Wheelchair/ Mobility scooter	Scooter (pushing)	Scooter (riding)	Pedal cycle (pushing)	Pedal cycle (riding)	Total
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
09:00	1	0	0	0	0	0	0	0	0	1
09:15	1	0	0	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	0	0	0	0	0	2
10:00	1	0	0	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0
10:30	1	0	0	0	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	0	0	0	0	0	2
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	2	0	0	0	0	0	0	0	0	2
12:45	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	0	0	0	0	0	2
13:00	2	0	0	0	0	0	0	0	0	2
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	0	0	0	0	0	2
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0

PCC

Site: Eastlands Lane
Location: Horsham
Date: Tuesday 11th November 2025
Time: 07:00-19:00
Weather: Dry and Bright

5	Adult	Accompanied Child	Unaccompanied Child	Elderly	Wheelchair/ Mobility scooter	Scooter (pushing)	Scooter (riding)	Pedal cycle (pushing)	Pedal cycle (riding)	Total
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
(TOTAL	9	0	0	0	0	0	0	0	0	9

Hourly Summary

0700-0800	0	0	0	0	0	0	0	0	0	0
0800-0900	1	0	0	0	0	0	0	0	0	1
0900-1000	2	0	0	0	0	0	0	0	0	2
1000-1100	2	0	0	0	0	0	0	0	0	2
1100-1200	0	0	0	0	0	0	0	0	0	0
1200-1300	2	0	0	0	0	0	0	0	0	2
1300-1400	2	0	0	0	0	0	0	0	0	2
1400-1500	0	0	0	0	0	0	0	0	0	0
1500-1600	0	0	0	0	0	0	0	0	0	0
1600-1700	0	0	0	0	0	0	0	0	0	0
1700-1800	0	0	0	0	0	0	0	0	0	0
1800-1900	0	0	0	0	0	0	0	0	0	0
Day Total	9	0	0	0	0	0	0	0	0	9

PCC

Site: Eastlands Lane
Location: Horsham
Date: Tuesday 11th November 2025
Time: 07:00-19:00
Weather: Dry and Bright

6	Adult	Accompanied Child	Unaccompanied Child	Elderly	Wheelchair/ Mobility scooter	Scooter (pushing)	Scooter (riding)	Pedal cycle (pushing)	Pedal cycle (riding)	Total
07:00	0	0	1	0	0	0	0	0	0	1
07:15	0	0	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	0	0	0	0	0	0	2
08:00	2	0	0	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	1	0	0	0	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
13:00	1	0	0	0	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0

PCC

Site: Eastlands Lane
Location: Horsham
Date: Tuesday 11th November 2025
Time: 07:00-19:00
Weather: Dry and Bright

6	Adult	Accompanied Child	Unaccompanied Child	Elderly	Wheelchair/ Mobility scooter	Scooter (pushing)	Scooter (riding)	Pedal cycle (pushing)	Pedal cycle (riding)	Total
17:00	2	0	0	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
(TOTAL	6	0	2	0	0	0	0	0	0	8

Hourly Summary

0700-0800	0	0	2	0	0	0	0	0	0	2
0800-0900	2	0	0	0	0	0	0	0	0	2
0900-1000	0	0	0	0	0	0	0	0	0	0
1000-1100	1	0	0	0	0	0	0	0	0	1
1100-1200	0	0	0	0	0	0	0	0	0	0
1200-1300	0	0	0	0	0	0	0	0	0	0
1300-1400	1	0	0	0	0	0	0	0	0	1
1400-1500	0	0	0	0	0	0	0	0	0	0
1500-1600	0	0	0	0	0	0	0	0	0	0
1600-1700	0	0	0	0	0	0	0	0	0	0
1700-1800	2	0	0	0	0	0	0	0	0	2
1800-1900	0	0	0	0	0	0	0	0	0	0
Day Total	6	0	2	0	0	0	0	0	0	8

PCC

Site: Eastlands Lane
Location: Horsham
Date: Tuesday 11th November 2025
Time: 07:00-19:00
Weather: Dry and Bright

7	Adult	Accompanied Child	Unaccompanied Child	Elderly	Wheelchair/ Mobility scooter	Scooter (pushing)	Scooter (riding)	Pedal cycle (pushing)	Pedal cycle (riding)	Total
07:00	1	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
08:00	1	0	0	0	0	0	0	0	0	1
08:15	1	2	0	0	0	0	0	0	0	3
08:30	0	0	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	0	0	1
Total	3	2	0	0	0	0	0	0	0	5
09:00	1	0	0	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
11:00	1	0	0	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	1	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	0	0	0	0	0	2
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	1	0	0	0	0	0	0	0	0	1
12:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
13:00	1	0	0	0	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	1	0	0	0	0	0	0	0	0	1
14:45	1	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	0	0	0	0	0	2
15:00	1	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0

PCC

Site: Eastlands Lane
Location: Horsham
Date: Tuesday 11th November 2025
Time: 07:00-19:00
Weather: Dry and Bright

7	Adult	Accompanied Child	Unaccompanied Child	Elderly	Wheelchair/ Mobility scooter	Scooter (pushing)	Scooter (riding)	Pedal cycle (pushing)	Pedal cycle (riding)	Total
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
(TOTAL	13	2	0	0	0	0	0	0	0	15

Hourly Summary

0700-0800	1	0	0	0	0	0	0	0	0	1
0800-0900	3	2	0	0	0	0	0	0	0	5
0900-1000	1	0	0	0	0	0	0	0	0	1
1000-1100	1	0	0	0	0	0	0	0	0	1
1100-1200	2	0	0	0	0	0	0	0	0	2
1200-1300	1	0	0	0	0	0	0	0	0	1
1300-1400	1	0	0	0	0	0	0	0	0	1
1400-1500	2	0	0	0	0	0	0	0	0	2
1500-1600	1	0	0	0	0	0	0	0	0	1
1600-1700	0	0	0	0	0	0	0	0	0	0
1700-1800	0	0	0	0	0	0	0	0	0	0
1800-1900	0	0	0	0	0	0	0	0	0	0
Day Total	13	2	0	0	0	0	0	0	0	15

PCC

Site: Eastlands Lane
Location: Horsham
Date: Tuesday 11th November 2025
Time: 07:00-19:00
Weather: Dry and Bright

8	Adult	Accompanied Child	Unaccompanied Child	Elderly	Wheelchair/ Mobility scooter	Scooter (pushing)	Scooter (riding)	Pedal cycle (pushing)	Pedal cycle (riding)	Total
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	0	0	1
08:45	2	0	0	0	0	0	0	0	0	2
Total	3	0	0	0	0	0	0	0	0	3
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	1	0	0	0	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
11:00	1	0	0	0	0	0	0	0	0	1
11:15	1	0	0	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	0	0	0	0	0	2
12:00	1	0	0	0	0	0	0	0	0	1
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0	0	0
13:15	2	0	0	0	0	0	0	0	0	2
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	0	0	0	0	0	2
14:00	0	0	0	0	0	0	0	0	0	0
14:15	2	0	0	0	0	0	0	0	0	2
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	0	0	0	0	0	2
15:00	1	1	0	0	0	0	0	0	0	2
15:15	2	4	0	0	0	0	0	0	0	6
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
Total	3	5	0	0	0	0	0	0	0	8
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0

PCC

Site: Eastlands Lane
Location: Horsham
Date: Tuesday 11th November 2025
Time: 07:00-19:00
Weather: Dry and Bright

8	Adult	Accompanied Child	Unaccompanied Child	Elderly	Wheelchair/ Mobility scooter	Scooter (pushing)	Scooter (riding)	Pedal cycle (pushing)	Pedal cycle (riding)	Total
17:00	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
(TOTAL	17	5	0	0	0	0	0	0	0	22

Hourly Summary

0700-0800	1	0	0	0	0	0	0	0	0	1
0800-0900	3	0	0	0	0	0	0	0	0	3
0900-1000	1	0	0	0	0	0	0	0	0	1
1000-1100	1	0	0	0	0	0	0	0	0	1
1100-1200	2	0	0	0	0	0	0	0	0	2
1200-1300	1	0	0	0	0	0	0	0	0	1
1300-1400	2	0	0	0	0	0	0	0	0	2
1400-1500	2	0	0	0	0	0	0	0	0	2
1500-1600	3	5	0	0	0	0	0	0	0	8
1600-1700	0	0	0	0	0	0	0	0	0	0
1700-1800	1	0	0	0	0	0	0	0	0	1
1800-1900	0	0	0	0	0	0	0	0	0	0
Day Total	17	5	0	0	0	0	0	0	0	22

PCC

Site: Eastlands Lane
Location: Horsham
Date: Wednesday 12th November 2025
Time: 07:00-19:00
Weather: Dry and Bright

1	Adult	Accompanied Child	Unaccompanied Child	Elderly	Wheelchair/ Mobility scooter	Scooter (pushing)	Scooter (riding)	Pedal cycle (pushing)	Pedal cycle (riding)	Total
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
13:00	1	0	0	0	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0	0	0
13:30	1	0	0	0	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	0	0	0	0	0	2
14:00	1	0	0	0	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0

PCC

Site: Eastlands Lane
Location: Horsham
Date: Wednesday 12th November 2025
Time: 07:00-19:00
Weather: Dry and Bright

1	Adult	Accompanied Child	Unaccompanied Child	Elderly	Wheelchair/ Mobility scooter	Scooter (pushing)	Scooter (riding)	Pedal cycle (pushing)	Pedal cycle (riding)	Total
17:00	1	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
(TOTAL	6	0	0	0	0	0	0	0	0	6

Hourly Summary

0700-0800	0	0	0	0	0	0	0	0	0	0
0800-0900	0	0	0	0	0	0	0	0	0	0
0900-1000	0	0	0	0	0	0	0	0	0	0
1000-1100	1	0	0	0	0	0	0	0	0	1
1100-1200	0	0	0	0	0	0	0	0	0	0
1200-1300	0	0	0	0	0	0	0	0	0	0
1300-1400	2	0	0	0	0	0	0	0	0	2
1400-1500	1	0	0	0	0	0	0	0	0	1
1500-1600	1	0	0	0	0	0	0	0	0	1
1600-1700	0	0	0	0	0	0	0	0	0	0
1700-1800	1	0	0	0	0	0	0	0	0	1
1800-1900	0	0	0	0	0	0	0	0	0	0
Day Total	6	0	0	0	0	0	0	0	0	6

PCC

Site: Eastlands Lane
Location: Horsham
Date: Wednesday 12th November 2025
Time: 07:00-19:00
Weather: Dry and Bright

2	Adult	Accompanied Child	Unaccompanied Child	Elderly	Wheelchair/ Mobility scooter	Scooter (pushing)	Scooter (riding)	Pedal cycle (pushing)	Pedal cycle (riding)	Total
07:00	2	0	0	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	0	0	0	0	0	2
08:00	2	1	0	0	0	0	0	0	0	3
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	0	0	1
Total	3	1	0	0	0	0	0	0	0	4
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	0	0	1
09:45	1	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	0	0	0	0	0	2
10:00	1	0	0	0	0	0	0	0	0	1
10:15	1	1	0	0	0	0	0	0	0	2
10:30	0	0	0	0	0	0	0	0	0	0
10:45	1	0	0	0	0	0	0	0	0	1
Total	3	1	0	0	0	0	0	0	0	4
11:00	0	0	0	0	0	0	0	0	0	0
11:15	1	0	0	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
12:00	5	1	0	0	0	0	0	0	0	6
12:15	2	0	0	0	0	0	0	0	0	2
12:30	0	0	0	0	0	0	0	0	0	0
12:45	1	0	0	0	0	0	0	0	0	1
Total	8	1	0	0	0	0	0	0	0	9
13:00	3	0	0	0	0	0	0	0	0	3
13:15	1	0	0	0	0	0	0	0	0	1
13:30	1	0	0	0	0	0	0	0	0	1
13:45	2	0	0	0	0	0	0	0	0	2
Total	7	0	0	0	0	0	0	0	0	7
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	0	0	0	0	1
15:30	2	0	0	0	0	0	0	0	0	2
15:45	1	0	0	0	0	0	0	0	0	1
Total	4	0	0	0	0	0	0	0	0	4
16:00	1	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	0	0	0	0	0	2

PCC

Site: Eastlands Lane
Location: Horsham
Date: Wednesday 12th November 2025
Time: 07:00-19:00
Weather: Dry and Bright

2	Adult	Accompanied Child	Unaccompanied Child	Elderly	Wheelchair/ Mobility scooter	Scooter (pushing)	Scooter (riding)	Pedal cycle (pushing)	Pedal cycle (riding)	Total
17:00	3	0	0	0	0	0	0	0	0	3
17:15	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0
Total	4	0	0	0	0	0	0	0	0	4
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
(TOTAL	37	3	0	0	0	0	0	0	0	40

Hourly Summary

0700-0800	2	0	0	0	0	0	0	0	0	2
0800-0900	3	1	0	0	0	0	0	0	0	4
0900-1000	2	0	0	0	0	0	0	0	0	2
1000-1100	3	1	0	0	0	0	0	0	0	4
1100-1200	1	0	0	0	0	0	0	0	0	1
1200-1300	8	1	0	0	0	0	0	0	0	9
1300-1400	7	0	0	0	0	0	0	0	0	7
1400-1500	1	0	0	0	0	0	0	0	0	1
1500-1600	4	0	0	0	0	0	0	0	0	4
1600-1700	2	0	0	0	0	0	0	0	0	2
1700-1800	4	0	0	0	0	0	0	0	0	4
1800-1900	0	0	0	0	0	0	0	0	0	0
Day Total	37	3	0	0	0	0	0	0	0	40

PCC

Site: Eastlands Lane
Location: Horsham
Date: Wednesday 12th November 2025
Time: 07:00-19:00
Weather: Dry and Bright

3	Adult	Accompanied Child	Unaccompanied Child	Elderly	Wheelchair/ Mobility scooter	Scooter (pushing)	Scooter (riding)	Pedal cycle (pushing)	Pedal cycle (riding)	Total
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	0	0	0	0	1
08:00	2	0	0	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	0	0
08:30	3	1	0	0	0	0	0	0	0	4
08:45	2	0	0	0	0	0	0	0	0	2
Total	7	1	0	0	0	0	0	0	0	8
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
10:00	1	0	0	0	0	0	0	0	0	1
10:15	1	0	0	0	0	0	0	0	0	1
10:30	1	0	0	0	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0
Total	3	0	0	0	0	0	0	0	0	3
11:00	1	1	0	0	0	0	0	0	0	2
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	0	0	0	0	0	2
12:00	0	0	0	0	0	0	0	0	0	0
12:15	5	1	0	0	0	0	0	0	0	6
12:30	1	0	0	0	0	0	0	0	0	1
12:45	1	0	0	0	0	0	0	0	0	1
Total	7	1	0	0	0	0	0	0	0	8
13:00	1	0	0	0	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0	0	0
13:30	4	0	0	0	0	0	0	0	0	4
13:45	0	0	0	0	0	0	0	0	0	0
Total	5	0	0	0	0	0	0	0	0	5
14:00	1	0	0	0	0	0	0	0	0	1
14:15	1	0	0	0	0	0	0	0	0	1
14:30	2	1	0	0	0	0	0	0	0	3
14:45	1	0	0	0	0	0	0	0	0	1
Total	5	1	0	0	0	0	0	0	0	6
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1

PCC

Site: Eastlands Lane
Location: Horsham
Date: Wednesday 12th November 2025
Time: 07:00-19:00
Weather: Dry and Bright

3	Adult	Accompanied Child	Unaccompanied Child	Elderly	Wheelchair/ Mobility scooter	Scooter (pushing)	Scooter (riding)	Pedal cycle (pushing)	Pedal cycle (riding)	Total
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	0	0	0	0	1
(TOTAL	32	4	0	0	0	0	0	0	0	36

Hourly Summary

0700-0800	1	0	0	0	0	0	0	0	0	1
0800-0900	7	1	0	0	0	0	0	0	0	8
0900-1000	0	0	0	0	0	0	0	0	0	0
1000-1100	3	0	0	0	0	0	0	0	0	3
1100-1200	1	1	0	0	0	0	0	0	0	2
1200-1300	7	1	0	0	0	0	0	0	0	8
1300-1400	5	0	0	0	0	0	0	0	0	5
1400-1500	5	1	0	0	0	0	0	0	0	6
1500-1600	0	0	0	0	0	0	0	0	0	0
1600-1700	1	0	0	0	0	0	0	0	0	1
1700-1800	1	0	0	0	0	0	0	0	0	1
1800-1900	1	0	0	0	0	0	0	0	0	1
Day Total	32	4	0	0	0	0	0	0	0	36

PCC

Site: Eastlands Lane
Location: Horsham
Date: Wednesday 12th November 2025
Time: 07:00-19:00
Weather: Dry and Bright

4	Adult	Accompanied Child	Unaccompanied Child	Elderly	Wheelchair/ Mobility scooter	Scooter (pushing)	Scooter (riding)	Pedal cycle (pushing)	Pedal cycle (riding)	Total
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	1	0	0	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
13:00	1	0	0	0	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	1	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	0	0	0	0	0	2
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
15:00	1	0	0	0	0	0	0	0	0	1
15:15	1	0	0	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	0	0	0	0	0	2
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	0	0	0	0	1

PCC

Site: Eastlands Lane
Location: Horsham
Date: Wednesday 12th November 2025
Time: 07:00-19:00
Weather: Dry and Bright

4	Adult	Accompanied Child	Unaccompanied Child	Elderly	Wheelchair/ Mobility scooter	Scooter (pushing)	Scooter (riding)	Pedal cycle (pushing)	Pedal cycle (riding)	Total
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
(TOTAL	7	0	0	0	0	0	0	0	0	7

Hourly Summary

0700-0800	0	0	0	0	0	0	0	0	0	0
0800-0900	0	0	0	0	0	0	0	0	0	0
0900-1000	1	0	0	0	0	0	0	0	0	1
1000-1100	0	0	0	0	0	0	0	0	0	0
1100-1200	1	0	0	0	0	0	0	0	0	1
1200-1300	0	0	0	0	0	0	0	0	0	0
1300-1400	2	0	0	0	0	0	0	0	0	2
1400-1500	0	0	0	0	0	0	0	0	0	0
1500-1600	2	0	0	0	0	0	0	0	0	2
1600-1700	1	0	0	0	0	0	0	0	0	1
1700-1800	0	0	0	0	0	0	0	0	0	0
1800-1900	0	0	0	0	0	0	0	0	0	0
Day Total	7	0	0	0	0	0	0	0	0	7

PCC

Site: Eastlands Lane
Location: Horsham
Date: Wednesday 12th November 2025
Time: 07:00-19:00
Weather: Dry and Bright

5	Adult	Accompanied Child	Unaccompanied Child	Elderly	Wheelchair/ Mobility scooter	Scooter (pushing)	Scooter (riding)	Pedal cycle (pushing)	Pedal cycle (riding)	Total
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	1	0	0	0	0	0	0	0	0	1
12:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	1	0	0	0	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0
14:15	1	0	0	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
15:00	1	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
16:00	1	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1

PCC

Site: Eastlands Lane
Location: Horsham
Date: Wednesday 12th November 2025
Time: 07:00-19:00
Weather: Dry and Bright

5	Adult	Accompanied Child	Unaccompanied Child	Elderly	Wheelchair/ Mobility scooter	Scooter (pushing)	Scooter (riding)	Pedal cycle (pushing)	Pedal cycle (riding)	Total
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
(TOTAL	7	0	0	0	0	0	0	0	0	7

Hourly Summary

0700-0800	0	0	0	0	0	0	0	0	0	0
0800-0900	1	0	0	0	0	0	0	0	0	1
0900-1000	1	0	0	0	0	0	0	0	0	1
1000-1100	0	0	0	0	0	0	0	0	0	0
1100-1200	0	0	0	0	0	0	0	0	0	0
1200-1300	1	0	0	0	0	0	0	0	0	1
1300-1400	1	0	0	0	0	0	0	0	0	1
1400-1500	1	0	0	0	0	0	0	0	0	1
1500-1600	1	0	0	0	0	0	0	0	0	1
1600-1700	1	0	0	0	0	0	0	0	0	1
1700-1800	0	0	0	0	0	0	0	0	0	0
1800-1900	0	0	0	0	0	0	0	0	0	0
Day Total	7	0	0	0	0	0	0	0	0	7