



Cotlands Paddock, Horsham Road, Cowfold

TRANSPORT STATEMENT

for Residential Development
on behalf of Tim Light Ltd

2026/9414/TS01

May 2026

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1 INTRODUCTION

1.1 Background

- 1.1.1 RGP has been commissioned by Tim Light Ltd to prepare a Transport Statement (TS) in support of a planning application for a proposed Gypsy and Traveller development at Cotlands Paddock, Horsham Road, Cowfold, West Sussex (RH13 8AH). The local planning authority is Horsham District Council (HDC) and the local highway authority is West Sussex County Council (WSCC).
- 1.1.2 The proposed development comprises the stationing of 4 caravans for residential use, forming 4 traveller pitches (one caravan per pitch), with associated vehicular access, parking and ancillary works. Vehicular access is proposed via the existing access in the north-west corner of the site onto the A281 Horsham Road. The site also benefits from extant planning permission for a large stable building, which forms part of the established baseline condition of the site. The proposed site layout plan is appended at **Appendix A**.
- 1.1.3 The site is situated on the eastern side of the A281 Horsham Road, north of the village of Cowfold. The A281 forms part of the strategic A-road network in West Sussex, connecting Horsham to the north with the south coast at Shoreham-by-Sea via Henfield, and providing the principal vehicular route serving Cowfold and the dispersed settlements along its alignment.
- 1.1.4 In the vicinity of the site, the A281 Horsham Road is a two-way single carriageway road subject to a posted speed limit of 60mph. The road performs the function of a rural A-road carrying through-traffic between Horsham and the southern districts, alongside local trips originating from the dispersed settlements and properties fronting the route. The local highway environment is characteristic of a rural West Sussex A-road, with hedgerow-lined verges and limited frontage development in the immediate vicinity of the site, the most notable neighbouring use being Homelands Nursing Home immediately to the west.
- 1.1.5 To inform the access design and establish baseline traffic conditions on the local highway network, an Automatic Traffic Counter (ATC) survey was undertaken on the A281 adjacent to the site for a seven-day period between Saturday 2nd May and Friday 8th May 2026, capturing vehicle speeds and classified flows in both northbound and southbound directions. The results of this survey are summarised within this statement and provided in full at **Appendix B**.
- 1.1.6 West Sussex County Council (WSCC), in its capacity as local highway authority and statutory consultee, has confirmed that it raises no objection to the proposed development on highway grounds. This statement has been prepared to support HDC in their consideration of the planning application and to address the transport and highway matters relevant to the proposals.

1.2 Scope of Transport Statement

- 1.2.1 This TS has been prepared having regard to the National Planning Policy Framework (NPPF), the Planning Policy for Traveller Sites (PPTS), the adopted development plan policies of Horsham District Council, and the transport assessment guidance applicable in West Sussex.

1.2.2 Given the modest scale of the proposed development of 4 traveller pitches, a Transport Statement is considered the appropriate and proportionate level of assessment. This TS is structured as follows:

- (i) Policy Review;
- (ii) Baseline Conditions;
- (iii) Accessibility Credentials;
- (iv) Development Proposals;
- (v) Trip Generation and Traffic Impact; and
- (vi) Summary and Conclusions.

2 POLICY CONTEXT

2.1 National Planning Policy Framework

- 2.1.1 The National Planning Policy Framework (NPPF), December 2024 (as amended on 7 February 2025), sets out the Government's planning policies for England and how these should be applied. Chapter 9 of the NPPF promotes a vision-led approach to sustainable transport, requiring that transport issues are considered from the earliest stages of plan-making and development proposals. Chapter 9 is of particular relevance to this statement.
- 2.1.2 The NPPF advises that opportunities to maximise sustainable transport solutions should be identified and pursued, taking into account the type of development and its location. It recognises that the opportunities to maximise sustainable travel will vary between urban and rural settings. Whilst it is acknowledged that the site is located within a rural setting where private car use will remain the predominant mode of travel for many trips, the NPPF does not seek to prevent development in such locations on transport grounds where impacts can be appropriately managed.
- 2.1.3 Paragraph 116 of the NPPF states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios. This is a high test and one which the modest proposals described within this statement are not considered to meet.
- 2.1.4 The NPPF also requires that development proposals provide adequate provision for charging plug-in and other ultra-low emission vehicles, and that the needs of people with disabilities and older people are addressed in terms of access and parking.

2.2 Planning Policy for Traveller Sites

- 2.2.1 The Planning Policy for Traveller Sites (PPTS) was most recently updated by the Government on 12 December 2024 and sets out the national policy framework for the planning of traveller sites. The PPTS should be read in conjunction with the NPPF and applies alongside it. As the application proposes a Gypsy and Traveller development, the PPTS is the principal national policy document against which the application falls to be assessed.
- 2.2.2 The PPTS sets out the Government's overarching aim of ensuring fair and equal treatment for travellers in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community. Among its objectives, the PPTS seeks to encourage local planning authorities to plan for sites over a reasonable timescale and to protect local amenity and environment.
- 2.2.3 Policy H of the PPTS sets out the considerations to which local planning authorities should have regard when determining planning applications for traveller sites. Whilst the PPTS does not contain transport-specific policy provisions, it is consistent with the broader principles of the NPPF in expecting traveller sites to be located in places that offer reasonable access to local services and where the highway impact can be appropriately managed.
- 2.2.4 The transport and highway considerations arising from the proposed development have been assessed within this statement against the NPPF and the development plan policies set out below, in the context of the wider planning assessment provided in the accompanying planning statement.

2.3 West Sussex County Council

- 2.3.1 As the local highway authority, West Sussex County Council (WSCC) is a statutory consultee on planning applications where highway or transport matters arise. WSCC assesses development proposals with reference to its adopted guidance, principally the West Sussex Transport Plan (WSTP) 2022–2036, adopted on 1 April 2022, the WSCC Guidance on Parking at New Developments (September 2020), and the WSCC Developer Guidance Notes (Version 2, February 2017)
- 2.3.2 The WSTP is the County Council's main policy on transport and sets out how the Council intends to address key challenges by improving, maintaining and managing the transport network in the period up to 2036. The WSTP is supported by a series of thematic strategies covering active travel, shared transport, railways, roads and access to Gatwick Airport, together with area-specific strategies for each of the eight local plan areas in West Sussex, including Horsham District.
- 2.3.3 The WSCC Developer Guidance Notes defer to Manual for Streets (MfS) in respect of residential access design and set out requirements for vehicle swept path analysis, visibility plays, and appropriate turning provision within the site for service and emergency vehicles. The access arrangements for the proposed development have been designed having regard to this guidance and to MfS, as set out in Section 5 of this statement.
- 2.3.4 The WSCC Guidance on Parking at New Developments (September 2020) sets out the appropriate levels of car and cycle parking provision for different land uses and locations, with reference to a system of Parking Behaviour Zones reflecting expected levels of car ownership and dependency. The proposed parking provision for the development has been assessed against this guidance and is addressed further in **Section 5** of this statement.
- 2.3.5 WSCC guidance requires any junction receiving 30 or more vehicle movements per hour to be subject to junction capacity modelling. As demonstrated within Section 6 of this statement, the traffic generated by the proposed development is significantly below this threshold and no junction capacity modelling is therefore required.

2.4 Horsham District Planning Framework

- 2.4.1 The adopted development plan for the area is the Horsham District Planning Framework (HDPF), adopted on 27 November 2015, which sets out the Council's planning strategy to 2031. The HDPF is the primary development plan document against which this application falls to be assessed.
- 2.4.2 Policy 40 of the HDPF relates to Sustainable Transport and is the principal local plan policy driver for the consideration of transport matters in support of planning applications, including the requirement for a Transport Statement where a development has transport implications. Policy 40 seeks to ensure that development proposals provide safe, direct and legible access, promote sustainable transport modes where practicable, and would not result in an unacceptable impact on the safety or operation of the local highway network. The proposals are considered to accord with Policy 40 for the reasons set out within this statement.

- 2.4.3 Policy 41 of the HDPF relates to Parking and requires that appropriate parking provision is made in accordance with the adopted parking standards, with reference to the WSCC Guidance on Parking at New Developments. Parking provision for the proposed development is addressed in **Section 5** of this statement.

3 BASELINE CONDITIONS

3.1 Site Location and Context

- 3.1.1 The application site, known as Cotlands Paddock, is located on the eastern side of the A281 Horsham Road, approximately 1 kilometre north of the village of Cowfold, in the administrative area of Horsham District Council and West Sussex County Council.
- 3.1.2 The site comprises a parcel of land currently in agricultural / paddock use, situated to the north-east of the Homelands Nursing Home which adjoins the A281 immediately to the west / south-west. The vehicular access to the site is taken from the A281 in the north-west corner of the site. The wider area is characteristic of the rural West Sussex countryside, with a dispersed pattern of farmsteads, paddocks, residential properties and small landholdings along the A281 corridor between Cowfold and the A272 to the north.
- 3.1.3 The site benefits from an extant planning permission (HDC ref. DC/25/0054) for the erection of stables and a barn with yard and access track within the western part of the application site. This consent uses the same vehicular access onto the A281 Horsham Road. The location and context of the application site is shown on the Site Location Plan in **Figure 1**.

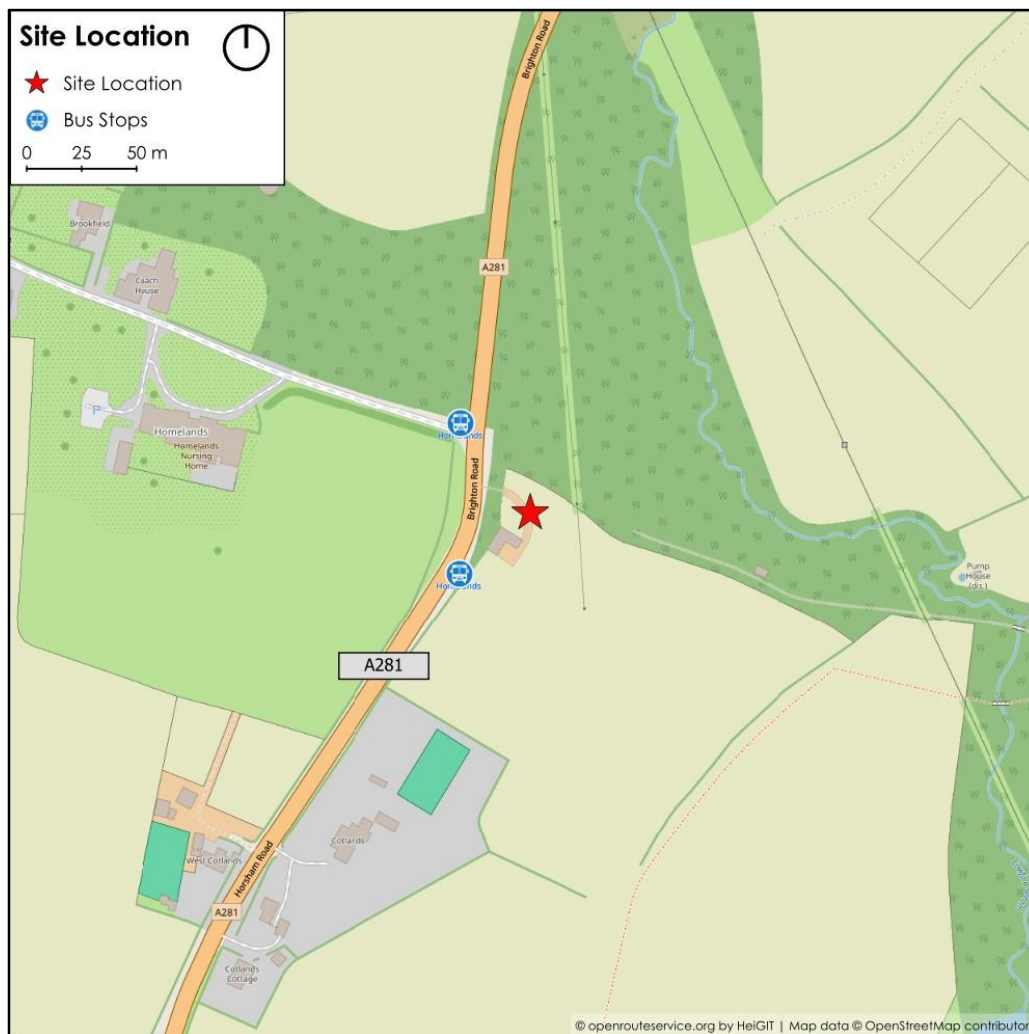


Figure 1 - Site Location Plan

3.2 Local Highway Network

- 3.2.1 The local highway network in the vicinity of the site comprises the A281 Horsham Road, a strategic A-classified single carriageway road running broadly north–south and forming the principal vehicular link between Horsham (to the north) and Henfield, Steyning and the coast at Shoreham-by-Sea (to the south). The A281 also provides the principal vehicular route to and through the village of Cowfold, where it intersects with the A272 east–west route and the B2116.
- 3.2.2 In the vicinity of the site, the A281 is subject to a posted speed limit of 60mph (national speed limit, single carriageway). The carriageway is of a typical rural A-road standard, with one lane in each direction, hedgerow- and tree-lined verges, and limited frontage development. There is no continuous footway provision along the A281 corridor in the vicinity of the site, and the route is unlit. These characteristics are common to many rural A-roads within West Sussex.
- 3.2.3 The site is situated outside of, but in reasonable proximity to, village of Cowfold, which provides a range of local services and facilities. The accessibility of the site to local services by sustainable modes is addressed in **Section 4** of this statement.

3.3 Existing vehicular Access

- 3.3.1 The site is served by an existing vehicular access taken from the A281 Horsham Road, located in the north-west corner of the site. The access is a long-established feature of the site and has been in continuous use as a vehicular access for a considerable period and can be seen in **Figure 2**.



Figure 2 - Existing Site Access

- 3.3.2 The existing access has historically served an agricultural / paddock use, and most recently has been the subject of an approved planning permission (DC/25/0054) for the erection of stables and a barn together with the formation of a yard and access track. Both the pre-existing agricultural use and the permitted equestrian use have the capacity to generate vehicular movements from a wide range of vehicle types, including larger agricultural vehicles such as tractors and trailers, without the need for further planning permission.
- 3.3.3 The site visit undertaken by West Sussex County Council on 12 February 2026 confirmed that the existing vehicular access is fit for the purpose of serving the proposed development, and that vegetation either side of the access (within the maintained highway boundary) can be cut back to ensure that suitable visibility levels are achievable in both directions. The proposed visibility splay arrangement is set out in detail in **Section 5** of this statement.

3.4 Automatic Traffic Counter Survey (ATC)

- 3.4.1 To establish the baseline traffic conditions on the local highway network and to inform the design of the access (including the appropriate visibility splay dimensions in accordance with Manual for Streets), an Automatic Traffic Counter (ATC) survey was commissioned by RGP and undertaken by Modal Data on the A281 Horsham Road immediately adjacent to the site. The ATC survey was carried out continuously over a seven-day period between Saturday 2 May 2026 and Friday 8 May 2026, capturing classified vehicle flows and individual vehicle speeds in both the northbound and southbound directions.
- 3.4.2 It is noted that Monday 4 May 2026 fell on the early May Bank Holiday. For the purposes of establishing a representative weekday baseline, that day has been excluded from the weekday averages reported below, with the working-day averages calculated on the basis of Tuesday to Friday inclusive. The seven-day averages reported below are inclusive of all surveyed days. The recorded mean and 85th percentile vehicle speeds for the seven-day survey period are summarised in **Figure 3**.

Direction	7-Day Mean Speed (mph)	7-Day 85th Percentile Speed (mph)
Northbound	39.7	44.2
Southbound	39.3	44.0
Two-way average	39.5	44.1

Figure 3 - Recorded Vehicle Speeds (A281 2nd – 8th May 2026)

- 3.4.3 The recorded 85th percentile vehicle speeds on the A281 adjacent to the site are materially lower than the posted speed limit of 60mph, with a two-way 85th percentile speed in the order of 44mph. This is a common observation on rural A-roads where the geometric character of the carriageway (alignment, hedgerow constraint, gradient) results in operating speeds below the posted limit. The recorded traffic flows on the A281 Horsham Road are summarised in **Figure 4**.

Period	Two-Way Flow (vehicles)
Average weekday (Tue–Fri) — 24-hour	8,588
Average 7-day — 24-hour	7,800
Average weekday AM peak hour (08:00–09:00)	742
Average weekday PM peak hour (17:00–18:00)	647

Figure 4 - Recorded Two-Way Traffic Flows (A281 2nd – 8th May 2026)

- 3.4.4 The recorded daily two-way flow on the A281 in the order of 8,500–9,000 vehicles per weekday is consistent with the flow characteristics of a rural A-classified road serving an inter-urban function. It is acknowledged that this is broadly consistent with the flow figure of "c.9,000 vehicles a day" referenced by SK Transport Planning Limited in their Technical Submission dated 11 March 2026. The full ATC survey data is provided at **Appendix B**.

3.5 Personal Injury Collision Data

- 3.5.1 Personal injury collision (PIC) data has been obtained from Sussex Police for the most recent five-year period for which validated data is available (1 April 2021 to 31 March 2026). The data was obtained for a polygon study area covering the section of the A281 Horsham Road in the vicinity of the site. The collision plan and full data extract are provided at **Appendix C**.
- 3.5.2 The dataset records a total of four (4) personal injury collisions within the polygon over the five-year survey period, comprising three collisions of "serious" severity and one collision of "slight" severity. No fatal collisions were recorded within the polygon during the survey period. Examination of the four recorded collisions reveals the following:
- (i) None of the four collisions occurred at, or within 20 metres of, the existing site access.
 - (ii) Three of the four collisions involve loss-of-control or single-vehicle incidents on a bend
 - (iii) The fourth collision (13/09/2024) is the only collision recorded at a junction within the polygon and involved a car overtaking a goods van at a give-way junction.
 - (iv) No fatal collisions have been recorded within the polygon during the five-year survey period.
- 3.5.3 On the basis of the above, there is no evidence within the validated five-year personal injury collision dataset to indicate that the existing vehicular access serving the site has been operating unsafely, nor that the section of the A281 in the immediate vicinity of the site access exhibits a collision pattern attributable to vehicle movements turning into or out of accesses. The recorded collisions reflect the typical safety profile of a rural A-road and do not present an evidential basis for refusal of the application on highway safety grounds.

3.6 Local Highway Authority Consultation Response

- 3.6.1 As Local Highway Authority and statutory consultee, West Sussex County Council has consulted upon the planning application (HDC ref. DC/25/2079) on three occasions during the determination process to date. WSCC's most recent consultation response is dated 18 May 2026 and follows earlier responses dated 16 February 2026 and 16 April 2026. WSCC's response includes the findings of a site visit undertaken on 12 February 2026.
- 3.6.2 In its consultation response of 16 April 2026, the LHA has expressly recorded that:
- (i) There are no significant visibility concerns with the existing vehicular access point, and that vegetation within the maintained highway boundary can be cut back to ensure suitable visibility levels are achievable in both directions;
 - (ii) The existing vehicular access has been in operation for a considerable period (since at least 2009 per historic Streetview imagery), and has served an established use that has the capacity to generate significant vehicle movements without the need for planning permission;

- (iii) The proposed residential use of four pitches is not anticipated to result in a significant material intensification of vehicle movements to or from the site;
- (iv) The LHA's independent review of the five-year personal injury collision data shows no recorded collisions in the vicinity of the existing access point, and there is no evidence to suggest that the existing access has been operating unsafely or that the proposals would exacerbate any existing safety concern; and
- (v) A Stage 1 Road Safety Audit is not required for a development of this scale, as the proposals do not meet any of the LHA's thresholds for an RSA (20 or more residential units; intensification generating 100 or more two-way daily movements; or off-site highway works).

3.6.3 In conclusion, WSCC has confirmed that there are no transport grounds upon which to resist the proposal, and that the proposals are not contrary to paragraph 116 of the National Planning Policy Framework. WSCC's specific conclusion on this point is reproduced as paraphrased:

"The LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 116), and that there are no transport grounds to resist the proposal." (WSCC consultation response, 16 April 2026).

3.6.4 In its most recent consultation response dated 18 May 2026, WSCC has confirmed that the previous consultation responses are unchanged and that no highway safety or capacity concerns are raised. The LHA has, however, invited the applicant to provide additional information demonstrating the maximum achievable visibility splays in both directions from the existing access point, together with the forward visibility along the A281 to a vehicle waiting to turn right into the access. This information is provided in **Section 5** of this statement.

3.6.5 The position of WSCC as Local Highway Authority is a material consideration of significant weight in the determination of this application, and is consistent with the findings of this Transport Statement.

4 ACCESSIBILITY CREDENTIALS

4.1 Background

- 4.1.1 In line with the vision-led approach to sustainable transport set out in Chapter 9 of the National Planning Policy Framework, the accessibility credentials of the application site have been reviewed in respect of all modes of travel. The following sections summarise the site's connectivity to local services and facilities, considering travel by walking, cycling, public transport (bus and rail), and reference is made to the Department for Transport's Connectivity Tool to provide a national and local benchmark.
- 4.1.2 It is recognised that the site is located in a rural setting, whereas a general matter the private car is and will remain a principal mode of travel for the majority of journeys for both existing and future occupiers. The vision-led approach set out in the NPPF does not preclude development in rural locations on this basis but rather requires that development proposals make appropriate use of the sustainable transport options that are available, having regard to the local setting.

4.2 Department of Transport Connectivity Tool

- 4.2.1 The Connectivity Tool is a digital service launched by the Department for Transport (DfT), Active Travel England and the Ministry of Housing, Communities and Local Government to help built-environment professionals understand how well any location in England and Wales is connected to everyday services by walking, cycling, public transport and driving. The Government has indicated that it is considering how the Connectivity Tool can be reflected in national planning policy and guidance, and the tool is increasingly being used to support the assessment of development sites.
- 4.2.2 Connectivity scores are expressed on a scale of 0 to 100, calculated as a percentage of the highest-scoring location in England and Wales (which always scores 100). Scores are provided for six destination categories (education, leisure, health, residential, shopping and workplaces) and four modes of travel (walking, cycling, public transport and driving). The overall connectivity score combines connectivity by walking, cycling and public transport (i.e. excluding driving), in line with the Government's policy focus on sustainable modes.
- 4.2.3 The Connectivity Tool Lite has been interrogated for the application site (Square ID 521550_123650, Horsham District). The Tool output for the site is shown in **Figure 5**, with the full output provided at **Appendix D**.

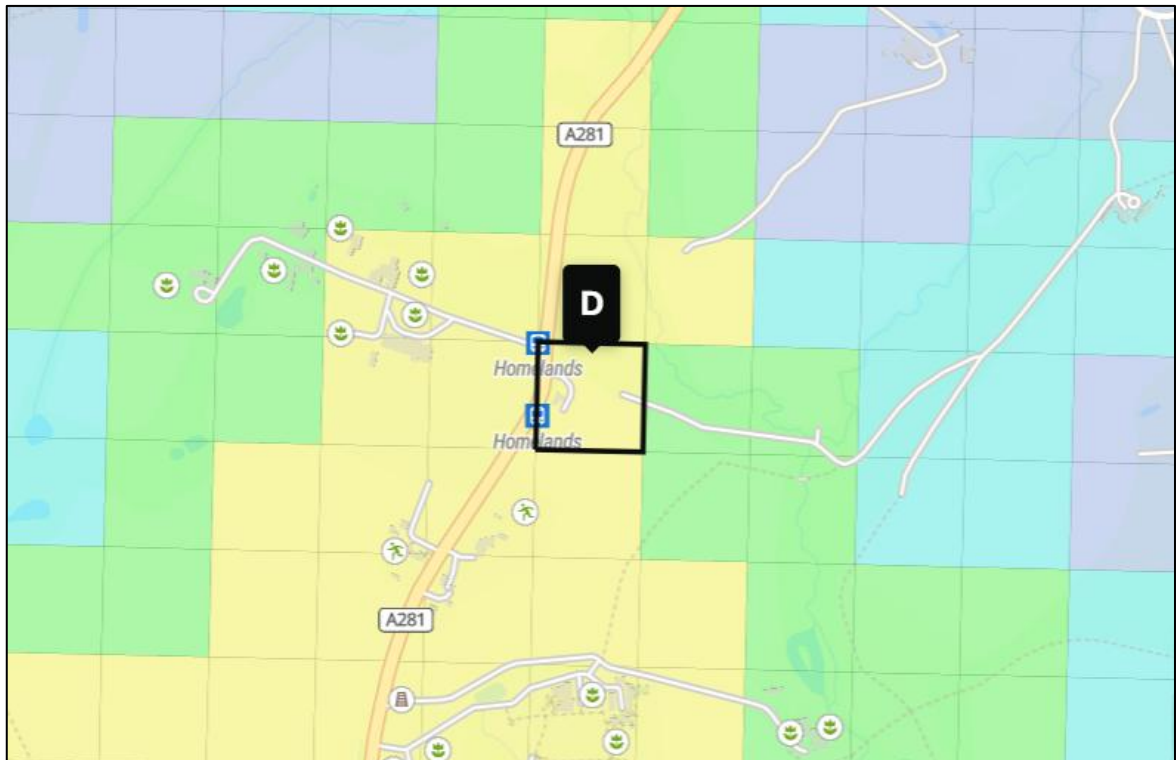


Figure 5 - DfT Connectivity Tool Life Output

- 4.2.4 The Connectivity Tool outputs demonstrate that the site has genuinely good connectivity by private vehicle (overall driving score of 75 — High; residential driving score of 85 — Very High) and a slightly above average score for residential cycling (52). The cycling, public transport and overall scores reflect the site's rural setting where, in absolute terms, the density of services and the frequency of public transport are necessarily lower than in urban locations.
- 4.2.5 The Connectivity Tool also provides a Local Authority Band, which ranks each 100m grid square within the relevant local authority area into ten bands from A (highest scoring) to J (lowest scoring), with each band representing approximately one tenth of the local authority's area. The Local Authority Band therefore allows a like-for-like comparison of the site's connectivity against all other locations within the same local authority area.
- 4.2.6 The application site falls within Band D for overall connectivity within Horsham District, placing it within the fourth of ten bands when ranked from highest to lowest connectivity. This means that the site is more connected than approximately 60 per cent of the area of Horsham District when considered against the like-for-like benchmark of other locations within the same local authority. Given that Horsham District contains a single principal urban centre (Horsham town) and is otherwise predominantly rural in character, this comparison provides a meaningful indication that the application site enjoys a relatively favourable connectivity position within the District context.

4.3 Walking

- 4.3.1 The nearest local services and facilities to the application site are located in the village of Cowfold, situated approximately 1 kilometre south of the site along the A281 Horsham Road. Cowfold provides a range of day-to-day services typical of a West Sussex village, including a primary school (St Peter's Catholic Primary School), village shop, public houses, the village hall, and St Peter's Church.

- 4.3.2 The site is also located in an area well-served by the West Sussex public rights of way network, with a number of footpaths providing off-road links between the rural settlements in the area. The wider rights of way network provides recreational walking opportunities for future occupiers.

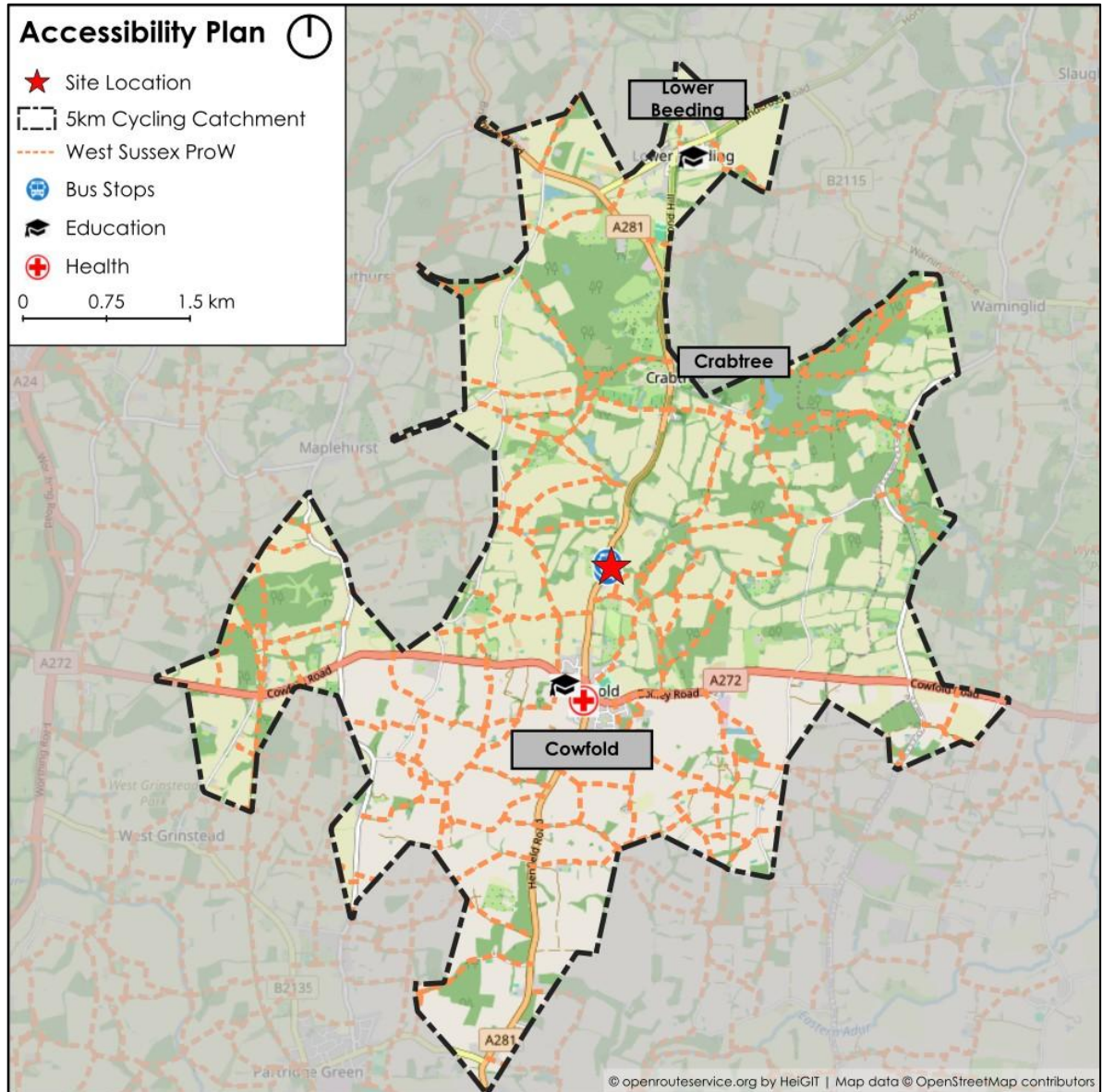


Figure 6 - Accessibility Plan

4.4 Cycling

- 4.4.1 Cycling provides a practical sustainable travel option for journeys to the wider Horsham District and beyond. As shown in the Connectivity Tool outputs at Table 4.1, the site achieves a residential cycling score of 52, which is slightly above the national average and reflects the practical reach achievable by bicycle from the site, including to Horsham town (approximately 10km, within a typical commuting cycle distance) and to other surrounding villages.

4.4.2 The A281 itself is a rural A-classified road which experienced cyclists do use, and there are also off-road links via the local rights of way network. The DfT Local Cycling and Walking Investment Strategy (LCWIS) and the West Sussex Walking and Cycling Strategy 2016–2026 both promote the continued growth of cycling for everyday trips, and the rural setting of the site does not preclude the use of cycling for utility and recreational journeys.

4.5 Bus Services

4.5.1 The site benefits from an exceptionally favourable position in respect of bus accessibility. The "Homelands" bus stops are located immediately in the vicinity of the proposed site access on the A281 Horsham Road, in both the northbound and southbound directions. Future occupiers of the site can therefore access the bus network without the need to travel any meaningful distance.

4.5.2 The Homelands bus stops are served by Stagecoach South Service 17 (Horsham – Brighton via Henfield), operating a regular hourly daytime service Monday to Saturday on the Horsham–Henfield section of the route, and a continuing approximately half-hourly service between Henfield and Brighton. The service also operates on Sundays, with an hourly daytime frequency.

4.5.3 From the Homelands bus stops, Service 17 provides direct bus connections (without the need to interchange) to the following destinations:

- (i) Northbound — Mannings Heath, Horsham Hospital, Horsham Railway Station and Horsham Bus Station, providing access to the principal town of the District and to the rail network;
- (ii) Southbound — Cowfold Village Hall, Partridge Green, Henfield, Patcham and central Brighton (Old Steine and Churchill Square), providing access to the coast and the wider Greater Brighton area.

4.5.4 Indicative bus journey times from the Homelands area to Horsham Railway Station are in the order of 20 minutes, and to Brighton in the order of 70 minutes. The bus journey time to Cowfold Village Hall is in the order of 3 minutes, providing easy access to Cowfold's local services.

4.5.5 The presence of an established hourly daily bus service stopping immediately at the proposed site access is a material accessibility benefit of this location and represents a higher level of bus accessibility than many rural sites within Horsham District enjoy.

4.6 Rail Services

4.6.1 The nearest National Rail station to the site is Horsham Railway Station, located approximately 10 kilometres to the north. Horsham Station is directly accessible from the Homelands bus stops by Service 17, with no interchange required.

4.6.2 Horsham Station is operated by Southern Railway and sits on the Arun Valley Line, providing regular direct services to:

- (i) London Victoria (typically every 30 minutes during the daytime, with a journey time of approximately 60 minutes), with onward connections to the wider National Rail network;
- (ii) Gatwick Airport (via Three Bridges), providing direct access to international travel and to onward services across the south-east;
- (iii) Bognor Regis, Chichester and Portsmouth Harbour (via the Arun Valley) to the south.

4.6.3 The combination of an hourly bus service stopping at the site access with direct connections to Horsham Railway Station provides a genuine sustainable travel option for longer-distance trips, including for commuting, business and leisure purposes.

4.7 Summary

4.7.1 The application site enjoys a level of accessibility by sustainable modes that is genuinely favourable for a rural location in Horsham District. In particular:

- (i) The site is located within Band D of the DfT Connectivity Tool's Local Authority Band ranking for Horsham District, meaning it is more connected than approximately 60 per cent of the District by area;
- (ii) The site achieves an above-average residential cycling score (52) and a strong driving score (85), demonstrating its connectivity to a wider range of destinations;
- (iii) Bus stops served by an hourly Mon–Sat and Sunday Stagecoach service are located immediately adjacent to the proposed site access, with direct connections to Cowfold village, Horsham (and Horsham Railway Station) and Brighton;
- (iv) The site has direct bus access to Horsham Railway Station, providing onward direct rail connections to London Victoria, Gatwick Airport, and the south coast.

4.7.2 In a rural setting, this represents a meaningful and practical sustainable transport offer.

5 DEVELOPMENT PROPOSALS

5.1 Overview

- 5.1.1 The application (Horsham District Council reference DC/25/2079) is described in the application form as:

"Use of land for the stationing of 4no. static caravans for (Gypsy and Traveller) residential purposes and associated day rooms."

- 5.1.2 The proposed development therefore comprises four Gypsy and Traveller residential pitches, with one static caravan per pitch, together with associated day rooms and ancillary works. Vehicular access to the site is to be taken from the existing access onto the A281 Horsham Road in the north-west corner of the site, which is retained in its current location.

- 5.1.3 The proposed site layout is shown on the Proposed Site Plan at **Appendix A**. The internal layout provides suitable space for car parking within each pitch, together with provision for a touring caravan within the curtilage of each pitch, and sufficient internal manoeuvring space for vehicles to enter and leave the site in forward gear.

5.2 Existing Vehicular Access

- 5.2.1 The existing vehicular access to the site is taken from the A281 Horsham Road, in the north-west corner of the site. The access is a long-established feature, in continuous use since at least 2009 (as confirmed by West Sussex County Council from historic Streetview imagery), and has most recently served the site's agricultural and approved equestrian use under planning permission DC/25/0054.

- 5.2.2 No physical alterations to the existing access are proposed as part of this application. The proposals will operate from the existing access arrangement, which has been confirmed by the Local Highway Authority as being fit for purpose for the proposed use, subject to vegetation cutback within the maintained highway boundary to secure suitable visibility levels in both directions.

- 5.2.3 In its consultation response of 16 April 2026, the Local Highway Authority placed positive weight upon the continued use of an existing vehicular access, noting that the access has historically served an agricultural use with the capacity to generate significant vehicle movements (including with agricultural vehicles such as tractors with trailers) without the requirement for planning permission. The use of the existing access for the proposed residential use is therefore not anticipated to result in any material intensification of the use of the access from a highway safety perspective.

5.3 Visibility Splays

- 5.3.1 Visibility splays at the existing vehicular access have been assessed in accordance with the principles set out in Manual for Streets (MfS). MfS is the relevant design standard for residential accesses, and is the standard to which the WSCC Developer Guidance Notes defer for the purposes of residential access design.

- 5.3.2 It is appropriate to consider the Stopping Sight Distance (SSD) calculation set out in Manual for Streets and not DMRB, given that the A281 is not a Trunk Road. It is also notable that 'Manual for Streets 2 – A Wider Application of the Principles' (MfS2), provides clarification on the most appropriate visibility splay guidance to use. Paragraph 1.3.2 of MfS2 states:

“As a starting point for any scheme affecting non-trunk roads, designers should start with MfS.”

- 5.3.3 MfS sets visibility splays on the basis of the recorded operating speed of vehicles on the major arm, rather than the posted speed limit. This is a deliberate and well-established principle of MfS: the relevant factor for determining safe visibility is the speed at which drivers are actually travelling, since this is the speed against which approaching vehicles can be expected to brake. Where measured speed data is available, MfS requires that this measured speed data is used in preference to assumed values derived from the posted speed limit.
- 5.3.4 The speed dataset used to inform the visibility splay assessment is the seven-day ATC survey undertaken adjacent to the site between 2 and 8 May 2026 (refer to Section 3.4 of this statement). The recorded two-way 85th percentile dry-weather speed on the A281 Horsham Road adjacent to the site is 44 mph, with directional 85th percentile speeds of 44.2 mph northbound and 44.0 mph southbound. Converted to the wet-weather equivalent (in line with MfS by deducting 2.5 mph), the design speed for the purposes of the visibility splay assessment is 41.5 mph.
- 5.3.5 The Stopping Sight Distance (SSD) at this design speed, calculated using the MfS formula, equates to approximately 75 to 80 metres, which is the basis upon which the visibility splay dimensions for the existing access have been determined.

5.4 Achieved Visibility Splays

- 5.4.1 The achieved visibility splays at the existing access are presented on Drawing **9414-COT-RGP-XX-XX-DR-T-001**. The drawing demonstrates the following:
- (i) Northbound visibility (looking right from the access): a visibility splay of 2.4m × 75.7m is achieved entirely within the maintained highway boundary, subject to the cutback of vegetation within the highway boundary as referenced by the Local Highway Authority;
 - (ii) Southbound visibility (looking left from the access): a visibility splay of 2.4m × 76.2m is achieved entirely within the maintained highway boundary, on the same basis.
- 5.4.2 The achieved visibility splay dimensions of 75.7 metres and 76.2 metres exceed the calculated SSD requirement for the recorded design speed and are achieved without any reliance on third party land. Implementation will require routine vegetation management within the highway boundary, of the type for which the Local Highway Authority has confirmed agreement.
- 5.4.3 The proposed visibility splay arrangement is therefore consistent with MfS for the recorded operating speeds on the A281 Horsham Road, and is achievable within the limit of highway land. The proposals do not require any third-party land to be brought into the public highway, and no off-site highway works are proposed.

5.5 Internal Layout and Parking

- 5.5.1 The internal layout of the proposed development is shown on the Proposed Site Plan at **Appendix A**. The internal access road from the existing site access provides for safe vehicle movement within the site, with sufficient width and turning provision to enable vehicles to enter and leave the highway in forward gear.
- 5.5.2 The internal layout provides suitable space for car parking within each pitch, together with provision for a touring caravan within the curtilage of each pitch, and sufficient internal manoeuvring space for vehicles to enter and leave the site in forward gear. In addition, each pitch is provided with sufficient curtilage area to accommodate a touring caravan, consistent with the typical operational requirements of Gypsy and Traveller pitches.
- 5.5.3 The proposed parking provision has been assessed against the WSCC Guidance on Parking at New Developments (September 2020). WSCC's parking guidance does not include a specific category for Gypsy and Traveller pitches; however, the proposed level of provision is considered to be appropriate, having regard to the residential character of the use and the rural location of the site, where the private car will be the predominant mode of travel for most journeys.
- 5.5.4 Cycle parking is to be provided in-curtilage at each pitch, consistent with the WSCC Guidance on Parking at New Developments and the expectation set out in the National Planning Policy Framework that development should provide for the needs of cyclists.

5.6 Deliveries and Servicing

- 5.6.1 Refuse collection for the proposed development will be undertaken by Horsham District Council's appointed waste contractor. Refuse and recycling bins will be brought to the site frontage on the relevant collection days from a designated in-curtilage bin storage area, in the same manner as for other dwellings served from the A281 in the local area. The refuse collection vehicle will therefore not need to enter the site for collection purposes, and no manoeuvring of the collection vehicle within the site is required.
- 5.6.2 The internal layout has been designed to accommodate the occasional servicing requirements of the four pitches (e.g. delivery vehicles, removal vehicles for the placement of caravans, emergency vehicles), with adequate turning provision within the site to allow vehicles to leave in forward gear.

6 TRIP GENERATION AND TRAFFIC IMPACT

6.1 Methodology

- 6.1.1 This section presents an assessment of the traffic likely to be generated by the proposed development of four Gypsy and Traveller pitches, and considers the resulting impact upon the operation and safety of the local highway network.
- 6.1.2 The Trip Rate Information Computer System (TRICS) is the industry-standard database for the assessment of trip generation associated with new developments in the United Kingdom. TRICS does not, however, contain a discrete land-use category specific to Gypsy and Traveller pitches. In the absence of a directly comparable TRICS sub-category, and as a robust and conservative approach, trip rates for **Land Use 03/A — Houses Privately Owned** have been adopted as the proxy land use against which the trip generation associated with the four pitches is assessed.
- 6.1.3 The use of TRICS 03/A trip rates represents a conservative assessment in this context, since trip rates for conventional private housing are derived from surveys of mainstream commuter-based occupiers and are typically considered to represent an upper-bound estimate of the trip generation likely to be associated with Gypsy and Traveller pitches. The assessment which follows therefore presents a robust worst-case position for the purposes of considering highway impact.
- 6.1.4 For the purposes of this assessment, each pitch is taken to be equivalent to one dwelling unit, providing a worst-case total of four units.

6.2 Trip Generation Assessment

- 6.2.1 Indicative vehicle trip rates derived from TRICS Land Use 03/A (Houses Privately Owned) - broadly reflective of published rates from surveys at rural and sub-urban locations - have been applied to the four proposed pitches. The resulting trip generation is summarised at **Figure 7**.

Period	Arrivals	Departures	2-Way
AM Peak Hour (0800-0900)	1	2	2
PM Peak Hour (1700-1800)	1	1	2
Daily	13	13	25

Figure 7 - Predicted Trip Generation

- 6.2.2 On the basis of the conservative trip rates set out above, the proposed development is expected to generate in the order of 2 two-way vehicle trips in the network AM peak hour, 2 two-way vehicle trips in the network PM peak hour, and approximately 24 two-way vehicle trips in total across a 24-hour weekday period.

- 6.2.3 This represents a modest level of trip generation, consistent with the modest scale of the proposed development. It is noted in passing that this trip generation figure is well below the threshold of 100 two-way daily vehicle movements identified within West Sussex County Council's policy for the requirement of a Stage 1 Road Safety Audit (further considered in Section 6.5).

6.3 Impact on Local Highway Network

- 6.3.1 The impact of the proposed development on the local highway network has been considered against the recorded baseline traffic flows on the A281 Horsham Road, as established by the seven-day ATC survey reported at **Section 3** of this statement.
- 6.3.2 The percentage impact of the worst-case (TRICS 03/A) trip generation on the A281 Horsham Road adjacent to the site is summarised in **Figure 8**.

Time Period	A281 Baseline Two-Way Flow	Proposed Development Two-Way Trips	Percentage Impact
AM Peak Hour (08:00-09:00)	742	2	0.27%
PM Peak Hour (17:00-18:00)	647	2	0.31%
Weekday 24-hour total	8,588	25	0.29%

Figure 8 - Percentage Impact of Proposed Development on A281 Horsham Road Two-Way Flows

- 6.3.3 The proposed development represents a percentage impact on A281 Horsham Road two-way flows of in the order of 0.3% across all assessed periods. This is a level of traffic impact which is well below the threshold at which a development might reasonably be considered to result in any material change to the operating conditions on the highway network. By way of comparison, this level of trip generation is significantly below the level of natural background traffic growth that the A281 Horsham Road would be expected to accommodate over a typical assessment period.
- 6.3.4 In the context of the NPPF, the residual cumulative impact of the proposed development upon the operation of the local highway network is comfortably below any reasonable interpretation of the "severe" threshold articulated at paragraph 116. There is no evidential basis upon which the proposals could be considered to result in an unacceptable impact upon the operation of the highway network.

7 SUMMARY & CONCLUSIONS

- 7.1.1 This Transport Statement has been prepared by RGP on behalf of Tim Light Ltd in support of a planning application (HDC ref. DC/25/2079) for the use of land for the stationing of 4 no. static caravans for Gypsy and Traveller residential purposes, together with associated day rooms, at Cotlands Paddock, Horsham Road, Cowfold, West Sussex (RH13 8AH).
- 7.1.2 The site is served by an existing long-established vehicular access onto the A281 Horsham Road, retained in its current location as part of the proposals, with no off-site highway works required.
- 7.1.3 The site benefits from good accessibility for a rural location. The "Homelands" bus stops are located immediately adjacent to the proposed site access in both directions and are served by Stagecoach Service 17, providing an hourly daytime service Monday to Sunday with direct connections to Cowfold village, Horsham Railway Station and Brighton. The site falls within Band D of the DfT Connectivity Tool's Local Authority Band ranking for Horsham District, placing it within the top four of ten connectivity bands within the District.
- 7.1.4 An Automatic Traffic Counter survey undertaken on the A281 adjacent to the site between 2 and 8 May 2026 has established a recorded two-way 85th percentile dry-weather speed of 44 mph, materially below the posted speed limit of 60 mph. In accordance with Manual for Streets, visibility splays of 2.4 m × 75.7 m (northbound) and 2.4 m × 76.2 m (southbound) are achievable entirely within the maintained highway boundary, subject to the routine cutback of vegetation within the highway boundary as confirmed by the Local Highway Authority. Maximum achievable visibility and forward visibility to a vehicle waiting to turn right into the access have additionally been assessed and are demonstrated to accord with Manual for Streets.
- 7.1.5 The proposed development is expected to generate in the order of 2 two-way vehicle trips in each network peak hour and approximately 24 two-way vehicle trips per weekday in total, representing a percentage impact upon the existing two-way flows on the A281 Horsham Road of in the order of 0.3% across all assessed periods. This is well below any threshold at which a material highway impact could reasonably arise, and is well below the West Sussex County Council triggers for junction capacity modelling and Stage 1 Road Safety Audit. When considered against the established agricultural baseline and the permitted equestrian use under planning permission DC/25/0054, the net traffic impact of the proposals is properly characterised as negligible.
- 7.1.6 West Sussex County Council, in its capacity as Local Highway Authority and statutory consultee, has confirmed across its consultation responses dated 16 February 2026, 16 April 2026 and 18 May 2026 that there are no transport grounds upon which to resist the proposal, and that the proposals are not contrary to paragraph 116 of the National Planning Policy Framework.
- 7.1.7 The proposed development accords with the relevant transport policy provisions of the National Planning Policy Framework, the Planning Policy for Traveller Sites, the West Sussex Transport Plan 2022–2036 and Policies 40 and 41 of the Horsham District Planning Framework. There are no transport or highway grounds upon which the application should be refused.



RGP - Transport Planning and Infrastructure Design Consultants

enquiries@rgp.co.uk

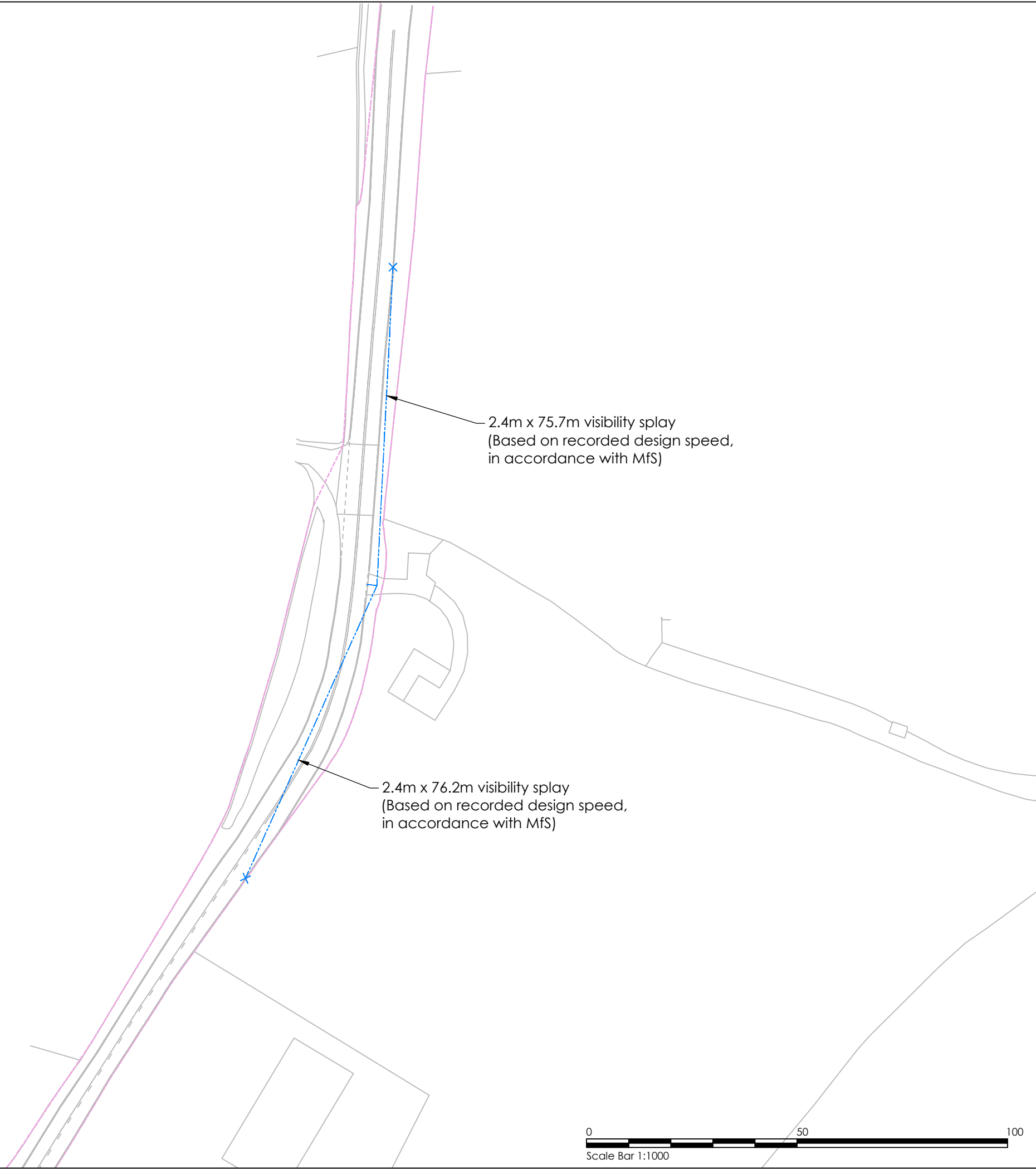
www.rgp.co.uk

Surrey Office Old Mill Studios, Fry's Yard, 37-40 Bridge Street, Godalming GU7 1HP
London Office 10 York Road, London SE1 7ND

T: 01483 861 681
T: 020 7078 9662



DRAWINGS



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Key:

- Highway boundary
- Visibility splays

P01	First issue	14.05.26	DH	BCC	BCC
Rev	Details	Date	By	Chkd	Appd

Godalming Office
Old Mill Studios, Fry's Yard,
37-40 Bridge Street, Godalming
GU7 1HP

T: 01483 861 681
E: enquiries@rgp.co.uk
www.rgp.co.uk



Transport Planning and Infrastructure Design Consultants

Status:	INFORMATION
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Client:	
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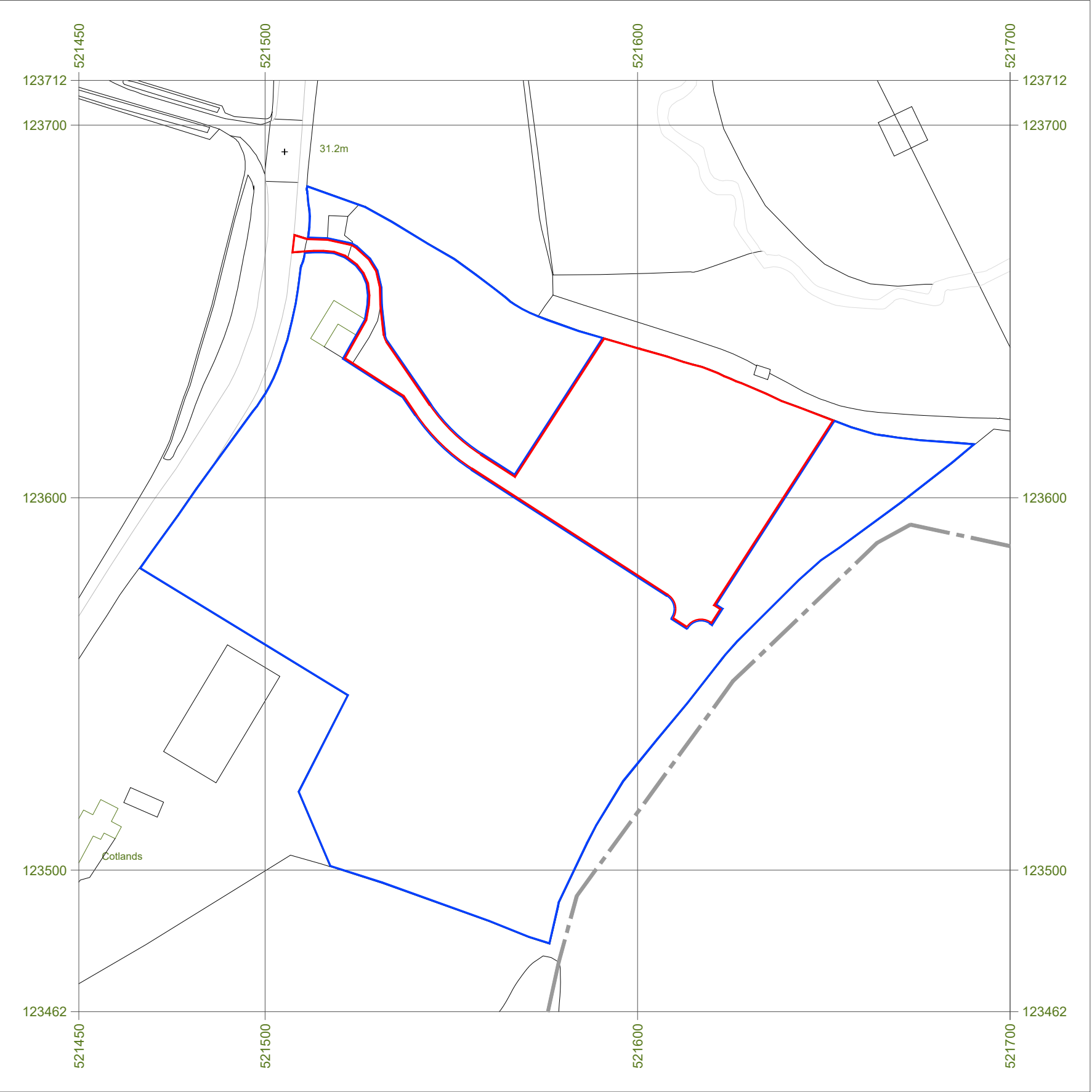
Project:	Cotlands Paddock, Horsham Road, Cowford
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Drawing Title:	Visibility Splays
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Scale @ A3: 1:1000	Date: 14.05.26	Drawn: DH	Designed: DH	Checked: BCC	Approved: BCC
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Project No: 9414	Drawing No: COT-RGP-XX-XX-DR-T-001	Revision: P01
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APPENDIX A



Serial number: 297155

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1:1250 EXISTING

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Suite 114
26 The Hornet
Chichester
West Sussex
PO19 7BB

tel: 01243 201 102
email: enquiries@prometheanplanning.co.uk
web: www.prometheanplanning.co.uk

Address
Cotlands Paddock, Horsham
Road, Cowfold, RH13 8AH

Drawing No. 2509CO_R2_000

Scale @ A3 1:1250

Job No. 2509CO_R2

Drawn By MD

Checked By BK

Drawn On 27.02.2026

Issued On 27.02.2026

Status Existing

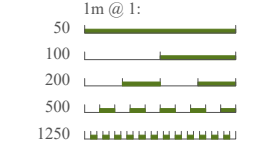
Drawing Location Plan

Submission Planning

Application Area: 4195m²



Indicative: 0.0°





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Suite 114
26 The Hornet
Chichester
West Sussex
PO19 7BB

tel: 01243 201 102
email: enquiries@prometheanplanning.co.uk
web: www.prometheanplanning.co.uk

Address
Cotlands Paddock, Horsham
Road, Cowfold, RH13 8AH

Drawing No. 2509CO_R2_001

Scale @ A2 1:500

Job No. 2509CO_R2

Drawn By MD

Checked By BK

Drawn On 27.02.2026

Issued On 27.02.2026

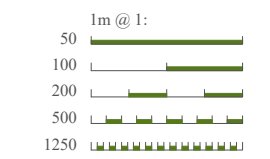
Status Proposed

Drawing Block Plan

Submission Planning



Indicative: 0.0°



Planting Specification for new boundary hedgerows

Plants to be between 80-90cm when planted and to be UK Sourced & Grown in accordance with Woodland Trust guidance and BS 8545:2014

Main Matrix (Transplants/Quicks)

70% of planting stock	
Hawthorn	Crataegus monogyna
Blackthorn	Prunus spinosa

Interplant (Whips/Transplants)

30% of planting stock	
Hazel	Corylus avellana
Holly	Ilex aquifolium
Dog Rose	Rosa canina
Field Maple	Acer campestre
Dogwood	Cornus sanguinea
Spindle	Euonymous europaeus
Wild Privet	Ligustrum vulgare
Common Beach	Fagus sylvatica
Common Hornbeam	Carpinus betulus
Guelder rose	Viburnum opulus

Hedging should be planted in two staggered rows at a density of not less than 5 per metre, with approximately 450mm between plants in the same row, and 300-400mm between rows.

The interplant whips/transplants should be planted within this pattern in groups of 2/3.

Planting will be protected from grazing animals where applicable with a 1.5m high galvanised equine stock fence (or similar) erected 1m away from new plants.

All hedgerow planting should be carried out in accordance with BS4428:1989, Code of practice for general landscape operations.

Hedgerow shrubs should either be notch planted or trench planted.

Hedge trenches should be dug to a minimum depth of 400mm and width of 600mm, with the plants put into the ground at the same depth at which they had been previously grown in the nursery. All plants need to be well heeled in after planting and watered in during dry weather.

Hedges to be planted between November and March while plants are still dormant. Avoid planting in very cold or wet weather.

20 year Management Plan:
Plant new hedgerows during winter³
Connect them to other natural features to support wildlife spread³
Prune new hedgerows for the first 3-5 years to encourage dense, bushy growth³

Ongoing Management:
Manage hedgerows on a cycle to maintain their health and value for wildlife²
Gradually cut hedges higher and wider to prevent them from becoming 'leggy' or 'gappy'²
Rejuvenate hedges through laying or coppicing every 40+ years²

Protection Measures:
Establish or maintain green cover buffer strips adjacent to hedgerows⁷
Protect hedge nesting birds by avoiding cutting or trimming during their nesting period⁷
Hedgerows will be protected from damage by ensuring these measures are in place⁷

Long-Term Maintenance:
Aim for a balance of old and young hedgerow trees to support diverse wildlife²
Trim at the best time for nature, ideally late winter, to allow wildlife to feed on berries and fruits²

Environmental Benefits:
Hedgerows enhance biodiversity and provide habitat for a wide range of species¹
They offer erosion control, water regulation, and carbon storage to combat climate change¹
A new hedgerow can store 600 to 800 kilograms of carbon dioxide per year for up to 20 years⁹

By following these guidelines, hedgerows can be effectively managed and protected to ensure their ecological and environmental benefits are sustained over the long term. Consult with local wildlife trusts or experts for tailored advice and to comply with any specific regulations in your area.

Planting Specification for new native tree planting (southern England)

Trees to be between 60–120cm when planted, grown in the UK and UK sourced & grown in accordance with Forestry Commission guidelines and BS 8545:2014.

Main Tree Species (Transplants/Standards)

70% of planting stock - Native to Southern Counties

- Oak	Quercus robur / Quercus petraea
- Field Maple	Acer campestre
- Hornbeam	Carpinus betulus
- Small-leaved Lime	Tilia cordata
- Wild Cherry	Prunus avium
- Rowan	Sorbus aucuparia

Interplant (Whips/Transplants)

30% of planting stock

- Crab Apple	Malus sylvestris
- Hazel	Corylus avellana
- Holly	Ilex aquifolium
- Spindle	(Euonymus europaeus
- Guelder Rose	Viburnum opulus
- Wayfaring Tree	Viburnum lantana
- Dogwood	Cornus sanguinea

Trees should be planted at 5–10m spacing for woodland edge or parkland settings. For screening belts, trees can be planted at 2.5–4m spacing in staggered double rows. Allow 1.5m between rows.

Interplants (shrubs/small trees) to be planted in groups of 3 or 5, between the main tree planting pattern to provide structure, biodiversity and successional interest.

All planting to be protected from browsing animals using tree guards or spiral shelters, and where applicable, enclosed within a stock-proof fence or temporary electric fencing.

Planting to be carried out in accordance with BS 8545:2014 and Forestry Commission guidelines for establishment and aftercare.

Tree Pits and Establishment
- Tree pits to be minimum 300mm wider than root spread or container and 300mm deeper than the rootball depth.
- Backfill with excavated soil, improved with compost if necessary, and firmed well.
- Mulch with 75mm depth organic mulch around base, 500mm radius minimum, avoiding contact with stem.
- Stake and tie all standard trees using 1.2m stakes and rubber ties as per arboricultural best practice.
- Planting to be completed between November and March while trees are dormant. Avoid planting in frozen or waterlogged conditions.

Environmental Benefits:
Native trees provide:
- High-value habitat for a range of species
- Nesting, roosting and food sources for birds, bats, and insects
- Improved soil stability, water infiltration and carbon storage
- Shade and cooling benefits in urban and semi-rural landscapes

Well-managed native planting contributes to carbon capture for decades. A single native tree can store up to 1 tonne of carbon in its lifetime and provide ecological benefits for over 100 years.

20 Year Management Plan
- Year 1–3:
 - Water during dry periods
 - Check, adjust or replace guards, stakes and ties
 - Remove competing vegetation within 500mm radius
 - Monitor for pests and disease
- Year 3–10:
 - Remove shelters once trees are established
 - Formative pruning to establish strong structure (winter only)
 - Replace failures (minimum 90% survival rate required)
- Year 10–20:
 - Crown thinning or selective removal if required for spacing
 - Manage for habitat, amenity, and long-term resilience

Ongoing Management
- Control invasive species
- Maintain ground cover or understorey planting
- Regular inspections and arboricultural input where necessary
- Promote diverse age and species structure for climate resilience

Protection Measures
- Keep machinery and livestock well away from young trees
- Mow or control grass competition twice yearly (spring and summer)
- Inspect fencing and guards annually, repair as needed

Long-Term Maintenance
- Aim to create long-term, multi-layered woodland or treed habitat
- Ensure good species diversity and genetic variety
- Engage with local wildlife or community groups for stewardship where appropriate

Drainage Strategy:

Surface Water drainage

Surface water will be discharged by infiltration. The British Geological Survey confirms that the site is on Upper Tunbridge Wells Sand - Sandstone and siltstone, there are therefore no envisaged issued in relation to infiltration.

The new soakaway will be designed following infiltration testing in accordance with BRE365, at the location and depth of proposed devices.

Infiltration devices will be located 5m from structures and boundaries, in addition to avoiding Root Protection Zones.

The proposed permeable surfacing will be constructed of MOT Type 3 sub base to a depth of 300mm overlaid with a permeable pea shingle, or similar.

Foul Drainage

The application proposes a package treatment plant for each pitch. In the absence of mains drainage this is considered to be an appropriate means of foul water disposal which would avoid harm to the quality of the soils.

The new package treatment plants will be a Rewatec Solido Smart 2-8 Person Sewage Treatment Plant manufactured by Premier Tech Aqua, 2 Whitehouse Way, South West Industrial Estate, Peterlee, Co Durham, SR8 2RA.

The package treatment plants will be installed and fully operational prior to occupation of the development. The package treatments plant will be installed in accordance with the manufacturer’s recommendations and instructions, and in accordance with the Building Regulations.

The package treatment plants will be serviced by a qualified British Water accredited engineer on an annual basis in accordance with the manufacturers servicing and maintenance guide to ensure it is operating efficiently and effectively.

This would include a desludge to ensure a solids build-up doesn’t compromise the treatment chamber if the sludge level reaches 70% of the permitted maximum.

The annual service would include an assessment of the activated sludge volume in the reactor in accordance with the manufacturers servicing and maintenance guide.

The runoff from the treatment plant will be taken to a soakaway drainage field. Given the porosity of the soils this is not envisaged to present any issues.

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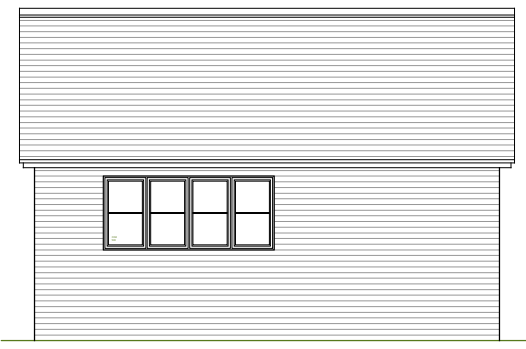
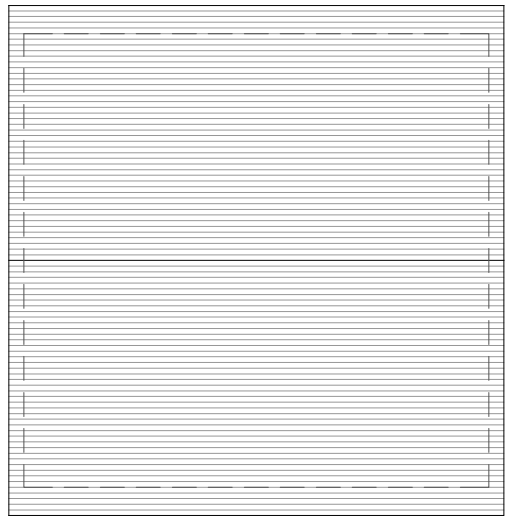
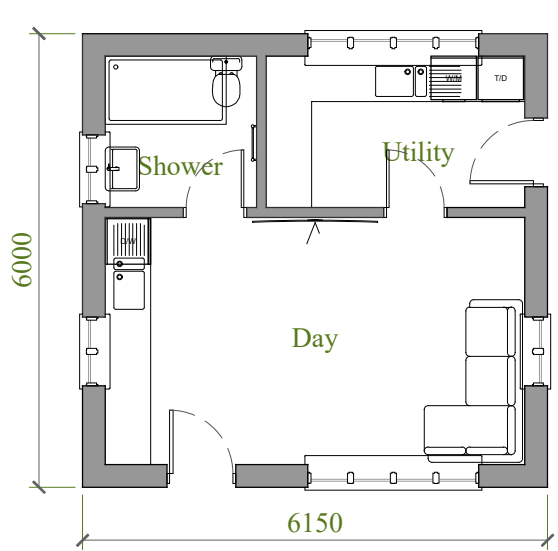
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Suite 114
26 The Hornet
Chichester
West Sussex
PO19 7BB

tel: 01243 201 102
email: enquiries@prometheanplanning.co.uk
web: www.prometheanplanning.co.uk

Address	
Cotlands Paddock, Horsham Road, Cowfold, RH13 8AH	
Drawing No. 2509CO_R2_002	
Scale @ A3	N/A
Job No.	2509CO_R2
Drawn By	MD
Checked By	BK
Drawn On	27.02.2026
Issued On	27.02.2026
Status	Proposed
Drawing	Strategies
Submission	Planning



Clay tile
PVCu windows
Facing Brick



Typical Utility Building
1:100 | PROPOSED

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This information can be provided on request; however, it is anticipated that the full extent of residual risks will be identified during the detailed Building Regulations or construction design Status and prior to construction works commencing on site.

All responsibilities and duties of Principle Designer as stated within the above regulations now revert to the client unless Promethean Planning are appointed to undertake Building Regulations or construction drawings.



Suite 114
26 The Hornet
Chichester
West Sussex
PO19 7BB

tel: 01243 201 102
email: enquiries@prometheanplanning.co.uk
web: www.prometheanplanning.co.uk

Address	
Cotlands Paddock, Horsham Road, Cowfold, RH13 8AH	
Drawing No.	2509CO_R2_200
Scale @ A3	1:100
Job No.	2509CO_R2
Drawn By	MD
Checked By	BK
Drawn On	27.02.2026
Issued On	27.02.2026
Status	Proposed
Drawing	Utility Building
Submission	Planning

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Do not scale from this drawing unless for Local Authority planning purposes.

All dimensions must be checked on site prior to commencement of works.

Construction (Design and Management) Regulations 2015

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Address

Cotlands Paddock, Horsham
Road, Cowfold, RH13 8AH

Drawing No. 2509CO_R2_400

Scale @ A3 As Indicated

Job No. 2509CO_R2

Drawn By MD

Checked By BK

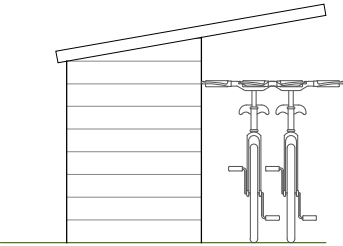
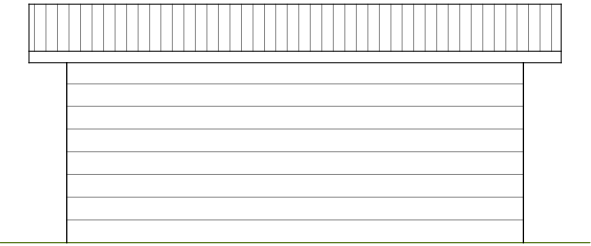
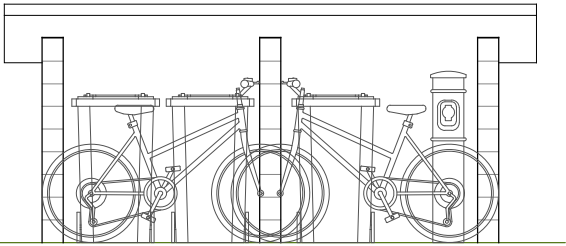
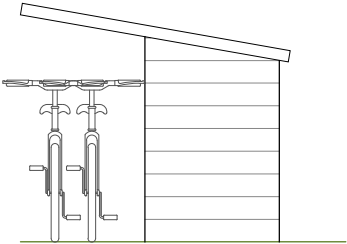
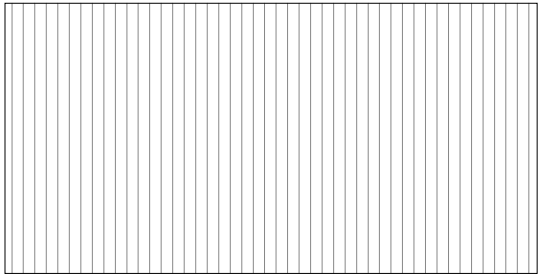
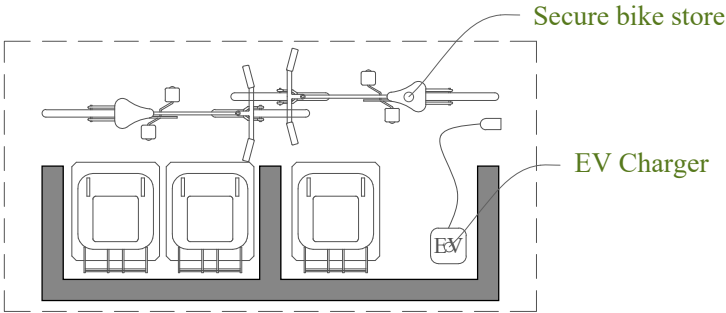
Drawn On 27.02.2026

Issued On 27.02.2026

Status Proposed

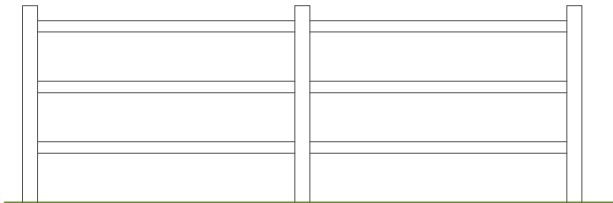
Drawing Site Elements

Submission Planning



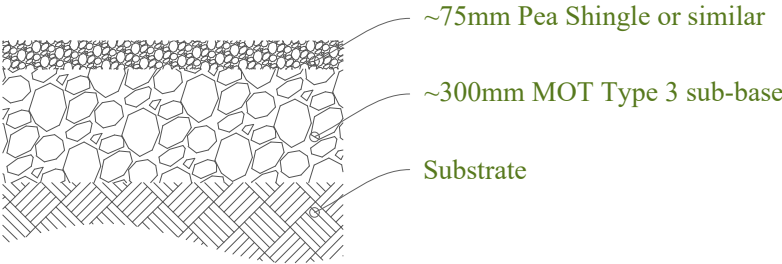
Bin & Bike Store

1:50 PROPOSED



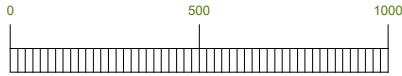
Typical 1.2m timber post & rail fence

1:50 PROPOSED

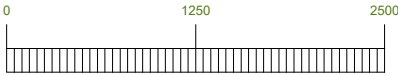


Typical permeable surfacing

1:20 PROPOSED



SCALE BAR: 1:20 MM



SCALE BAR: 1:50 MM

APPENDIX B

A281 HORSHAM ROAD - COWFOLD

NORTHBOUND



Globals

Report Id	CustomList-70
Descriptor	Modal Dir2
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2026-05-12T15:11:39
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	Cowfold
Site Attribute	ATC 9
File Name	C:\Users\RichardMoore\OneDrive - RGP\Desktop\Cowfold 0 2026-05-12 1313.ECO
File Type	Plus
Algorithm	Factory default axle
Description	A281 Horsham Road
Lane	0
Direction	7
Direction Text	7 - North bound AJB, South bound BJA.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2026-04-29T13:19:54
Start Time	2026-04-29T13:19:54
Finish Time	2026-05-12T13:12:54
Operator	RM
Configuration	80 00 14 6a 6a 00 00 00 00 00

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2026-05-02T00:00:00
Filter End	2026-05-09T00:00:00
Class Scheme	ARX
	F Cls(1-12) Dir(AB) Sp(6,99) Headway(J) Span(0 - 100) Lane(0-16)
Low Speed	6
High Speed	99
Posted Limit	NSL
Speed Limits	
Separation	0.000
Separation Type	Headway
Direction	AB
Encoded Direction	15

NORTHBOUND

Direction - AB

MODAL

modaldata.com

Saturday, 2 May 2026

Time [--	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Mean	Vpp 85
														10	15	20	25	30	35	40	45	50	55	60	65	70	75	80		
0000	0	13	0	0	1	0	0	0	0	0	0	0	14	0	0	0	0	0	2	5	4	2	1	0	0	0	0	0	41	49.4
0100	0	5	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	0	2	2	0	0	0	0	0	0	42.8	-
0200	0	10	0	0	1	0	0	0	0	0	0	0	11	0	0	0	0	0	2	4	3	2	0	0	0	0	0	0	39.7	45.1
0300	0	19	0	1	0	0	0	0	0	0	0	0	20	0	0	0	0	0	1	6	5	7	0	1	0	0	0	0	42.8	47.2
0400	1	20	0	1	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	7	11	1	3	0	0	0	0	0	42.5	49.8
0500	0	46	0	5	3	0	0	0	0	0	0	0	54	0	0	0	0	0	4	16	23	7	4	0	0	0	0	0	41.4	47.1
0600	0	73	1	2	4	0	0	0	0	0	0	0	80	0	0	0	0	1	3	20	32	17	5	2	0	0	0	0	42.7	48.8
0700	5	108	0	4	10	0	0	0	0	1	0	0	128	0	0	0	0	1	8	34	59	20	4	2	0	0	0	0	41.6	46.3
0800	1	225	1	4	12	0	1	0	0	0	0	0	244	0	0	0	1	3	30	79	101	26	4	0	0	0	0	0	40.1	44.5
0900	4	254	2	12	8	0	0	0	0	1	0	0	281	0	0	0	0	1	31	114	109	25	1	0	0	0	0	0	39.8	43.4
1000	4	307	1	11	3	0	0	0	0	0	0	0	326	0	0	0	0	5	36	164	102	14	5	0	0	0	0	0	39	42.8
1100	6	338	0	16	5	0	0	1	0	0	0	0	366	0	0	0	1	6	46	162	123	26	2	0	0	0	0	0	39.1	43.5
1200	9	292	2	16	0	0	2	0	0	0	0	1	322	0	1	3	3	1	35	140	107	29	3	0	0	0	0	0	39.2	44.1
1300	7	267	2	10	1	0	0	0	0	0	0	0	287	0	0	0	0	2	34	122	95	30	3	1	0	0	0	0	39.9	43.8
1400	13	222	0	7	0	0	0	0	0	0	0	0	242	0	0	0	2	2	42	97	70	22	6	1	0	0	0	0	39.3	44
1500	10	229	0	4	0	0	0	1	0	0	0	0	244	0	0	0	0	6	29	106	75	25	2	1	0	0	0	0	39.2	43.6
1600	4	233	3	9	2	0	0	0	0	0	0	0	251	0	0	0	0	10	36	118	73	13	1	0	0	0	0	0	38.4	42.7
1700	0	275	1	6	4	0	0	0	0	0	0	0	286	0	0	0	0	5	42	146	83	7	2	1	0	0	0	0	38.6	42.3
1800	1	140	0	3	4	0	1	1	0	0	0	0	150	0	0	0	0	0	19	68	43	18	2	0	0	0	0	0	39.6	44.2
1900	0	99	0	4	2	0	0	0	0	0	0	0	105	0	0	0	0	0	12	44	31	11	6	1	0	0	0	0	40.5	45.3
2000	0	78	0	1	4	0	0	0	0	0	0	0	83	0	0	0	0	0	10	39	26	7	1	0	0	0	0	0	39.4	44.4
2100	1	64	0	2	1	0	0	0	0	0	0	0	68	0	0	0	2	4	11	30	19	1	1	0	0	0	0	0	37.3	41.9
2200	1	57	0	3	0	0	0	0	0	0	0	0	61	0	0	0	0	4	19	20	9	8	1	0	0	0	0	0	37.8	45
2300	0	47	0	1	0	0	0	0	0	0	0	0	48	0	0	0	0	0	12	20	9	5	2	0	0	0	0	0	38.6	44.8
08-09	1	225	1	4	12	0	1	0	0	0	0	0	244	0	0	0	1	3	30	79	101	26	4	0	0	0	0	0	40.1	44.5
17-18	0	275	1	6	4	0	0	0	0	0	0	0	286	0	0	0	0	5	42	146	83	7	2	1	0	0	0	0	38.6	42.3
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00-05	1	67	0	2	2	0	0	0	0	0	0	0	72	0	0	0	0	0	6	22	25	14	4	1	0	0	0	0	41.9	47.2
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NORTHBOUND

Direction - AB

modaldata.com

Sunday, 3 May 2026

Time [--	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Mean	Vpp 85
														10	15	20	25	30	35	40	45	50	55	60	65	70	75	80		
0000	0	26	0	1	0	0	0	0	0	0	0	0	27	0	0	0	0	0	5	13	4	2	2	1	0	0	0	0	39.8	48.1
0100	0	8	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	2	2	3	1	0	0	0	0	0	0	38.9	-
0200	0	10	0	0	1	0	0	0	0	0	0	0	11	0	0	0	0	1	4	3	3	0	0	0	0	0	0	0	36.1	44.1
0300	0	13	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	1	5	5	2	0	0	0	0	0	0	40.8	45.8
0400	1	15	0	1	0	0	0	0	0	0	0	0	17	0	0	0	0	0	4	3	7	2	1	0	0	0	0	0	40.2	45.3
0500	1	32	0	2	3	1	0	0	0	0	0	0	39	0	0	0	0	0	0	7	11	15	5	1	0	0	0	0	45.3	51.1
0600	0	53	0	1	0	0	0	0	0	0	0	0	54	0	0	0	0	0	4	8	25	12	3	1	1	0	0	0	43.2	46.9
0700	1	70	0	3	2	0	0	0	0	0	0	0	76	0	0	0	0	0	5	19	38	13	1	0	0	0	0	0	41.7	46.5
0800	3	113	0	5	1	0	0	0	0	0	0	0	122	0	0	0	0	1	10	38	50	19	4	0	0	0	0	0	41.3	45.9
0900	4	176	0	4	3	0	0	0	0	0	0	0	187	0	0	0	1	1	22	72	69	15	6	1	0	0	0	0	40.1	44.3
1000	7	271	1	5	2	0	0	0	0	0	0	0	286	0	0	9	1	4	53	127	73	19	0	0	0	0	0	0	37.8	42.6
1100	7	286	2	5	2	1	0	0	0	0	0	0	303	0	0	0	0	7	46	126	95	28	1	0	0	0	0	0	39.1	43.8
1200	10	304	0	5	2	0	0	0	0	0	0	1	322	0	0	2	1	1	34	142	110	26	5	1	0	0	0	0	39.6	43.8
1300	5	287	2	3	5	0	0	0	0	0	0	0	302	0	0	0	0	6	50	123	100	20	3	0	0	0	0	0	38.9	43.3
1400	5	239	1	8	2	0	0	0	0	0	0	0	255	0	0	0	1	3	30	107	97	16	1	0	0	0	0	0	39.3	43.3
1500	6	261	1	5	2	0	0	0	0	0	0	0	275	0	1	0	0	3	40	127	88	14	1	1	0	0	0	0	38.8	42.8
1600	4	233	0	4	1	0	0	0	0	0	0	0	242	0	0	0	0	11	38	106	67	15	4	1	0	0	0	0	38.6	42.9
1700	9	256	0	5	0	0	0	0	0	0	0	0	270	0	0	0	0	12	35	107	93	20	1	2	0	0	0	0	39.2	43.8
1800	3	178	0	5	1	0	0	0	0	0	0	0	187	0	1	1	0	2	21	77	68	15	2	0	0	0	0	0	39.3	43.6
1900	5	130	0	2	1	0	0	0	0	0	0	0	138	0	0	0	0	3	10	64	46	11	4	0	0	0	0	0	39.9	43.6
2000	2	95	0	2	0	1	0	0	0	0	0	0	100	0	0	0	0	2	16	35	32	12	3	0	0	0	0	0	39.9	44.9
2100	2	83	0	2	1	0	0	0	0	0	0	0	88	0	0	0	0	1	16	40	19	11	1	0	0	0	0	0	38.7	44.5
2200	0	38	0	1	0	0	0	0	0	0	0	0	39	0	0	0	0	0	5	24	8	1	0	1	0	0	0	0	38.9	42.9
2300	0	18	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	4	6	5	3	0	0	0	0	0	0	39.5	46.2
08-09	3	113	0	5	1	0	0	0	0	0	0	0	122	0	0	0	0	1	10	38	50	19	4	0	0	0	0	0	41.3	45.9
17-18	9	256	0	5	0	0	0	0	0	0	0	0	270	0	0	0	0	12	35	107	93	20	1	2	0	0	0	0	39.2	43.8
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00-05	1	72	0	2	1	0	0	0	0	0	0	0	76	0	0	0	0	1	16	26	22	7	3	1	0	0	0	0	39.4	44.8
00-00	75	3195	7	69	29	3	0	0	0	0	0	1	3379	0	2	12	4	58	455	1381	1116	292	48	10	1	0	0	0	39.4	43.8

NORTHBOUND

MODAL

modaldata.com

Monday, 4 May 2026

Time	Cls [--	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85
0000	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	2	4	1	1	1	0	0	0	0	0	44.6	-
0100	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	37	-
0200	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	1	3	4	2	0	0	0	0	0	0	40.6	-
0300	0	12	0	1	0	0	0	0	0	0	0	0	0	13	0	0	0	0	1	0	1	4	3	3	1	0	0	0	0	45.5	54.2
0400	0	17	0	1	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	1	4	3	9	1	0	0	0	0	0	43.9	47.9
0500	0	41	0	2	5	0	0	0	0	0	0	0	0	48	0	0	0	0	0	2	7	25	13	1	0	0	0	0	0	43	46.8
0600	1	64	0	1	0	1	0	0	0	0	0	0	0	67	0	0	0	1	0	1	13	32	17	3	0	0	0	0	0	42.9	47.2
0700	4	100	0	9	1	2	0	0	0	0	0	0	0	116	0	0	1	3	0	3	41	57	9	2	0	0	0	0	0	40.3	44.1
0800	5	111	0	7	3	0	0	0	0	0	1	0	0	127	0	0	1	0	2	3	56	50	13	1	1	0	0	0	0	40.5	44.5
0900	2	213	3	7	2	0	0	0	0	0	0	0	0	227	0	0	0	1	7	22	101	79	15	2	0	0	0	0	0	39.2	43.4
1000	5	302	3	17	1	0	0	0	0	0	0	0	0	328	0	0	0	0	11	64	157	79	17	0	0	0	0	0	0	37.9	42.2
1100	5	317	3	7	1	0	1	1	0	0	0	0	0	335	0	0	0	2	11	66	167	76	11	1	1	0	0	0	0	37.9	42.2
1200	8	312	5	8	0	1	0	0	0	0	0	0	1	335	0	1	3	1	7	65	147	89	21	1	0	0	0	0	0	38	42.6
1300	10	275	0	12	0	0	0	0	0	0	0	0	0	297	0	0	0	0	3	31	147	91	22	1	2	0	0	0	0	39.4	43.4
1400	7	266	3	12	0	1	0	0	0	0	0	0	0	289	0	0	0	0	2	27	144	93	23	0	0	0	0	0	0	39.4	42.9
1500	11	188	0	7	2	1	0	0	0	0	0	0	0	209	0	0	1	0	3	24	89	77	11	4	0	0	0	0	0	39.3	43.5
1600	7	243	1	7	0	0	0	1	0	0	0	0	0	259	0	0	0	0	1	26	96	101	31	3	1	0	0	0	0	40.4	44.7
1700	5	212	0	9	2	1	0	1	0	0	0	0	0	230	0	0	0	0	7	16	76	95	29	7	0	0	0	0	0	40.5	45.1
1800	3	136	0	7	2	0	0	0	0	0	0	0	0	148	0	0	0	0	6	12	49	51	21	8	1	0	0	0	0	40.9	46.5
1900	6	93	1	1	2	0	0	0	0	0	0	0	0	103	0	0	0	0	2	16	39	30	10	4	1	1	0	0	0	40.1	45.2
2000	1	63	0	2	1	1	0	0	0	0	0	0	0	68	0	0	0	0	2	18	29	16	2	1	0	0	0	0	0	38	42.3
2100	0	43	0	2	1	0	0	0	0	0	0	0	0	46	0	0	0	0	1	8	11	11	11	1	3	0	0	0	0	42	49
2200	1	21	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	1	4	9	4	4	0	0	0	0	0	0	38.9	46.5
2300	1	14	0	2	1	0	0	0	0	0	0	0	0	18	0	0	0	0	1	5	4	5	3	0	0	0	0	0	0	38.6	46.1
08-09	5	111	0	7	3	0	0	0	0	0	1	0	0	127	0	0	1	0	2	3	56	50	13	1	1	0	0	0	0	40.5	44.5
17-18	5	212	0	9	2	1	0	1	0	0	0	0	0	230	0	0	0	0	7	16	76	95	29	7	0	0	0	0	0	40.5	45.1
10-16	46	1660	14	63	4	3	1	1	0	0	0	0	1	1793	0	1	4	3	37	277	851	505	105	7	3	0	0	0	0	38.6	42.7
00-05	0	50	0	2	0	0	0	0	0	0	0	0	0	52	0	0	0	0	2	2	10	15	16	5	2	0	0	0	0	43.5	49.6
00-00	82	3064	19	121	24	8	1	3	0	1	0	1	1	3324	0	1	6	8	69	415	1392	1076	299	45	12	1	0	0	0	39.4	44.1

NORTHBOUND

Direction - AB

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Tuesday, 5 May 2026

Time [--	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Mean	Vpp 85
														10	15	20	25	30	35	40	45	50	55	60	65	70	75	80		
0000	0	2	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	37.3	-
0100	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	39.6	-
0200	0	7	0	0	1	0	0	0	0	0	0	0	8	0	0	0	0	0	2	1	2	1	2	0	0	0	0	0	43.1	-
0300	0	18	0	1	0	0	0	0	0	0	0	0	19	0	0	0	0	0	2	6	8	3	0	0	0	0	0	0	39.8	45.1
0400	0	32	0	4	3	0	0	0	0	0	0	0	39	0	0	0	0	0	2	6	18	12	1	0	0	0	0	0	43.7	48.7
0500	2	75	0	3	1	0	0	0	0	0	0	0	81	0	1	0	0	0	1	16	31	26	5	1	0	0	0	0	43.3	47.4
0600	4	212	1	16	10	2	0	1	0	0	0	0	246	0	0	0	0	0	7	58	104	60	17	0	0	0	0	0	42.8	47.2
0700	1	332	1	24	7	2	0	1	0	0	0	0	368	0	0	0	4	6	15	114	181	41	6	1	0	0	0	0	40.9	44.8
0800	4	397	3	38	5	1	0	1	0	1	0	0	450	0	1	0	2	3	41	193	172	35	3	0	0	0	0	0	39.7	43.8
0900	1	382	4	51	4	0	0	0	0	0	0	0	442	0	0	0	0	2	67	215	139	18	1	0	0	0	0	0	38.6	42.5
1000	6	242	1	24	0	1	1	1	0	0	0	0	276	0	0	0	2	3	34	123	88	24	2	0	0	0	0	0	39.2	43.2
1100	3	245	3	31	2	0	1	0	3	0	0	0	288	0	0	0	1	5	37	136	82	23	3	1	0	0	0	0	39.1	43.2
1200	4	230	0	28	1	1	1	0	0	0	0	0	265	0	1	0	6	7	28	107	92	22	2	0	0	0	0	0	39	43.5
1300	1	192	2	31	3	2	0	0	0	0	0	0	231	1	0	1	1	9	23	108	68	15	5	0	0	0	0	0	38.7	43.2
1400	2	239	3	36	1	0	0	0	0	0	1	0	282	0	0	0	0	7	45	122	83	20	3	1	1	0	0	0	39	43.3
1500	3	233	1	29	0	0	1	1	0	1	0	0	269	0	0	0	0	2	32	137	77	20	1	0	0	0	0	0	39.1	43.5
1600	5	259	2	26	1	1	1	1	0	0	0	0	296	0	0	0	0	2	40	129	95	27	2	1	0	0	0	0	39.5	43.9
1700	3	269	0	15	1	1	0	0	0	0	0	0	289	0	0	0	0	0	25	101	116	43	3	1	0	0	0	0	40.8	45.4
1800	2	173	0	9	0	0	0	1	0	0	0	0	185	0	0	0	1	2	17	65	63	30	6	1	0	0	0	0	40.8	46.1
1900	1	88	0	7	0	0	0	0	0	0	0	0	96	0	0	0	2	5	4	35	35	12	3	0	0	0	0	0	40.2	45.2
2000	0	56	0	5	1	0	0	0	0	0	0	0	62	0	0	0	1	1	5	27	23	4	0	1	0	0	0	0	39.7	43.7
2100	0	47	0	2	0	0	0	0	0	0	0	0	49	0	0	0	0	0	11	15	20	1	2	0	0	0	0	0	39.4	43.5
2200	1	29	0	1	0	0	0	1	0	0	0	0	32	0	0	0	0	0	2	10	14	5	0	1	0	0	0	0	41.6	45.8
2300	0	14	0	1	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	4	4	7	0	0	0	0	0	0	43.6	47.2
08-09	4	397	3	38	5	1	0	1	0	1	0	0	450	0	1	0	2	3	41	193	172	35	3	0	0	0	0	0	39.7	43.8
17-18	3	269	0	15	1	1	0	0	0	0	0	0	289	0	0	0	0	0	25	101	116	43	3	1	0	0	0	0	40.8	45.4
10-16	19	1381	10	179	7	4	4	2	3	2	0	0	1611	1	1	1	10	33	199	733	490	124	16	2	1	0	0	0	39	43.3
00-05	0	61	0	6	4	0	0	0	0	0	0	0	71	0	0	0	0	0	8	15	28	17	3	0	0	0	0	0	42.2	47.7
00-00	43	3775	21	383	41	11	5	8	3	3	0	0	4293	1	3	1	20	54	442	1730	1515	450	67	9	1	0	0	0	39.9	44.4

NORTHBOUND

Direction - AB

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Wednesday, 6 May 2026

Time [--	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85
0000	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	47.4	-
0100	0	5	0	1	1	0	0	0	0	0	0	0	7	0	0	0	1	0	2	1	2	0	1	0	0	0	0	0	37.4	-
0200	0	8	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	5	3	0	0	0	0	0	0	0	39.3	-
0300	0	13	0	0	1	0	0	0	0	0	0	0	14	0	0	0	0	1	2	4	5	2	0	0	0	0	0	0	38.8	44.9
0400	0	25	0	4	0	0	0	0	0	0	0	0	29	0	0	0	0	0	1	10	11	3	4	0	0	0	0	0	42.4	49.7
0500	1	75	0	9	2	0	0	0	0	0	0	0	87	0	0	0	0	0	1	15	49	14	5	3	0	0	0	0	43.3	47.7
0600	7	199	0	12	9	1	0	1	1	0	0	0	230	0	1	0	0	3	4	37	109	62	13	1	0	0	0	0	43.1	48
0700	3	332	1	32	12	7	1	1	0	1	0	0	390	0	0	0	3	5	26	111	181	54	10	0	0	0	0	0	41.1	45.3
0800	4	347	0	19	4	2	0	0	0	0	0	0	376	0	0	0	0	4	39	139	146	41	5	2	0	0	0	0	40.3	44.5
0900	1	317	3	25	6	1	0	0	0	0	1	0	354	0	0	0	0	1	38	163	128	21	3	0	0	0	0	0	39.4	42.9
1000	3	286	3	19	2	1	1	0	0	0	0	0	315	0	0	0	5	20	45	151	75	18	1	0	0	0	0	0	37.7	42.5
1100	3	247	0	26	0	0	0	0	0	0	0	0	276	0	0	0	0	2	30	128	90	24	1	1	0	0	0	0	39.4	43.1
1200	4	237	0	28	0	3	0	0	0	0	0	0	272	0	0	0	0	7	38	129	83	11	4	0	0	0	0	0	38.7	42.9
1300	4	239	0	22	2	0	0	1	1	0	0	0	269	0	0	0	0	3	31	127	82	24	2	0	0	0	0	0	39.3	43.9
1400	5	247	1	29	0	0	0	1	0	0	0	1	284	0	0	0	0	11	37	103	115	18	0	0	0	0	0	0	39.1	43.6
1500	5	222	2	26	1	0	1	1	1	0	0	0	259	0	0	0	0	13	38	114	68	24	2	0	0	0	0	0	38.6	43.2
1600	1	258	2	14	0	1	0	0	0	0	0	0	276	0	0	0	0	0	19	101	122	29	5	0	0	0	0	0	40.8	44.7
1700	3	269	1	21	0	0	0	1	0	0	0	0	295	0	1	1	0	5	26	112	110	34	6	0	0	0	0	0	40.1	44.4
1800	4	209	1	9	0	0	0	0	0	1	0	0	224	0	0	0	0	7	13	77	93	24	8	2	0	0	0	0	40.8	45.1
1900	6	128	0	9	2	0	0	0	0	0	0	0	145	0	0	0	0	2	13	64	48	13	3	2	0	0	0	0	40.2	44.4
2000	1	81	0	5	2	0	0	0	0	0	0	0	89	0	0	0	1	0	7	32	35	12	1	0	1	0	0	0	40.5	45.3
2100	0	67	0	7	2	0	0	0	0	0	0	0	76	0	0	0	0	3	10	27	24	9	1	2	0	0	0	0	39.9	45
2200	1	41	0	1	1	0	0	0	0	0	0	0	44	0	0	0	0	0	6	13	19	6	0	0	0	0	0	0	40.3	44.6
2300	0	21	0	2	1	0	0	0	0	0	0	0	24	0	0	0	0	0	1	7	7	8	1	0	0	0	0	0	42.8	47.9
08-09	4	347	0	19	4	2	0	0	0	0	0	0	376	0	0	0	0	4	39	139	146	41	5	2	0	0	0	0	40.3	44.5
17-18	3	269	1	21	0	0	0	1	0	0	0	0	295	0	1	1	0	5	26	112	110	34	6	0	0	0	0	0	40.1	44.4
10-16	24	1478	6	150	5	4	2	3	2	0	0	1	1675	0	0	0	5	56	219	752	513	119	10	1	0	0	0	0	38.8	43.2
00-05	0	55	0	5	2	0	0	0	0	0	0	0	62	0	0	0	1	1	5	20	23	6	6	0	0	0	0	0	40.9	46.8
00-00	56	3877	14	320	48	16	3	6	3	3	0	1	4347	0	2	1	10	87	427	1670	1607	452	77	13	1	0	0	0	40	44.4

A281 HORSHAM ROAD - COWFOLD													NORTHBOUND																													
Report Id - CustomList-70																																										
Site Name - Cowfold																																										
Description - A281 Horsham Road																																										
Direction - AB																																										

MODAL

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NORTHBOUND

Direction - AB

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Friday, 8 May 2026

Time [--	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Mean	Vpp 85
														10	15	20	25	30	35	40	45	50	55	60	65	70	75	80		
0000	0	8	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	2	1	4	0	1	0	0	0	0	0	40.9	-
0100	0	4	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	3	0	1	0	0	0	0	0	0	37.7	-
0200	0	7	0	0	1	0	1	0	0	0	0	0	9	0	0	0	0	0	0	2	3	2	2	0	0	0	0	0	44.4	-
0300	0	18	0	1	0	0	0	0	0	0	0	0	19	0	0	0	0	0	2	5	5	6	1	0	0	0	0	0	42	47.5
0400	3	31	0	6	2	0	1	0	0	0	0	0	43	0	0	0	0	0	4	10	20	6	3	0	0	0	0	0	41.4	45.6
0500	0	60	0	8	3	0	0	0	0	0	0	0	71	0	0	0	0	0	1	15	32	14	7	2	0	0	0	0	43.7	49
0600	2	165	0	14	6	0	0	0	0	0	0	0	187	0	0	0	0	0	6	30	94	48	8	1	0	0	0	0	43.1	46.8
0700	3	306	1	34	11	3	1	0	0	0	0	0	359	0	0	0	0	8	20	136	145	42	7	1	0	0	0	0	40.5	44.9
0800	4	322	2	30	7	3	0	0	0	0	0	0	368	0	0	0	0	0	23	135	163	40	6	1	0	0	0	0	40.9	44.6
0900	1	299	5	23	3	0	0	0	1	0	0	0	332	0	1	2	1	1	27	139	134	26	1	0	0	0	0	0	39.6	43.3
1000	1	297	1	45	0	1	0	0	2	0	0	0	347	0	0	0	0	7	59	164	102	14	1	0	0	0	0	0	38.3	42.2
1100	2	272	0	24	1	1	0	0	0	0	0	0	300	0	0	0	0	4	49	141	73	31	1	1	0	0	0	0	38.9	44
1200	2	284	3	22	1	1	1	0	0	0	0	0	314	0	0	0	1	2	44	155	85	27	0	0	0	0	0	0	39	43.5
1300	2	260	2	34	0	0	0	0	0	0	0	1	299	0	0	0	0	6	37	146	85	22	3	0	0	0	0	0	39.1	42.8
1400	6	253	2	31	0	0	0	0	0	0	0	0	292	0	0	0	0	8	29	126	105	20	3	1	0	0	0	0	39.4	43.5
1500	2	275	2	24	0	5	1	0	0	0	0	0	309	0	0	0	0	1	36	131	100	33	7	1	0	0	0	0	40.1	44.7
1600	3	235	0	22	0	1	0	0	0	0	0	0	261	0	0	0	0	5	25	112	92	24	3	0	0	0	0	0	39.6	43.8
1700	1	264	1	14	0	0	0	1	0	0	0	0	281	0	1	0	2	6	28	112	105	23	2	2	0	0	0	0	39.5	44.3
1800	5	180	0	7	0	0	0	1	1	0	0	0	194	0	0	1	2	6	18	58	74	33	2	0	0	0	0	0	40.1	45.7
1900	2	112	0	9	0	0	1	1	0	0	0	0	125	0	0	0	1	5	21	36	38	22	0	2	0	0	0	0	39.9	45.7
2000	3	71	0	6	0	0	0	0	0	0	0	0	80	0	0	0	0	0	15	26	31	4	3	0	0	1	0	0	40.2	44.6
2100	0	56	0	1	0	0	0	0	0	0	0	0	57	0	0	0	0	1	12	16	21	5	2	0	0	0	0	0	39.8	44.7
2200	1	35	0	2	0	0	0	0	0	0	0	0	38	0	0	0	0	1	3	18	12	3	1	0	0	0	0	0	39.7	43.9
2300	0	20	0	1	0	0	0	0	0	0	0	0	21	0	0	0	0	0	3	3	9	5	1	0	0	0	0	0	41.7	47.5
08-09	4	322	2	30	7	3	0	0	0	0	0	0	368	0	0	0	0	0	23	135	163	40	6	1	0	0	0	0	40.9	44.6
17-18	1	264	1	14	0	0	0	1	0	0	0	0	281	0	1	0	2	6	28	112	105	23	2	2	0	0	0	0	39.5	44.3
10-16	15	1641	10	180	2	8	2	0	2	0	0	1	1861	0	0	0	1	28	254	863	550	147	15	3	0	0	0	0	39.1	43.4
00-05	3	68	0	8	3	0	2	0	0	0	0	0	84	0	0	0	0	0	9	21	32	15	7	0	0	0	0	0	41.6	47.3
00-00	43	3834	19	359	35	15	6	3	4	0	0	1	4319	0	2	3	7	61	465	1720	1532	451	65	12	0	1	0	0	39.9	44.4

A281 HORSHAM ROAD - COWFOLD

NORTHBOUND



Report Id - CustomList-70
Site Name - Cowfold
Description - A281 Horsham Road
Direction - AB

Grand Total

Time	Cls	Cts	Cls	Cts	Cls	Cts	Cls	Cts	Cls	Cts	Cls	Cts	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp
[--	1	2	3	4	5	6	7	8	9	10	11	12		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85
--	411	24938	104	1748	276	64	21	28	13	8	2	4	27617	1	11	32	75	463	3160	11135	9544	2683	434	73	5	1	0	0	39.7	44.2

A281 HORSHAM ROAD - COWFOLD

SOUTHBOUND



Globals

Report Id	CustomList-70
Descriptor	Modal Dir2
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2026-05-12T15:13:59
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	Cowfold
Site Attribute	ATC 9
File Name	C:\Users\RichardMoore\OneDrive - RGP\Desktop\Cowfold 0 2026-05-12 1313.ECO
File Type	Plus
Algorithm	Factory default axle
Description	A281 Horsham Road
Lane	0
Direction	7
Direction Text	7 - North bound AJB, South bound BJA.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2026-04-29T13:19:54
Start Time	2026-04-29T13:19:54
Finish Time	2026-05-12T13:12:54
Operator	RM
Configuration	80 00 14 6a 6a 00 00 00 00 00

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2026-05-02T00:00:00
Filter End	2026-05-09T00:00:00
Class Scheme	ARX
	F Cls(1-12) Dir(BA) Sp(6,99) Headway(J) Span(0 - 100) Lane(0-16)
Low Speed	6
High Speed	99
Posted Limit	NSL
Speed Limits	
Separation	0.000
Separation Type	Headway
Direction	BA
Encoded Direction	15

SOUTHBOUND

Direction - BA

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Saturday, 2 May 2026

Time [--	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Mean	Vpp 85
														10	15	20	25	30	35	40	45	50	55	60	65	70	75	80		
0000	1	29	0	0	0	0	0	0	0	0	0	0	30	0	0	0	0	0	7	12	8	2	1	0	0	0	0	0	38.8	43.1
0100	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1	2	0	1	0	0	0	0	0	43.2	-
0200	0	5	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	41.4	-
0300	0	6	0	1	0	0	0	0	0	0	0	0	7	0	0	0	0	0	1	5	0	1	0	0	0	0	0	0	38.2	-
0400	0	11	0	3	0	0	0	0	0	0	0	0	14	0	0	0	0	0	1	6	3	2	2	0	0	0	0	0	41.1	49.5
0500	1	15	0	0	1	0	0	0	0	0	0	0	17	0	1	0	0	1	0	2	7	6	0	0	0	0	0	0	41	48.1
0600	1	44	0	3	0	0	0	0	0	0	0	0	48	0	0	0	0	0	0	8	25	11	3	1	0	0	0	0	43.7	48.4
0700	1	90	1	7	0	0	0	0	0	0	0	0	99	0	0	0	0	1	6	28	44	19	1	0	0	0	0	0	41.1	45.4
0800	3	173	0	19	0	0	0	1	0	0	0	0	196	0	0	1	2	3	6	75	87	20	2	0	0	0	0	0	40.5	44.5
0900	4	221	2	21	1	1	0	0	0	0	0	0	250	0	0	1	6	10	25	89	91	25	3	0	0	0	0	0	39.2	43.8
1000	11	262	2	18	0	0	0	0	0	0	0	0	293	0	0	2	1	2	30	129	104	24	1	0	0	0	0	0	39.4	43.5
1100	11	259	3	15	1	0	0	0	0	0	0	0	289	0	1	1	1	0	46	136	93	9	1	1	0	0	0	0	38.7	42.3
1200	5	281	2	11	1	0	0	0	0	0	0	0	300	0	1	7	4	3	46	149	78	9	3	0	0	0	0	0	37.6	42
1300	8	298	0	14	0	1	1	1	0	0	0	0	323	0	0	0	0	1	26	165	110	21	0	0	0	0	0	0	39.4	42.7
1400	11	286	0	11	0	0	0	0	0	0	0	0	308	0	0	0	0	11	65	129	86	12	4	1	0	0	0	0	38.2	42.9
1500	2	303	0	6	0	0	0	0	0	0	0	0	311	0	0	0	1	13	61	136	83	16	1	0	0	0	0	0	38	42.6
1600	2	299	1	13	0	0	1	0	0	0	0	0	316	0	0	0	7	7	84	156	56	6	0	0	0	0	0	0	36.7	40.7
1700	1	237	0	7	0	0	1	0	0	0	0	0	246	0	0	0	0	9	34	108	83	10	2	0	0	0	0	0	38.7	42.8
1800	0	178	0	6	0	0	0	0	0	0	0	0	184	0	0	0	0	1	12	75	77	16	3	0	0	0	0	0	40.4	44.6
1900	0	114	2	5	0	0	0	0	0	0	0	0	121	0	0	0	0	1	15	40	51	13	1	0	0	0	0	0	40.1	44.2
2000	1	95	0	3	0	0	0	0	0	0	0	0	99	0	0	0	0	4	23	49	16	6	1	0	0	0	0	0	37.4	41.9
2100	0	80	1	6	0	0	0	0	0	0	0	0	87	0	0	0	0	4	21	37	18	2	5	0	0	0	0	0	37.9	42.2
2200	0	55	1	2	0	0	0	0	0	0	0	0	58	0	0	0	0	2	9	25	16	4	2	0	0	0	0	0	38.9	44
2300	0	49	0	1	0	0	0	0	0	0	0	0	50	0	0	0	0	3	12	21	11	1	2	0	0	0	0	0	37.8	42.6
08-09	3	173	0	19	0	0	0	1	0	0	0	0	196	0	0	1	2	3	6	75	87	20	2	0	0	0	0	0	40.5	44.5
17-18	1	237	0	7	0	0	1	0	0	0	0	0	246	0	0	0	0	9	34	108	83	10	2	0	0	0	0	0	38.7	42.8
10-16	48	1689	7	75	2	1	1	1	0	0	0	0	1824	0	2	10	7	30	274	844	554	91	10	2	0	0	0	0	38.6	42.7
00-05	1	55	0	5	0	0	0	0	0	0	0	0	61	0	0	0	0	0	9	26	16	6	4	0	0	0	0	0	39.8	46.5
00-00	63	3394	15	173	4	2	3	2	0	0	0	0	3656	0	3	12	22	76	530	1583	1152	236	39	3	0	0	0	0	38.8	43.2

SOUTHBOUND

Direction - BA

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Sunday, 3 May 2026

Time [--	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Mean	Vpp 85
														10	15	20	25	30	35	40	45	50	55	60	65	70	75	80		
0000	1	30	0	2	0	0	0	0	0	0	0	0	33	0	0	0	0	1	6	11	12	2	1	0	0	0	0	0	39.3	44.1
0100	0	11	0	1	0	0	0	0	0	0	0	0	12	0	0	0	0	0	2	4	3	2	1	0	0	0	0	0	40.8	48.8
0200	0	7	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	1	3	3	0	0	0	0	0	0	0	38.2	-
0300	0	9	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	3	2	2	0	2	0	0	0	0	0	40	-
0400	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	38	-
0500	0	7	0	2	0	0	0	0	0	0	0	0	9	0	0	0	0	1	0	1	6	1	0	0	0	0	0	0	41.7	-
0600	0	30	1	2	0	0	0	0	0	0	0	0	33	0	0	0	0	0	1	8	9	9	5	1	0	0	0	0	44.5	50.2
0700	3	57	0	4	1	0	0	0	0	0	0	0	65	0	0	1	0	0	2	12	31	16	3	0	0	0	0	0	42.4	47.1
0800	7	95	1	6	0	0	0	0	0	0	0	0	109	0	2	3	0	2	8	30	46	16	2	0	0	0	0	0	39.9	45.4
0900	9	148	1	5	0	0	0	0	0	0	0	0	163	0	2	10	2	0	16	52	61	18	1	0	1	0	0	0	38.6	44.7
1000	11	183	1	7	0	1	0	0	0	0	0	0	203	0	0	3	1	5	29	84	67	12	1	1	0	0	0	0	38.6	42.8
1100	5	240	2	5	0	0	1	0	0	0	0	0	253	0	0	0	0	3	34	102	93	18	3	0	0	0	0	0	39.4	43.8
1200	7	286	0	15	0	0	0	0	0	0	0	0	308	0	0	0	0	4	55	155	72	17	5	0	0	0	0	0	38.5	42.6
1300	2	275	1	7	0	0	1	0	0	0	0	0	286	0	0	0	0	3	30	130	101	22	0	0	0	0	0	0	39.5	44
1400	7	258	1	7	0	0	0	0	0	0	0	0	273	0	1	0	4	8	38	117	78	21	4	2	0	0	0	0	38.8	43.8
1500	1	258	0	7	0	0	0	0	0	0	0	0	266	0	0	0	0	1	48	121	84	10	2	0	0	0	0	0	38.8	42.5
1600	5	286	2	8	0	1	0	0	0	0	0	0	302	0	1	1	1	12	46	133	92	11	5	0	0	0	0	0	38.3	42.8
1700	3	215	0	6	0	0	0	0	0	0	0	0	224	0	0	0	1	1	30	91	77	22	1	1	0	0	0	0	39.7	44.2
1800	8	149	1	7	0	1	0	0	0	0	0	0	166	0	2	0	0	7	18	61	44	26	7	1	0	0	0	0	40	46.2
1900	3	107	0	2	1	0	0	0	0	0	0	0	113	0	0	0	0	6	12	40	41	11	3	0	0	0	0	0	39.6	44.5
2000	1	102	0	5	0	0	0	0	0	0	0	0	108	0	0	0	0	2	19	52	27	4	3	0	1	0	0	0	38.8	42.9
2100	1	86	1	2	0	0	0	0	0	0	0	0	90	0	0	0	0	3	16	45	19	5	2	0	0	0	0	0	38.3	43
2200	0	50	0	1	0	0	0	0	0	0	0	0	51	0	0	0	0	0	8	15	16	6	4	1	1	0	0	0	41.3	46.3
2300	0	31	1	1	0	0	0	0	0	0	0	0	33	0	0	0	0	0	6	12	10	3	1	1	0	0	0	0	40.2	45.1
08-09	7	95	1	6	0	0	0	0	0	0	0	0	109	0	2	3	0	2	8	30	46	16	2	0	0	0	0	0	39.9	45.4
17-18	3	215	0	6	0	0	0	0	0	0	0	0	224	0	0	0	1	1	30	91	77	22	1	1	0	0	0	0	39.7	44.2
10-16	33	1500	5	48	0	1	2	0	0	0	0	0	1589	0	1	3	5	24	234	709	495	100	15	3	0	0	0	0	38.9	43.2
00-05	1	61	0	3	0	0	0	0	0	0	0	0	65	0	0	0	0	1	13	22	21	4	4	0	0	0	0	0	39.5	44.5
00-00	74	2924	13	102	2	3	2	0	0	0	0	0	3120	0	8	18	9	59	429	1283	995	252	56	8	3	0	0	0	39.2	44

A281 HORSHAM ROAD - COWFOLD													SOUTHBOUND																											
Report Id - CustomList-70																																								
Site Name - Cowfold																																								
Description - A281 Horsham Road																																								
Direction - BA																																								
Monday, 4 May 2026																																								

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Direction - BA

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Tuesday, 5 May 2026

Time [--	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85
0000	0	8	0	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	1	3	0	3	2	0	0	0	0	0	43.3	-
0100	0	2	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	42.8	-
0200	0	3	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	43.6	-
0300	0	12	0	1	0	0	0	0	0	0	0	0	13	0	0	0	0	0	3	6	4	0	0	0	0	0	0	0	43.2	46.3
0400	0	11	0	4	0	0	0	0	0	0	0	0	15	0	0	0	0	0	9	2	3	1	0	0	0	0	0	0	41.7	48.4
0500	0	28	1	3	0	0	0	0	0	0	0	0	32	0	0	0	0	1	0	6	12	7	5	1	0	0	0	0	44.2	51.1
0600	1	102	1	11	0	0	0	0	0	1	0	0	116	0	0	0	0	0	9	15	61	25	4	2	0	0	0	0	43.1	47.9
0700	4	219	0	29	1	1	1	1	0	0	0	0	256	0	0	2	8	7	17	62	119	33	7	1	0	0	0	0	40.4	45.3
0800	5	348	2	55	1	0	0	0	0	0	0	0	411	0	0	2	2	6	29	145	177	45	4	1	0	0	0	0	40.2	44.5
0900	4	227	1	39	0	0	0	2	0	0	0	0	273	1	1	3	6	11	23	102	92	30	3	1	0	0	0	0	39	44.6
1000	2	226	1	26	0	1	1	0	0	0	0	0	257	0	0	1	2	1	25	118	93	14	3	0	0	0	0	0	39.3	43
1100	4	204	1	39	2	1	0	0	1	1	0	0	253	0	0	0	0	3	30	119	87	11	2	1	0	0	0	0	39.1	43.2
1200	3	228	2	22	1	2	0	0	2	0	0	0	260	0	0	0	2	14	43	114	75	12	0	0	0	0	0	0	37.9	42.8
1300	2	262	1	31	0	3	0	0	0	0	0	0	299	0	0	0	0	4	60	143	77	12	2	1	0	0	0	0	38.3	42.5
1400	5	265	0	28	0	0	0	2	0	0	0	0	300	1	0	0	0	5	74	128	70	22	0	0	0	0	0	0	37.9	43.1
1500	4	314	1	35	2	0	1	3	1	0	0	0	361	0	0	5	1	16	59	164	101	11	4	0	0	0	0	0	37.9	42.3
1600	7	349	1	30	0	0	0	2	0	0	0	0	389	0	0	0	1	4	40	172	147	22	3	0	0	0	0	0	39.3	43.2
1700	2	321	3	30	0	0	2	1	0	0	0	0	359	0	0	1	3	7	38	131	130	42	7	0	0	0	0	0	39.8	44.2
1800	3	239	0	16	2	0	0	0	0	0	0	0	260	0	0	1	0	2	14	80	103	43	14	2	1	0	0	0	41.7	46.5
1900	0	136	0	7	0	0	0	0	0	0	0	0	143	0	0	0	0	5	16	41	49	21	11	0	0	0	0	0	40.9	46.7
2000	1	98	0	3	0	0	0	0	0	0	0	0	102	0	0	0	1	1	6	41	35	16	2	0	0	0	0	0	40.7	45.5
2100	0	72	0	2	0	0	0	0	0	0	0	0	74	0	0	0	0	2	8	22	27	10	4	1	0	0	0	0	41	47.7
2200	0	39	0	1	0	0	0	0	0	0	0	0	40	0	0	0	0	2	5	21	9	2	1	0	0	0	0	0	38.5	43.4
2300	0	21	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	2	1	6	8	2	1	1	0	0	0	0	40.6	46.5
08-09	5	348	2	55	1	0	0	0	0	0	0	0	411	0	0	2	2	6	29	145	177	45	4	1	0	0	0	0	40.2	44.5
17-18	2	321	3	30	0	0	2	1	0	0	0	0	359	0	0	1	3	7	38	131	130	42	7	0	0	0	0	0	39.8	44.2
10-16	20	1499	6	181	5	7	2	5	4	1	0	0	1730	1	0	6	5	43	291	786	503	82	11	2	0	0	0	0	38.3	42.7
00-05	0	36	0	8	0	0	0	0	0	0	0	0	44	0	0	0	0	0	1	16	12	11	4	0	0	0	0	0	42.7	48.9
00-00	47	3734	15	415	9	8	5	11	4	2	0	0	4250	2	1	15	26	93	498	1646	1484	391	81	12	1	0	0	0	39.5	44.2

SOUTHBOUND

Direction - BA

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Wednesday, 6 May 2026

Time	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp
[--	1	2	3	4	5	6	7	8	9	10	11	12		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85
														10	15	20	25	30	35	40	45	50	55	60	65	70	75	80		
0000	0	9	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	2	2	3	2	0	0	0	0	0	0	40.1	-
0100	0	7	0	3	0	0	0	1	0	0	0	0	11	0	0	0	0	0	0	4	5	1	1	0	0	0	0	0	41.3	47.6
0200	0	6	0	2	0	0	0	0	0	0	0	0	8	0	0	0	0	1	2	1	1	2	0	1	0	0	0	0	41.2	-
0300	0	9	0	2	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	2	2	5	2	0	0	0	0	0	46.1	53.1
0400	0	8	0	2	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	2	3	2	3	0	0	0	0	0	44.9	-
0500	1	28	0	5	0	0	0	0	0	1	0	0	35	0	0	0	0	0	3	6	15	7	2	2	0	0	0	0	43.6	49.7
0600	3	99	0	15	0	0	0	0	0	1	0	0	118	0	2	2	0	0	3	29	39	34	9	0	0	0	0	0	42.3	48.4
0700	1	233	1	29	2	0	0	2	0	0	0	0	268	0	0	0	0	2	20	71	131	41	2	1	0	0	0	0	41.4	45.5
0800	3	311	3	47	0	1	0	0	0	1	0	0	366	0	0	0	0	6	41	152	139	22	6	0	0	0	0	0	39.6	43.8
0900	1	206	1	32	0	3	0	0	0	0	0	0	243	0	0	1	0	4	30	110	85	11	1	1	0	0	0	0	39	42.8
1000	25	224	2	31	1	1	1	0	0	0	0	0	285	0	0	0	0	5	39	123	95	16	4	2	1	0	0	0	39.3	43.2
1100	0	194	3	31	0	1	1	0	0	0	0	0	230	0	0	0	0	9	26	103	76	14	1	1	0	0	0	0	39	43.3
1200	6	263	1	44	0	2	1	1	0	1	0	0	319	0	1	0	1	11	52	151	88	13	2	0	0	0	0	0	38.2	42.6
1300	5	231	0	24	0	0	0	0	0	0	0	0	260	0	0	0	1	1	36	110	91	15	4	2	0	0	0	0	39.5	43.5
1400	1	265	2	28	2	1	0	0	0	1	0	0	300	0	0	0	0	16	60	129	82	12	1	0	0	0	0	0	38.1	42.4
1500	4	315	2	37	2	0	0	3	0	1	0	0	364	0	0	0	1	6	76	180	90	11	0	0	0	0	0	0	38	42.6
1600	6	377	2	39	0	1	1	0	0	0	0	0	426	0	0	1	2	7	40	189	148	32	6	1	0	0	0	0	39.5	43.7
1700	6	384	2	20	0	0	0	0	0	0	0	0	412	0	1	4	2	12	46	142	149	51	5	0	0	0	0	0	39.5	44.5
1800	3	259	1	10	0	0	0	0	1	0	0	0	274	0	1	7	8	8	25	58	112	38	13	4	0	0	0	0	40.1	45.9
1900	1	133	0	7	0	0	0	0	0	0	0	0	141	0	0	0	1	0	11	42	56	25	6	0	0	0	0	0	41.5	46.6
2000	3	101	0	6	1	0	0	0	0	0	0	0	111	0	0	0	3	5	13	32	39	16	3	0	0	0	0	0	39.6	45.6
2100	5	96	0	6	0	0	0	0	0	0	0	0	107	0	0	2	0	6	14	41	35	5	3	1	0	0	0	0	38.4	42.9
2200	0	102	0	3	0	0	0	0	0	0	0	0	105	0	0	0	0	1	36	47	13	4	3	1	0	0	0	0	37.4	40.7
2300	0	35	0	2	0	0	0	0	0	1	0	0	38	0	0	0	0	1	9	10	11	4	2	1	0	0	0	0	40.2	46.6
08-09	3	311	3	47	0	1	0	0	0	1	0	0	366	0	0	0	0	6	41	152	139	22	6	0	0	0	0	0	39.6	43.8
17-18	6	384	2	20	0	0	0	0	0	0	0	0	412	0	1	4	2	12	46	142	149	51	5	0	0	0	0	0	39.5	44.5
10-16	41	1492	10	195	5	5	3	4	0	3	0	0	1758	0	1	0	3	48	289	796	522	81	12	5	1	0	0	0	38.6	42.8
00-05	0	39	0	9	0	0	0	1	0	0	0	0	49	0	0	0	0	1	4	11	14	12	6	1	0	0	0	0	42.9	50.2
00-00	74	3895	20	425	8	10	4	7	1	7	0	0	4451	0	5	17	19	101	584	1736	1508	383	79	18	1	0	0	0	39.4	44.1

SOUTHBOUND

Direction - BA

MODAL

modaldata.com

Thursday, 7 May 2026

Time [--	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85
0000	1	21	0	1	0	0	0	0	0	0	0	0	23	0	0	0	0	1	2	6	6	6	1	1	0	0	0	0	41.6	48.5
0100	0	10	0	1	0	0	0	0	0	0	0	0	11	0	0	0	0	0	4	3	3	0	1	0	0	0	0	0	38.3	45.7
0200	0	7	0	2	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	2	5	2	0	0	0	0	0	0	47.4	-
0300	0	9	0	3	1	0	0	0	0	0	0	0	13	0	0	0	1	0	3	5	2	2	0	0	0	0	0	0	38.1	46.4
0400	0	16	0	2	0	0	0	0	0	0	0	0	18	0	0	0	0	0	1	5	7	4	1	0	0	0	0	0	41.9	48.2
0500	1	34	1	4	0	0	0	0	0	0	0	0	40	0	0	0	0	1	0	8	20	7	2	2	0	0	0	0	43.1	48.2
0600	4	93	0	13	1	0	0	0	0	0	1	0	112	0	0	1	1	1	5	12	46	36	9	1	0	0	0	0	43.7	48.3
0700	4	250	3	36	3	1	0	0	1	0	0	0	298	0	0	1	4	6	27	83	134	39	3	1	0	0	0	0	40.4	44.9
0800	2	293	1	36	1	0	0	0	0	0	0	0	333	0	0	0	0	3	26	124	136	43	1	0	0	0	0	0	40.4	44.5
0900	1	196	1	30	2	1	1	0	0	0	0	0	232	1	0	0	0	1	26	95	79	29	1	0	0	0	0	0	39.8	44.5
1000	6	194	1	29	1	2	0	0	0	0	0	0	233	0	0	5	5	3	36	83	83	15	3	0	0	0	0	0	38.4	43
1100	8	210	0	30	1	0	0	0	0	0	1	0	250	1	4	5	1	6	43	117	58	12	3	0	0	0	0	0	37.3	42.5
1200	2	247	1	24	4	1	0	0	0	0	0	0	279	1	0	1	3	5	23	139	81	23	3	0	0	0	0	0	38.8	43.3
1300	1	249	2	23	0	1	0	1	0	0	0	0	277	0	1	0	4	12	44	132	70	12	2	0	0	0	0	0	37.8	42.2
1400	1	302	1	30	0	1	0	0	1	0	0	0	336	0	0	0	2	9	65	148	95	15	2	0	0	0	0	0	38.1	42
1500	4	296	1	36	2	0	0	0	0	0	1	0	340	0	0	0	0	0	60	140	117	21	1	1	0	0	0	0	39	42.8
1600	3	356	4	34	0	0	0	0	0	0	1	0	398	0	0	0	2	3	43	207	112	25	6	0	0	0	0	0	39.1	43
1700	2	335	1	19	0	0	0	1	0	0	0	0	358	0	1	0	2	4	23	126	148	46	8	0	0	0	0	0	40.5	45
1800	3	245	1	20	0	0	0	0	0	0	0	0	269	0	0	0	1	5	17	101	112	27	4	1	1	0	0	0	40.4	44.1
1900	3	153	0	6	0	0	0	0	0	0	0	0	162	0	0	4	4	1	7	34	76	34	1	0	0	1	0	0	40.9	45.9
2000	1	84	0	5	0	1	0	0	0	0	0	0	91	0	0	0	0	1	14	33	29	9	5	0	0	0	0	0	40.2	45.1
2100	0	81	1	3	0	0	0	0	0	0	0	0	85	0	0	0	0	3	16	33	27	2	3	1	0	0	0	0	39	43.5
2200	1	49	0	2	0	0	0	0	0	0	0	0	52	0	0	0	0	1	6	19	7	14	3	1	1	0	0	0	41.7	49.1
2300	0	48	0	3	0	0	0	0	0	0	0	0	51	0	0	0	1	0	5	24	16	5	0	0	0	0	0	0	39.4	44.3
08-09	2	293	1	36	1	0	0	0	0	0	0	0	333	0	0	0	0	3	26	124	136	43	1	0	0	0	0	0	40.4	44.5
17-18	2	335	1	19	0	0	0	1	0	0	0	0	358	0	1	0	2	4	23	126	148	46	8	0	0	0	0	0	40.5	45
10-16	22	1498	6	172	8	5	0	1	1	2	0	0	1715	2	5	11	15	35	271	759	504	98	14	1	0	0	0	0	38.3	42.6
00-05	1	63	0	9	1	0	0	0	0	0	0	0	74	0	0	0	1	1	10	19	20	17	5	1	0	0	0	0	41.3	48.3
00-00	48	3778	19	392	16	8	1	2	2	4	0	0	4270	3	6	17	31	66	496	1677	1466	431	65	9	2	1	0	0	39.5	44.3

SOUTHBOUND

Direction - BA

MODAL

modaldata.com

Friday, 8 May 2026

Time	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp
[--	1	2	3	4	5	6	7	8	9	10	11	12		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85
														10	15	20	25	30	35	40	45	50	55	60	65	70	75	80		
0000	1	11	0	3	0	0	0	0	0	0	0	0	15	0	0	0	0	0	1	3	4	6	0	1	0	0	0	0	43.7	47.7
0100	0	3	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	45.1	-
0200	0	4	0	2	0	0	0	0	0	0	0	0	6	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	41.3	-
0300	0	2	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	39	-
0400	0	11	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	2	4	4	1	0	0	0	0	0	44.2	49.1
0500	2	21	0	3	0	0	0	0	0	0	0	0	26	0	0	0	0	0	2	5	10	6	3	0	0	0	0	0	42.3	48.2
0600	2	82	1	9	0	0	0	0	0	0	1	0	95	0	0	0	0	0	2	16	42	28	7	0	0	0	0	0	43.7	47.8
0700	3	185	0	40	0	1	0	0	0	0	0	0	229	0	0	0	0	2	19	67	102	33	5	1	0	0	0	0	41	45.5
0800	2	258	2	37	0	1	1	1	0	0	0	0	302	0	0	0	0	0	20	105	115	52	8	2	0	0	0	0	41.2	45.8
0900	2	178	0	23	0	0	1	1	1	0	0	0	206	0	0	1	5	2	13	79	84	20	2	0	0	0	0	0	39.7	44.4
1000	10	239	1	27	1	1	0	1	0	1	0	0	281	0	2	1	0	3	43	114	92	22	3	1	0	0	0	0	39.1	43.5
1100	2	227	1	35	1	0	1	1	0	0	0	0	268	0	0	3	0	12	39	128	64	20	1	1	0	0	0	0	38.2	43.1
1200	5	265	4	30	0	1	0	2	0	0	0	0	307	1	0	0	1	4	34	154	94	16	3	0	0	0	0	0	38.9	42.8
1300	1	297	2	32	3	0	0	2	0	1	0	0	338	0	5	0	1	5	71	140	102	13	0	1	0	0	0	0	37.9	42.3
1400	1	293	3	36	0	3	0	1	0	0	0	0	337	0	0	0	0	17	53	158	85	19	4	1	0	0	0	0	38.4	42.8
1500	5	337	5	30	1	1	0	0	0	0	0	0	379	0	0	0	0	5	44	183	128	17	2	0	0	0	0	0	39	42.7
1600	4	374	1	40	2	1	0	0	0	1	0	0	423	0	1	1	4	13	64	196	121	20	2	1	0	0	0	0	38.2	42.5
1700	3	263	0	13	0	0	0	1	0	0	0	0	280	17	7	4	3	7	24	90	102	20	5	1	0	0	0	0	36.8	44.2
1800	1	216	0	12	0	0	0	0	0	0	0	0	229	0	0	0	0	2	22	85	96	22	2	0	0	0	0	0	40.2	44.6
1900	2	128	0	10	1	0	0	0	0	0	0	0	141	0	0	0	0	4	16	46	44	24	6	1	0	0	0	0	40.7	45.9
2000	1	96	1	2	0	1	0	0	0	0	0	0	101	0	0	0	0	2	17	26	35	14	4	2	1	0	0	0	40.9	46.3
2100	0	75	0	2	0	0	0	0	0	0	0	0	77	0	0	0	0	1	5	36	23	11	1	0	0	0	0	0	40.1	45.1
2200	0	65	0	3	0	1	0	0	0	0	0	0	69	0	0	0	0	8	15	24	9	6	5	2	0	0	0	0	38.3	46.8
2300	0	38	0	2	0	0	0	0	0	0	0	0	40	0	0	0	0	0	11	10	10	4	5	0	0	0	0	0	40.2	49
08-09	2	258	2	37	0	1	1	1	0	0	0	0	302	0	0	0	0	0	20	105	115	52	8	2	0	0	0	0	41.2	45.8
17-18	3	263	0	13	0	0	0	1	0	0	0	0	280	17	7	4	3	7	24	90	102	20	5	1	0	0	0	0	36.8	44.2
10-16	24	1658	16	190	6	6	1	7	0	2	0	0	1910	1	7	4	2	46	284	877	565	107	13	4	0	0	0	0	38.6	42.7
00-05	1	31	0	7	0	0	0	0	0	0	0	0	39	0	0	0	0	0	4	6	13	14	1	1	0	0	0	0	43.2	48.1
00-00	47	3668	21	393	9	11	3	10	1	4	0	0	4167	18	15	10	14	87	518	1668	1371	381	69	15	1	0	0	0	39.2	44.2

A281 HORSHAM ROAD - COWFOLD

SOUTHBOUND



Report Id - CustomList-70
Site Name - Cowfold
Description - A281 Horsham Road
Direction - BA

Grand Total

Time	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp
[--	1	2	3	4	5	6	7	8	9	10	11	12		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85
--	426	24241	112	2024	52	45	20	33	9	18	0	2	26982	29	69	108	132	527	3411	10773	9022	2363	464	74	8	2	0	0	39.3	44

APPENDIX C

A281 – Horsham Road – RGP

Collision report 01/04/2021 – 31/03/2026

Date produced
11/05/2026

This report is marked as **Official – Sensitive**

- The information included in this report is provided for analysis purposes and is for the exclusive use of the applicant, the information must only be used for the purposes for which it has been obtained.
- The data has been provided by Sussex Police and should not be transmitted to any other person without their consent, including reports for the general public.
- Be aware that any improper disclosure, copying, distribution or use of the contents of this information is prohibited and criminal proceedings may follow.



**ROAD SAFETY
TEAM**

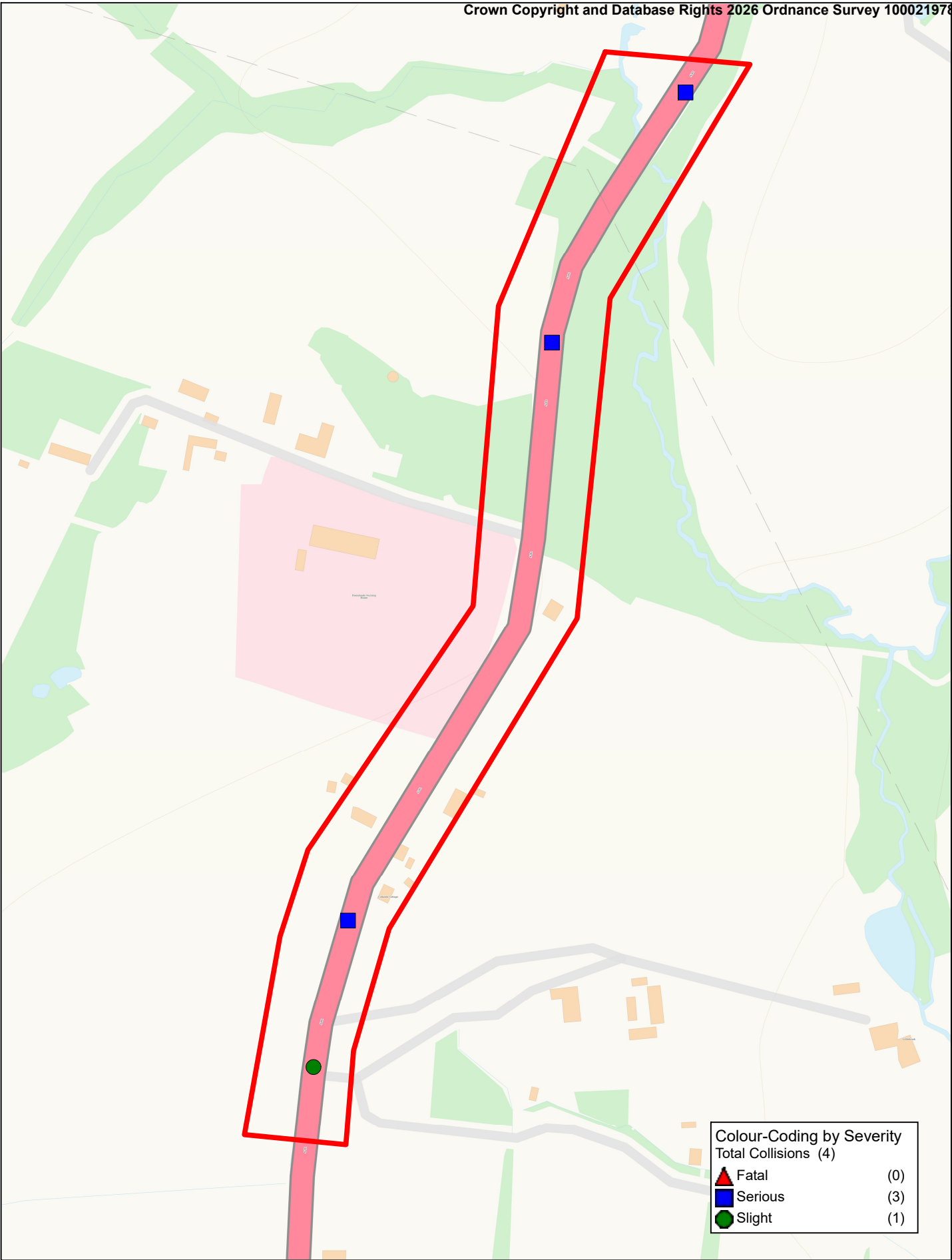
Collision data is recorded by Sussex Police in accordance with the DfT STATS19 requirements. In summary, this includes personal injury collisions occurring on public roads (including footways), which became known to the police within 30 days. Damage-only collisions, with no human casualties, and collisions on private roads or car parks are not included in the statistics.

While the details of these collisions have been checked, they are subject to change should further information become available, and therefore may not match figures published elsewhere.

For further information:

web: [Road Safety Data Portal | Sussex Police](#)

email: RoadSafetyData@sussex.police.uk



Colour-Coding by Severity	
Total Collisions (4)	
 Fatal	(0)
 Serious	(3)
 Slight	(1)

His Majesty's Office (c) Crown Copyright



ROAD SAFETY
TEAM

A281 Horsham Road Cowfold
Collision Dates 01/04/2021 - 31/03/2026
RGP

SCALE	1 : 3500
DATE	08/05/2026
DRAWING No.	
DRAWN BY	

INTERMEDIATE COLLISION REPORT
Total collisions: 4

Run on: 08/05/2026 07:51:28

Collisions between dates: 01/04/2021 and 31/03/2026

Notes:

Selection: ; Refined using Collisions within selected Polygons -sussex 2026 all consultant requests (A281 Horsham Road Cowfold (RGP))

LAYOUT	Police Ref.	Date	Time	Day	Darkness / Light	VEHICLE / CASUALTY DETAILS			
	Severity	Weather	Rd cond	Grid Ref.		Veh No / Type	Manoeuvre	Direction	Casualty Info
	POLICE OFFICERS ACCOUNT OF COLLISION								

Selected Polygon:A281 Horsham Road Cowfold (RGP)

211056554	13/06/2021	1240 hrs	Sun	Daylight					
Serious	Fine without high winds		Road Dry			Veh 1	M/C > 500 cc	Going ahead left hand bend	NE - S Casualty: Dri Serious 25
A281	60 mph		E521519	N123831		Veh 2	Car	Going ahead right hand bend	S - NE
HORSHAM ROAD (A281) - 137 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD						Veh 3	Car	Going ahead right hand bend	S - NE Casualty: Dri Slight 23
						Veh 4	Car	Going ahead left hand bend	NE - S
						Veh 5	Car	Going ahead left hand bend	NE - S
						Veh 6	Car	Going ahead right hand bend	S - NE
VEH1 TRAVELLING SOUTH COLLIDED WITH VEH2 AND VEH3 TRAVELLING NORTH, VEH4 AND VEH5 TRAVELLING SOUTH AND VEH6 TRAVELLING NORTH									

221129456	06/01/2022	0842 hrs	Thu	Daylight					
Serious	Fine without high winds		Road Frost/Ice			Veh 1	Car	Going ahead right hand bend	N - SW Casualty: Dri Serious 36
A281	60 mph		E521612	N124005					
HORSHAM ROAD (A281)									
VEH 1 TRAVELLING SOUTHBOUND ON RURAL COUNTRY ROAD DURING CONDITIONS OF FREEZING TEMPERATURES. VEH 1 HAS LOST CONTROL ON BLACK ICE ON APPROACH TO RIGHT HAND BEND, VEH 1 HAS HAD A LOSS OF DIRECTIONAL CONTROL WHICH HAS RESULTED IN IT LEAVING THE CARRIAGEWAY TO THE NEARSIDE AND INTO A TREE. HEAVY DAMAGE CAUSED TO THE VEHICLE AND BROKEN LEFT ARM TO THE FEMALE DRIVER WHO WAS THE SOLE OCCUPANT.									

231309281	19/05/2023	0810 hrs	Fri	Daylight					
Serious	Fine without high winds		Road Dry			Veh 1	M/C > 500 cc	Going ahead	S - N Casualty: Dri Serious 32
A281	40 mph		E521377	N123429					
HORSHAM ROAD (A281), COWFOLD, WEST SUSSEX									
SINGLE VEHICLE RTC, V1 HAS BEEN TRAVELLING FROM THE SOUTH, NB ON A SINGLE CARRIAGEWAY ROAD. V1 HAS COMPLETED A TWO VEHICLE OVER TAKE WHEN RETURNING TO N/S HAD COLLIDED WITH A FLYING BIRD CAUSING HIM TO LOOSE CONTROL. BIKE HAS EXITED THE ROAD INO SHRUBBERY ON THE N/S. WHERE RIDER HAS COME OFF THE BIKE AND TRAVELLED ON THE MAIN CARRIAGEWAY.									

INTERMEDIATE COLLISION REPORT
Total collisions: 4

Run on: 08/05/2026 07:51:28

Collisions between dates: 01/04/2021 and 31/03/2026

Notes:

Selection: ; Refined using Collisions within selected Polygons -sussex 2026 all consultant requests (A281 Horsham Road Cowfold (RGP))

LAYOUT	POLICE OFFICERS ACCOUNT OF COLLISION					VEHICLE / CASUALTY DETAILS			
	Police Ref.	Date	Time	Day	Darkness / Light	Veh No / Type	Manoeuvre	Direction	Casualty Info
	Severity	Weather		Rd cond					
	Road No.	Speed		Grid Ref.					
	Location Description								
	POLICE OFFICERS ACCOUNT OF COLLISION								
241491216	13/09/2024	1640 hrs	Fri	Daylight					
Slight	Fine without high winds			Road Dry		Veh 1 Car	Overtaking moving vehicle offside	S - N	
A281	60 mph		E521353	N123327					
HORSHAM ROAD (A281) , COWFOLD, WEST SUSSEX						Veh 2 Goods < 3.5t	Going ahead	N - S	Casualty: Dri Slight 45
V1 WAS DRIVING NORTH ON THE A281 COMING FROM COWFOLD, COMPLETING AN OVERTAKING MANOEUVRE OF A BLUE VEHICLE. WHILE OVERTAKING, V1 HAS COLLIDED WITH V2 HEADING SOUTH ON THE OPPOSITE CARRIAGE AFTER V1 LOST CONTROL OF THEIR VEHICLE CAUSING THE LOCKING UP OF THEIR WHEELS.									

APPENDIX D

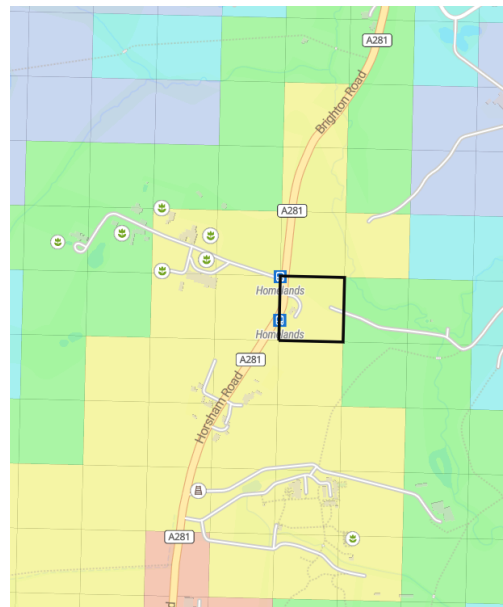
Explore the score

Square ID 521550_123650

Local authorities Horsham
West Sussex

Latitude 50.999413

Longitude -0.269161



Overall

Type	National score	National distribution
Overall (except driving)	29	Low (20-30%)
Public transport	34	Below average (30-40%)
Walking	20	Low (20-30%)
Cycling	40	Slightly below average (40-50%)
Driving	75	High (70-80%)

Education

Type	National score	National distribution
Overall (except driving)	22	Low (20-30%)
Public transport	31	Below average (30-40%)

Type	National score	National distribution
Walking	14	Very low (10-20%)
Cycling	25	Low (20-30%)
Driving	58	Slightly above average (50-60%)

Leisure

Type	National score	National distribution
Overall (except driving)	31	Below average (30-40%)
Public transport	35	Below average (30-40%)
Walking	24	Low (20-30%)
Cycling	41	Slightly below average (40-50%)
Driving	77	High (70-80%)

Health

Type	National score	National distribution
Overall (except driving)	21	Low (20-30%)
Public transport	28	Low (20-30%)
Walking	13	Very low (10-20%)
Cycling	20	Low (20-30%)
Driving	58	Slightly above average (50-60%)

Shopping

Type	National score	National distribution
Overall (except driving)	22	Low (20-30%)
Public transport	26	Low (20-30%)

Type	National score	National distribution
Walking	15	Very low (10-20%)
Cycling	29	Low (20-30%)
Driving	73	High (70-80%)

Residential

Type	National score	National distribution
Overall (except driving)	37	Below average (30-40%)
Public transport	39	Below average (30-40%)
Walking	32	Below average (30-40%)
Cycling	52	Slightly above average (50-60%)
Driving	85	Very high (80-90%)

Workplaces

Type	National score	National distribution
Overall (except driving)	36	Below average (30-40%)
Public transport	39	Below average (30-40%)
Walking	24	Low (20-30%)
Cycling	45	Slightly below average (40-50%)
Driving	77	High (70-80%)