

**Foxbridge Golf Club Site
Proposed Leisure Development**

Planning Application Ref: 22/02346/OUT

Transport Objections

Plaistow and Ifold Parish Council

November 2022



1 INTRODUCTION

- 1.1 This report has been prepared following a review of the transport and highways aspects of the proposed redevelopment of the former Foxbridge Golf Club site for a leisure development including 121 holiday units, a 50 bedroom spa hotel, farm shop, restaurant and outdoor recreation facilities. The planning application is supported by a Transport Assessment report (Aug 22), a Junction Modelling Sensitivity Test report (Oct 22) and a Travel Plan (Aug 22), prepared by Evoke transport consultants.
- 1.2 Having completed the review of the technical documentation supporting the planning application, there are two key areas of concern which underpin the Parish Council's transport objections to the proposed development, as follows:
1. **Traffic Impacts** - the adverse impacts of traffic on the tranquillity and rural character of the area and the amenities of pedestrians and other vulnerable road users.
 2. **Transport Sustainability** - the remoteness of the site from services and facilities and the lack of adequate public transport, meaning that the proposed development is heavily reliant on car journeys and fails to comply with sustainable transport objectives.

2 TRAFFIC IMPACTS

2.1 Trip Generation and Mode Share

Trip Generation

- 2.1.1 Having used the TRICS database to derive trip rates for individual land uses, the TA then discounts a proportion of the trips to allow for internal linked and pass-by trips. Whilst this is reasonable in principle, the assumptions used in the TA are unsubstantiated and appear optimistic.
- 2.1.2 For example, the TA assumes 50% of trips to the farm shop and 50% of trips to the restaurant will come directly from the holiday accommodation. In addition, a further 20% of farm shop traffic is assumed to be pass-by trips from traffic using Foxbridge Lane. These estimates are arbitrary and appear high, particularly the pass-by assumption, given that Foxbridge Lane is not a major thoroughfare for through-traffic.
- 2.1.3 In practice the farm shop and restaurant are likely to be destinations in their own right, with only a relatively small proportion of trips generated from the holiday accommodation; and with virtually no pass-by trips.

2.1.4 In view of this, it is considered that the total external traffic generation forecasts in the TA are under estimated.

Delivery and Servicing Trips

2.1.5 No information has been provided in relation to the numbers, types or timing of deliveries and other service vehicles to the various components of the proposed development.

2.1.6 The farm shop, hotel and restaurant will require frequent deliveries of goods from a wide variety of suppliers, plus the removal of waste/recycling. The holiday accommodation will also generate a need for servicing trips and waste removal.

2.1.7 Whilst such trips are embedded within the TRICS trip rates, the TA only presents ‘all vehicle’ trip generation estimates, so it is not possible to determine the numbers, types, sizes or timings of goods vehicles that will be generated. Further detail is needed from the applicant to enable the impacts of these trips to be assessed.

Mode Share

2.1.8 Table 7 of the TA sets out expected mode shares for staff based on Census ‘Journey to work’ data for the ‘Chichester 002’ Mid-level Super Output Areas (MSOA). However, there are some errors in the table meaning that claimed levels of sustainable travel are over stated. Census data from the Office for National Statistics is included in Appendix 1 and a corrected version of the applicants Table 7 is reproduced in Table 1 below.

Table 1 – Census Journey to Work Data (Corrected values in red font)

Mode	Chichester 002 Journey to Work
Underground / Train	1% 9%
Bus	1%
Taxi	0%
Motorcycle	1%
Car Driver	78%
Car Passenger	8% 5%
Bicycle	2%
On foot	9% 4%
Other	0%
Total	100%

2.1.9 Therefore, journeys by sustainable modes; on foot, by bicycle and bus; account for just 7% of travel. Journeys by rail require an 11.2km journey by car (or mini-bus) to reach the rail station in Billingshurst, meaning that the overall mode share for cars / private vehicles is 92% (9% train plus 78% car driver and 5% car passenger).

2.1.10 Table 8 of the TA sets out visitor mode shares based on National Travel Survey data and argues that the resulting mode share would apply to visitors once they have arrived at the site; i.e. for travel during their stay rather than their method of travel to and from the site at the beginning and end of their stay. Again, there are some errors in the table meaning that sustainable travel modes are over stated. Census data is included in Appendix 1 and a corrected version of the applicants Table 8 is reproduced in Table 2 below.

Table 2 – National Travel Survey – Leisure Trips (Corrected values in red font)

Mode	National Travel Survey 'Leisure' Trips
Underground / Train	3%
Bus	3%
Taxi	2%
Motorcycle	0%
Car Driver	42%
Car Passenger	32% 35%
Bicycle	6% 4%
On foot	12% 11%
Other	1% 0%
Total	100%

2.1.11 The above NTS data covers the whole of England, including all major towns and cities, so has limited relevance to a rural location like Ifold where public transport options are limited.

2.1.12 However, based on the above, journeys by sustainable modes (on foot, by bicycle and bus) account for just 18% of travel. Car based trips account for 80% of travel (42% car driver, 35% car passenger plus 3% train passenger who require a private vehicle journey to the station). Hence the statement in paragraph 3.7.5 of the TA that leisure trips from the site would be "heavily weighted towards sustainable means", is incorrect.

Car and Cycle Parking

Car Parking

2.1.13 Section 4.6 of the TA sets out proposed levels of car parking for each of the proposed land uses. It acknowledges there is some uncertainty as to the parking demand, as evidenced by the wide-ranging estimates of potential parking demand.

2.1.14 For the holiday units, hotel and health club; which will share the same car park; estimates for the combined parking demand range from 171 - 311 spaces but the applicant proposes to provide only 191 spaces.

- 2.1.15 Table 11 of the TA shows that the holiday units alone could generate a demand for 2 spaces per unit, which would give rise to 242 spaces just for the holiday accommodation. It therefore appears that the proposed level of parking is insufficient.
- 2.1.16 With regard to the farm shop and restaurant, the applicant assesses the demand could range from 41 to 292 spaces but proposes a 63 space car park. This again suggests a high risk of under provision.
- 2.1.17 Reference to the Site Masterplan in Appendix A of the TA shows that the two proposed car parks are in locations constrained by site boundaries and landscape features with little scope for expansion, or for the provision of overflow parking. Further work is needed by the applicant to justify the proposed levels of parking and to identify areas where additional parking could be provided within the site if needed.

Cycle Parking

- 2.1.18 Section 4.7 of the TA states that cycle parking for staff and visitors will be provided in accordance with WSCC cycle parking standards but no calculations are provided and the Site Masterplan shows no areas where such cycle parking could or will be located.
- 2.1.19 Paragraph 4.7.4 of the TA proposes that this will be dealt with at the Reserved Matters stage. However, as cycle parking is a mandatory requirement and cycling is claimed to be a key component of the development, the matter needs to be addressed at this stage and not deferred until after any permission has been granted.

2.2 Proposed Site Access

- 2.2.1 The TA states that the existing site access from Foxbridge Lane will be retained to serve the proposed farm shop and restaurant and a new separate access will be constructed, approximately 120m to the south, for the hotel and holiday accommodation. However, the details of how the new access will connect to the proposed leisure car park are incomplete and unclear.
- 2.2.2 The proposed Site Access Drawing R-21-0138-002 at Appendix E of the TA indicates a staggered-crossroads arrangement and widening of an existing track to serve both car parks and the proposed hotel building. The bellmouth junctions are incomplete and no visibility splays are shown but it appears that the existing tree belt in this location would need to be removed to accommodate carriageway construction and sight lines.
- 2.2.3 In addition, it appears it would be possible to access both car parks from either access point unless access controls are put in place. A proposed 'emergency gate' is indicated on the Drawing R-21-0138-002, but no details are included as to how this will be managed.

2.2.4 Further information is required regarding the design of the access routes; particularly the means of access to the main leisure car park; and how control of the emergency gate will be managed and secured.

2.3 Off-Site Highway Mitigation (Passing Bays)

2.3.1 The TA proposes localised carriageway widening on Foxbridge Lane near the junction with Plaistow Road, plus the creation of 6 passing bays between the site and Plaistow Road. These are shown on Drawings R-21-0138-010 and 011 in Appendix F of the TA.

2.3.2 The drawings show indicative designs based on two-dimensional OS mapping rather than a three-dimensional topographical survey. Verge widths are very narrow throughout the northern section of the lane and there are significant level differences at the carriageway edge. The presence of highway ditches and trees along the highway boundaries also needs to be considered. Further design work is needed by the applicant to confirm the practical feasibility of carrying out the construction works and the resulting visual and landscape impacts.

2.3.3 Similar measures were proposed in relation to the earlier Crouchlands Farm Biogas proposals, which were refused following a planning appeal in 2017 (Ref APP/P3800/W/3134445). The Inspector found that such works would not materially improve traffic flow or pedestrian safety but would cause harm to the rural character of the lane. In paragraph 60 of the decision letter the Inspector states *"from what I saw on my site visit and from a study of the proposed widening measures, I conclude that the suggested changes would not result in any significant improvement to the free flow of traffic in Foxbridge Lane or contribute to the safety of pedestrians and riders to any meaningful degree"*.

2.3.4 At paragraph 63 the Inspector continued *"I am also of the opinion that the improvements would cause a degree of harm to the rural character of this country lane through the loss of roadside trees and the additional areas of hard surfacing and, whilst this would not be severe, it would nonetheless have a detrimental impact that would need to be set against any, albeit minimal, benefits to the free flow of traffic"*.

2.4 Assessment of Traffic Impacts

2.4.1 The TA focusses on peak hour junction capacity assessments at the two site access junctions and at two off-site T junctions – Foxbridge Lane / Plaistow Road and Plaistow Road / B2133. However, no consideration has been given to the environmental impacts that would be experienced by pedestrians, cyclists and other vulnerable users using the lanes serving the site. These road users would notice a significant change in traffic levels in what is currently a lightly trafficked rural location, with no footways or street lighting.

- 2.4.2 Paragraph 104 of the National Planning Policy Framework deals with the consideration of transport issues in relation to plan-making and development proposals. Sub-paragraph 104(d) requires that *"the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."*
- 2.4.3 Although this planning application has not triggered the need for a full Environmental Impact Assessment (EIA), the requirements of NPPF 104(d) still apply.
- 2.4.4 Acknowledged guidance for the assessment of environmental impacts of traffic is set out in the "Guidelines for the Environmental Impact of Road Traffic" (GEART) produced by the Institute of Environmental Assessment (IEMA). This provides a structured approach to assessment, taking account of the sensitivity of receptors, the magnitude of change and significance of the resulting impacts. The following paragraphs contain an assessment of environmental impacts. Table 3 sets out the assessment criteria used for the analysis.

Table 3 – Environmental Impact Assessment Criteria

Magnitude of Change

Effect	Magnitude of Effect			
	Negligible	Slight	Moderate	Substantial
Pedestrian/cyclist/equestrian amenity, fear and intimidation, visual impact, severance.	Change in traffic flow of less than 30%	Change in traffic flow of between 30% and 60%	Change in traffic flow of between 60% and 90%	Change in traffic flow of more than 90%

Sensitivity of Location

Sensitivity	Definition
High	Roads with a substantial presence of sensitive receptors including pedestrians and cyclists in close proximity to traffic and with limited separation from the highway environment
Medium	Roads with a moderate presence of sensitive receptors including pedestrians and cyclists in close proximity to traffic, or higher presence in locations with increased separation from the highway environment
Low	Roads with a low presence of sensitive receptors including pedestrians and cyclists in close proximity to traffic or higher presence in locations with good separation from the highway environment

Impact Significance

Sensitivity	Magnitude			
	Substantial	Moderate	Slight	Negligible
High	Major	Major	Moderate	Minor
Medium	Major	Moderate	Minor	Minor
Low	Moderate	Minor	Minor	Minor

2.4.5 Table 4 below sets out the magnitude of change in traffic flows on Foxbridge Lane as a result of the proposed development. Details of baseline traffic flows have been extracted from Table 6 of the TA; daily trip generation from Table 24 of the TA; and inter-peak trip generation from Figures 8 and 9 of the TA. It should be noted that, notwithstanding the concerns raised in Section 2.1 about the levels of discounting of linked and pass-by trips, the forecasts of development traffic used in the analysis below are based on the applicants net external traffic flows.

Table 4 – Foxbridge Lane Traffic Flow Changes

Day / Time Period	Base	Development	% Change
	All Veh	All Veh	All Veh
Weekday Average - Daily (24 hour)	913	667	73%
Saturday Daily (24 hour)	535	737	138%
Sunday Daily (24 hour)	465	737	158%
Weekday Average - Inter Peak (12.00 to 13.00)	69	95	138%
Saturday - Inter Peak (12.00 to 13.00)	47	120	255%
Sunday - Inter Peak (12.00 to 13.00)	48	120	250%

2.4.6 This indicates at least a 73% increase in daily traffic flows on Foxbridge Lane on weekdays and increase of 138% to 158% traffic at weekends. The hourly increases, during the peak periods for the development (12pm to 1pm), are more significant with increases of 138% on weekdays and around 250% at weekends. Naturally the percentage increases would be higher if the assumed amount of linked and pass-by trips were reduced.

2.4.7 Foxbridge Lane is a high sensitivity location due to its narrow width, absence of footways and lighting and limited verge width, particularly at the northern end and in the vicinity of the Scout Hut. The lane is used by pedestrians, cyclists, horse riders and horse drawn carriages. It provides an essential pedestrian link to Footpath 619, which is the only off-road pedestrian link between Plaistow and Ifold. It is also used by cycling clubs for cycling events and by casual recreational cyclists. The road is currently lightly trafficked and provides a pleasant environment for non-motorised users. Such users are particularly vulnerable to increases in traffic flows due to their close proximity to passing vehicles, increasing their sense of fear and intimidation and decreasing their sense of safety and amenity.

- 2.4.8 Paragraph 3.5.6 of the TA states that “grass verges provide refuge for pedestrians of varying width along the length of Foxbridge Lane”. However, most of the northern section of the lane does not have grass verges, with the surfaced road running up to a hedge or ditch with little room to walk on and nowhere to step off the carriageway.
- 2.4.9 Applying the magnitude and sensitivity results to the impact significance matrix in Table 3 shows that the increased traffic from the development will result in a ‘Major’ adverse impact.
- 2.4.10 No mitigation measures have been proposed to deal with this impact. The suggested passing bays would not reduce vehicle numbers or materially increase the separation distance between vehicles and vulnerable road users.
- 2.4.11 Policy 30 of the Adopted Chichester Local Plan (ACPL) deals with tourism and leisure references the need for development to “maintain the tranquillity and character of the area”. However, as set out above, the proposed scale of development results in significant traffic generation and associated major adverse environmental impacts, to the detriment of the tranquillity and character of the area.

2.5 Travel Plan

- 2.5.1 The applicant’s Travel Plan sets out a strategy for promoting sustainable travel to and from the site for the first five years of occupation of the development. The primary aim of the Plan is to reduce the numbers of single occupancy car journeys by staff. There are no proposals for targets to reduce vehicle trips by visitors or guests.
- 2.5.2 As set out later in this report (section 2.7), the scope for adopting alternative travel to and from the site is very limited and given that staff trips represent a small proportion of total traffic generation, the proposed Travel Plan will not reduce vehicle flows or the adverse traffic impacts set out in this report to any material degree.

2.6 Cumulative Impacts

- 2.6.1 Whilst there are no significant committed developments in the local area, the recent planning application for the redevelopment of Crouchlands Farm (Ref 22/01735/FULEIA), which contains many similar land uses, is a material consideration. The close proximity of the two sites and their reliance on the same access routes means that the combined effects of both proposals will be significant.
- 2.6.2 The applicants have considered the Crouchlands Farm development as a sensitivity test, but only in the context of junction capacity modelling for the two site access points and the two off-site junctions at Foxbridge Lane / Plaistow Road; and Plaistow Road / B2133. The environmental impacts resulting from cumulative traffic have not been assessed.

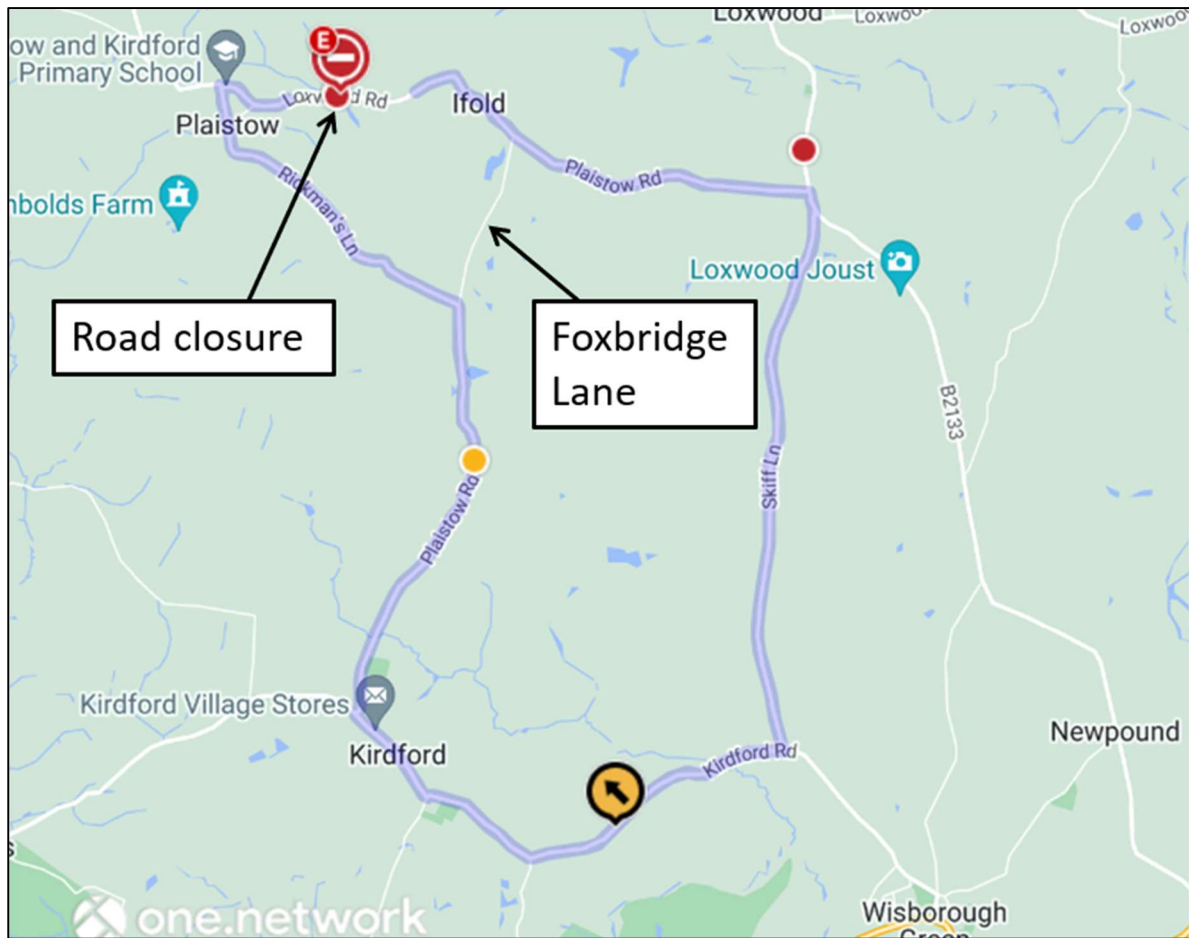
- 2.6.3 The sensitivity test utilises traffic flow information extracted directly from the Crouchlands Farm Transport Assessment. However, it is important to note that the traffic distribution assumptions used in that TA have been disputed by WSCC and a revised analysis is awaited.
- 2.6.4 The relevant section from the second WSCC consultation response dated 22 September 2022 is reproduced below.

Trip Distribution

The application utilises existing junction turning counts to distribute vehicles across the network, the approach means that vehicles stay on the existing areas of the network with higher flows rather than use routes such as Foxbridge Lane which would provide a quicker route to/from the site. Utilising Google Maps the route proposed to major destinations such as Horsham, Crawley and Dorking and more locally Ifold, Loxwood and Rudgwick involves the use of Foxbridge Lane which was specifically raised as an area of concern within the inspector's commentary. It is recommended that the trip distribution / assignment is changed to reflect the wider draw of proposed development and in line with work being undertaken on 22/01754/EIA Depending on the additional information upon the size of vehicles and revised distribution and assignment additional information provided within such as vehicle tracking on Foxbridge Lane and the local network maybe required.

- 2.6.5 Independent analysis of traffic routings to Crouchlands Farm, undertaken by SWTP on behalf of the Parish Council indicates that at least 50% of traffic would utilise Foxbridge Lane, adding approximately 380 vehicle movements per day on weekdays and 540 vehicle movements per day at weekends. Full details are included in the objections submitted by the Parish Council to application 22/01735/FULEIA.
- 2.6.6 Given the unacceptable environmental traffic impacts identified in Section 2.4 above for the current application in isolation, it is clear that the cumulative impacts from the two developments would be very substantial.
- 2.6.7 The sensitivity of Foxbridge Lane to increased traffic flows was recognised by WSCC in its recent decision to exclude the lane from the official traffic diversion route during a 12 day temporary road closure on Loxwood Road in November 2022. The road closure was necessitated by Southern Water emergency repair works to a burst rising main between Ifold and Plaistow, approximately 1km west of Foxbridge Lane.
- 2.6.8 Foxbridge Lane was deemed to be unsuitable as a diversion route and traffic was re-routed via Kirdford, as shown in Figure 1 (next page) involving a 15km detour. The use of Foxbridge Lane would have reduced the detour to 5km.

Figure 1 – Temporary Traffic Diversion (avoiding Foxbridge Lane)



(Source - WSCC Roadworks Map)

2.7 Transport Sustainability

- 2.7.1 Options for access to the site by public transport are limited. The nearest bus stops, on Rickman's Lane, are some 830m walk distance from the centre of the site (not 550m as stated in the TA). The two bus services (64/69) operating from these stops only run once per day on certain weekdays (the 64 runs Mon to Thu and the 69 on Tue and Fri only). The next nearest stops are at Plaistow Road (a 1.2km walking distance) from the site where the 42 bus operates once per day from Mon to Fri. The nearest rail station is 11.2km away at Billingshurst.
- 2.7.2 In addition, there are no footways, street lighting or cycle infrastructure on the lanes serving the site. As a consequence, and as confirmed in the mode share assessment in Section 2.1, the predominant mode of travel to the site will be by private car.

- 2.7.3 Paragraph 3.4.3 of the TA advocates the use of off-site public footpaths and bridleways for recreational walking and cycling by hotel and lodge guests. However, the analysis of trip generation and mode share information confirms this does not materially reduce vehicle travel. A further consideration is that between November and April most local footpaths and bridleways are difficult to navigate, due to the heavy wet clay soils, with many sections virtually impassable, thus making walking and cycling a difficult and unpleasant experience, which would deter visitors and any local staff.
- 2.7.4 The TA refers to the provision of a staff minibus but with multiple possible pick-up / drop-off locations and variable staff working patterns it seems unlikely this would materially reduce car-based staff trips.
- 2.7.5 The TA also mentions the possible use of the mini bus as a shuttle service to Billingshurst rail station for visitors. However, this would still generate a vehicle trip for each drop-off and collection. The suggested pre-booking system for visitors would potentially take the minibus out of service for staff use. Therefore, the benefits of the minibus in terms of overall vehicle trip reductions would be minimal.
- 2.7.6 The issue of transport sustainability was an important consideration in the dismissed appeal for 10 houses at the golf course site in 2019 (APP/L3815/W/18/3206819). The Inspector concluded (at para 18 of the decision) *"Occupiers would be heavily reliant on private cars as the site would not be close to public transport and there are no footways along Foxbridge Lane. It would not amount to sustainable development"*. The current proposals include a different range of land uses but the absence of footways and remoteness from public transport are unchanged, meaning that the proposals would still not amount to sustainable development.
- 2.7.7 Travel choices for day trips for hotel and lodge guests, to surrounding attractions, are also constrained by a lack of sustainable options. The site is a considerable distance from the various regional visitor attractions listed in Table 5 of the TA. Most are 10km to 20km from the site meaning that car travel is the only realistic option. A point reinforced by the mode share information set out in Table 2, indicating that 80% of leisure trips will involve car journeys.
- 2.7.8 In addition, Table 1 indicates that the car / private vehicle trips are likely to account for up to 92% of journeys to work. The heavy reliance of the development on car-based travel brings it into direct conflict with Policy 39 of the ACLP. Item 2 of Policy 39 requires that *"Development is located and designed to minimise additional traffic generation and movement"*. Item 4 requires that *"The proposal encourages development that can be accessed by sustainable modes of transport"*.

- 2.7.9 Policy 30 of the ACPL deals with tourism and leisure refers to the need for development in the countryside to be *"of a scale appropriate to the location"* and the need to *"maintain the tranquillity and character of the area"*. It is clear from the assessment of environmental traffic impacts in Section 2.4 that the proposals would result in major adverse impacts in terms of the tranquillity and character of the area, thus conflicting with Policy 30.
- 2.7.10 Policy 8 of the ACLP requires that development is *"well located and designed to minimise the need for travel, encourages the use of sustainable modes of travel as an alternative to the private car"*. It also seeks to ensure that *"new facilities are readily accessible by sustainable modes of travel"*. Clearly these objectives are not met in this case.
- 2.7.11 Paragraph 110(a) of the National Planning Policy Framework requires that *"appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location"*. Paragraph 105 of the Framework acknowledges that opportunities to maximise sustainable transport will vary between urban and rural areas but also emphasises the requirement for *"limiting the need to travel"* and *"offering a genuine choice of transport modes"*. Given the very limited public transport options, the proposal is heavily dependent on private car travel and therefore fails to comply with paragraph 110(a) and paragraph 105.
- 2.7.12 In view of the above, it is concluded that the proposed development conflicts with adopted policies relating to transport sustainability and transport impacts and should be refused.

Appendix 1

Census Data

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 usual residence E02006562 : Chichester 002 (2011 super output area - middle layer)

place of work : region	All categories: Method of travel to work (2001 specification)	Work mainly at or from home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
North East	2	0	0	0	0	0	0	2	0	0	0	0
North West	1	0	0	0	0	0	0	1	0	0	0	0
Yorkshire and The Humber	2	0	0	0	0	0	0	2	0	0	0	0
East Midlands	10	0	0	1	0	0	0	7	0	0	1	1
West Midlands	6	0	0	0	0	0	0	5	1	0	0	0
East	4	0	0	0	0	0	0	4	0	0	0	0
London	236	0	9	130	0	0	1	86	5	1	3	1
South East	1,553	0	1	21	18	2	19	1,311	85	23	69	4
South West	8	0	0	0	0	0	0	4	0	1	3	0
Wales	0	0	0	0	0	0	0	0	0	0	0	0
Scotland	2	0	0	1	0	0	0	1	0	0	0	0
Northern Ireland	0	0	0	0	0	0	0	0	0	0	0	0
	1,824	0	10	153	18	2	20	1,423	91	25	76	6
	100%	0.0%	0.5%	8.4%	1.0%	0.1%	1.1%	78.0%	5.0%	1.4%	4.2%	0.3%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Leisure Trips - NTS0409a

Trips per person per year

Purpose	Walk1,2	Pedal cycle3	Car / van driver	Car / van passenge	Motorcycl e	Other private	Bus in London	Other local bus	Non-local bus	London Undergro	Surface rail	Taxi / minicab	Other public	All modes
Leisure6	18.7	6.8	75.0	61.5	0.4	0.7	1.6	4.0	0.2	1.9	3.6	2.6	0.6	177.8
	10.5%	3.9%	42.2%	34.6%	0.2%	0.4%	0.9%	2.2%	0.1%	1.1%	2.0%	1.5%	0.3%	100%

Summary

Underground/train	3.1%	3.0
Bus	3.1%	3.0
Taxi	1.5%	2.0
Motorcycle	0.2%	0.0
Car driver	42.2%	42.0
car passenger	34.6%	35.0
Bicycle	3.9%	4.0
Walk	10.5%	11.0
Other	0.3%	0.0
Total	99.5%	100.0