

By email to Freedom of Information foi@midsussex.gov.uk

Dear Sir/Madam,

Freedom Of Information Request: Follow-up on Rationale for Route Selection and Rejection, Burgess Hill-Haywards Heath Sustainable Transport Link

1.0 FOI Request Introduction

The Information request contained herein arises out of a Freedom Of Information request reference https://www.whatdotheyknow.com/request/information_related_to_greenway#incoming-1679721 submitted to Mid Sussex District Council on 26th October, 2020.

The response generated only one document, a one-line evaluation of the proposed cycleway between Haywards Heath and Burgess Hill.

No other documents were provided, despite being requested.

On appeal, no further documents and no further information were provided at all. When this was questioned, the author received this formal email, on Wednesday, 10th February, 2021 at 08:56:

Quote

Dear Mr Walker,

As I explained in my e-mail of the 11th January 2021 the Council has provided all the relevant information up to the date of your information request. If you want information post that date you would need to make a fresh information request.

Kind regards,

Tom Clark

Solicitor & Head of Regulatory Services

Mid Sussex District Council,

Oaklands Road, Haywards Heath,

West Sussex, RH16 1SS

Unquote

1.0.1 The original response makes clear that several key meetings took place which clearly fall within the scope of this request were discussed. No minutes have been provided for any of those meetings, despite the original request explicitly asking for them. Indeed, in one case, the response included the statement “the minutes of this meeting are not public”. However, there is no specific reference to which section of the FOIA acceptable exclusions is relied upon to justify withholding this information. Accordingly, for this and all the other meetings, we are now explicit in our request, in accordance with the relevant legislation.

No request was made at any stage for MSDC to provide data records or information that post-dated the original request, despite this being insinuated. However, there is potential for additional relevant documents to have been created. This FOI request therefore incorporates some of those specific documents.

1.1 Post- FOI Window Meeting and Summary

There was a formal, agreed summary of a meeting held with MSDC personnel on this topic (the meeting was dated the 25th November, 2020). This was written up by the current author but was agreed by Judy Holmes on behalf of MSDC as being an accurate record of that meeting.

The timing of that meeting lies outside the window of the original FOI request. However, various statements were made by MSDC officers and councillors at that meeting, which related to historical events and information which directly contradicted the response to the original FOI. In addition, various statements were made which required confirmation and checking for accuracy, carried out by the current author and also confirmed, as part of the meeting summary, to be accurate.

Some of these analyses (such as the original demand analysis) *might* have been carried out between the 26th of October 2020 and the 25th November, 2020. Accordingly, for completeness’ sake, these records are also requested below. For convenience, these minutes are attached hereto and referred to as *Summary A*.

1.2 Structure of this FOI Request

Given the above, this new FOI request is structured differently. We are aware there are multiple documents we either know existed before submitting the original FOI request (ref: FOI request 1664317 Your Ref: R145993) or which were identified in the original response to it. In order to ensure MSDC’s time is optimised, we have done our best to be specific in identifying the documents we now request.

1.21 Reference Guidelines and Legislation Links

We have read the relevant guidelines and for completeness’ sake include them below. If any of these are now out of date and have been superseded, we ask that an updated url link is provided, in order that we can be sure we are complying with the same set of rules as MSDC.

We note the documents that should be produced and kept and thus made available according to the ICO guidelines are defined at

https://ico.org.uk/media/for-organisations/documents/1262/definition_document_local_authorities.pdf

or according to the requirements of the Local Government Transparency Code 2015 (which we believe is the latest) at

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/408386/150227_PUBLICATION_Final_LGTC_2015.pdf

We are only asking for documents which do not warrant an exemption under the Freedom of Information Act, 2000 (FOIA) at

<https://www.legislation.gov.uk/ukpga/2000/36/contents>

1.2.2 Refusal to comply

Where a document is withheld or a request otherwise refused, we request that, following the requirements of 17 (1 – 4) of the FOIA 2000 the specific provision of section II of the FOIA used to justify that non-provision is identified in each case. For convenience, we include the section headings from the Act text below.

Part II Exempt information

Section

21. Information accessible to applicant by other means.
22. Information intended for future publication.
23. Information supplied by, or relating to, bodies dealing with security matters.
24. National security.
25. Certificates under ss. 23 and 24: supplementary provisions.
26. Defence.
27. International relations.
28. Relations within the United Kingdom.
29. The economy.
30. Investigations and proceedings conducted by public authorities.
31. Law enforcement.
32. Court records, etc.
33. Audit functions.
34. Parliamentary privilege.
35. Formulation of government policy, etc.

36. Prejudice to effective conduct of public affairs.
37. Communications with Her Majesty, etc. and honours.
38. Health and safety.
39. Environmental information.
40. Personal information.
41. Information provided in confidence.
42. Legal professional privilege.
43. Commercial interests.
44. Prohibitions on disclosure.

We hereby request, and in some cases, re-iterate that the documents be provided at this stage.

2.0 Background

This FOI request is filed as a follow-up to the previous FOI request (FOI request 1664317 Your Ref: R145993) and relates to the decision process in defining (and removing) potential routes for what was originally defined as a cycleway, later partly re-positioned as a multipurpose network, between Haywards Heath and Burgess Hill.

Our previous FOI request asked for “Minutes of meetings and other official documents, discussion between elected Councillors and officers related to the original high level ambition”

MSDC clearly takes the narrowest possible view of the provision Part 1, Section (1) (a) and (b) of FOIA 2000 (Chapter 36). It is naturally incumbent upon the applicant to be specific about the documents requested. However this is extremely difficult to achieve given the determined opacity of MSDC’s responses, processes and operations.

This has necessitated a different and proscriptive approach to this and subsequent FOI requests until we receive the information we have been requesting.

3.0 Documents and Information Requested

We are requesting the identified documents relating to the specific questions in section 4 below.

3.1 Scale of required disclosure per request

3.1.1 Where the requested documents are related to a meeting (including a working group), we request, in accordance with the legislation and guidelines referenced above:

- a. The agenda for the meeting
- b. The full list of attendees at that meeting
- c. All background and briefing documents and papers provided to the participants either prior to the meeting or provided at the meeting
- d. The minutes of the meeting

We recognise that personnel issues along with commercial details and certain other classes of information will be redacted in accordance with FOIA (2000). We do not expect any other information to be redacted and there should be sufficient un-redacted text to be able to place the redacted text into context. For example, related to the council meeting identified in (4.2.1.1) below, MSDC may feel that the fact that they paid £20,000 + VAT for the parcels of land to be commercial and therefore wish to redact that sum. However, that does not justify redaction beyond that piece of information and therefore we do not expect to see documents with wholesale redactions on the basis of them containing any applicable item in the list identified in 1.2.2.

3.1.2 Where a specific document is requested – for example the report identified below as the “First Sustrans Report” – we request the delivery date and the minutes (including the items identified in 3.1.1 above) at which that document was presented to and/or discussed by, MSDC, whether that is a working group or a council meeting.

4.0 Documents requested

4.1 Documents requested are broadly in chronological order, however, as we do not have the information about exact dates, we are unfortunately unable to do this precisely.

4.2 Purchase of Land Titles

In our previous FOI request, we identified various plots of land which were purchased by MSDC in 2013 and which are still unused and would now (and always would have been) an excellent base for the majority of a central route.

4.2.1 For reference, the relevant question was

Quote:

We know that MSDC bought the strips of land alongside the western side of the railway together; titles WSX356047 together with several segments forming WSX3305705, and paid £20,000 + VAT for them together, paying the money on the 16th March, 2013.

Unquote.

Your response included the following answers to the specific questions (original questions in plain type, your responses *in italics*):

Quote:

a. Who within MSDC decided to buy these strips of land, when and for what purpose?

The land purchase was agreed at Cabinet on 12th February 2013. The land referred to in this FOI was one parcel in a series of parcels acquired along the Brighton Main Line and was unrelated to the achievement of a cycle route. The Council’s work on exploring a cycle route did not commence until 2016.

b. Council meeting minutes or minutes of other discussions and/or email exchanges where this expenditure was authorised

Cabinet on 12th February 2013.

c. Who (role, the name is not important) did the evaluation that resulted in these purchases?
The evaluation was undertaken by the MSDC Head of Property.

Whatever the reason for the purchase of these strips of land, the fact is they are un-used and seem always to have been unused. A significant portion of the total set of titles are (and were at the time of purchase) bounded either by pre-existing MSDC property, or Network Rail property, effectively making most of them “boundary-locked”.

No further explanation or documents are provided. Regardless of the reason for purchase, when the topic of a between-town link arose, these strips of land – ideal for that purpose whatever the reason for their purchase – should have been identified.

4.2.1.1 **We are therefore requesting** the minutes of the Cabinet Meeting on the 12th February, along with the ancillary information identified in 3.1.1 above.

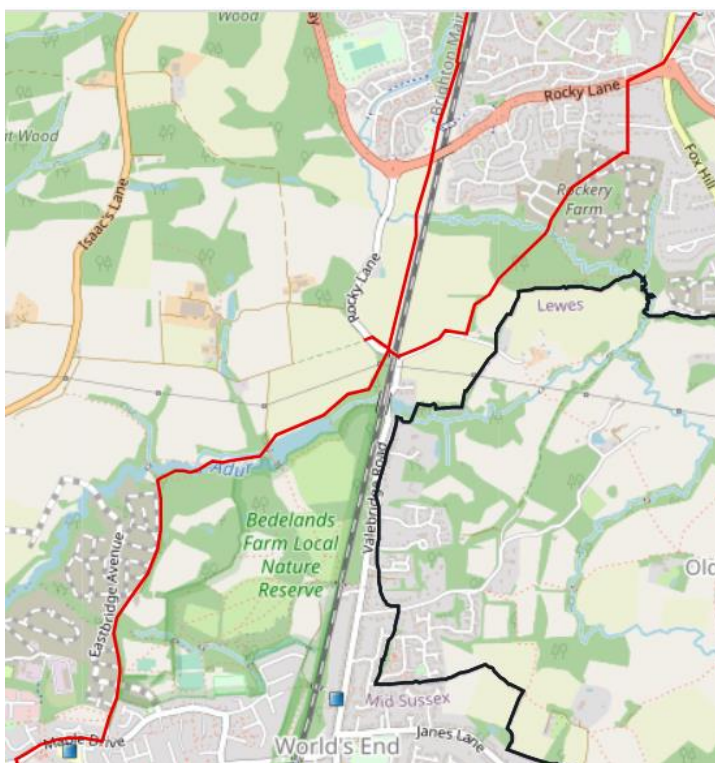
4.3 Alignment with West Sussex County Council Walking and Cycling Strategy

It would be expected that MSDC would align its District Policies with those of the County Council, where appropriate. With that in mind, we remind you of the West Sussex County Council Walking and Cycling Strategy document (url below),

<https://www.westsussex.gov.uk/about-the-council/policies-and-reports/roads-and-travel-policy-and-reports/west-sussex-walking-and-cycling-strategy-2016-2026/>

which was agreed in April, 2016.

This includes an interactive map, an extract of which I include below:



The document describes the methodology, stated to have been “agreed with key stakeholders” and which resulted in a list of routes designed to be “Prioritised by Sustrans’ “Rate” Tool ranking”. This

methodology, clearly the national standard for evaluating cycle and walking routes specifically, has a weighted matrix of 10 criteria. Yet the “WSCC multi-dimensional assessment tool” used is different. We can well understand that this tool would be more applicable when comparing – for example – a cycleway with a pedestrian crossing. Yet it seems strange that a cycle and walking route (especially one explicitly mentioned in the WSCC Walking and Cycling Strategy) should be evaluated by a different methodology.

There are two routes, clearly described in Appendix 1.

Item 185 is a “Connecting route between Ashenground and Bedelands”, which runs alongside the western edge of the railway line, within or adjacent to the northern portion of the land purchased by MSDC in 2013

Item 187 is a “Quiet Route from Haywards Heath to Burgess Hill” and is described as an alternate to 185 above, a traffic free route for families and younger cyclists to travel from Haywards Heath into Burgess Hill. This probably includes the south-west extension (Bedelands to Freek’s Lane) but the interactive map does not have numbers.

4.3.1 What we are requesting is

a. The minutes (including the information outlined in 3.1.1) of the council meeting or working group session – presumably but not definitively held between the drafting of this report (depending upon the level of involvement MSDC had) and the meeting in 4.5 below – where the WSCC Walking and Cycling plan was discussed, and what MSDC’s plan was in the context of that published plan.

b. The minutes (including the information outlined in 3.3.1) of the council meeting or working group session where it was decided to ignore the WSCC plan and de-prioritise both 185 (the section mainly in MSDC’s already owned land) and 187, in apparent favour of the “eastern route”, which did not even feature in any way at all in WSCC’s plan.

4.4 Inclusion in MSDC District Plan (2018) Policy DP7

In the original response to FOI request 1664317 Your Ref: R145993, you stated:

The ambition to achieve a link between Burgess Hill and Haywards Heath is an ambition expressed in both the Burgess Hill (2015) and Haywards Heath (2016) Neighbourhood Plans and the Mid Sussex District Plan (2018).

However, the extant versions of both Neighbourhood plans make only passing references to a link as part of their general outline of sustainable transport.

The Burgess Hill (2015) relevant Policy, G6, includes several schemes of (typically) smaller scope, yet does not include this. Haywards Heath (2016) Neighbourhood plans contain general support for sustainable links but, once again, does not include the between-towns link at policy level.

Judy Holmes, in *Summary A*, stated, quite accurately, that the route was included as DP7 in the 2018 MSDC plan, which has never been questioned.

4.4.1 We cannot find any such policy-level statement in any of the documents quoted in the evidence base for the MSDC Policy DP7 that we have been able to find online.

4.4.2 We therefore request:

1. url Links to all of the evidence base documents for the MSDC Plan (2018) Policy DP7, or if they are no longer available, a copy of those documents.
2. Minutes (including the ancillary information identified in 3.1.1 herein) of the meeting where MSDC decided to include the link at Policy level under DP7
3. The version of either (or both, as applicable) the Burgess Hill and Haywards Heath Neighbourhood Plan documents where this link was identified at Policy level.

OR

4. A confirmation statement that the Policy level inclusion in DP7 by MSDC was not based upon any supporting statement at policy level in any of the evidence documents (including, inter alia, both the Burgess Hill (2015) and Haywards Heath (2016) Neighbourhood Plans).

4.5 The First Sustrans Report

In around 2015/2016, we know MSDC engaged Sustrans to identify potential routes which would provide the sustainable transport network envisaged by MSDC DP7 identified above. We do not know what the scope of this report was or what the remit was. However, we *do* know that it included the identified between-town link (described by WSCC as an “inter-urban cycleway) between Burgess Hill and Haywards Heath.

Clearly, the outcome of this report, or the outcome of a meeting or working group within MSDC that discussed its contents, resulted in the decision to have an “eastern” and “Western” route set. It may or may not have included a “Central” route. We do know from FOI response (see 4.3 below) that the “central route was de-prioritised” in 2018, which confirms it *was* a priority prior to 2018.

It is therefore of critical public interest to understand the contents of this report, and the process by which the “central” route came to be eliminated from original consideration.

4.5.1 We are requesting:

- a. The original, full, “first Sustrans report”, dated some time in 2014-2018, and specifically NOT the Sustrans- authored feasibility study published in 2020, which is already in the public domain.
- b. The evidence base and information provided by MSDC for this “First Sustrans Report”.
- c. Specifically, whether or not MSDC’s ownership of the land strips identified in 4.2 was mentioned, either by MSDC to Sustrans or identified by Sustrans
- d. The minutes (including everything identified in 3.1.1. above) at which this report was discussed and decisions taken based upon it.

4.6 2018 Steering Group Meeting

Our question, and your response in the FOI request, quoted above, includes the statement below:

Quote

g. At what point did MSDC decide to abandon the central route, and where are the minutes of the meeting that took place to agree it (given that £20,000 + VAT + legal fees and costs had already been spent on the project)?

In the context of this request, procuring the land referred to was not related to delivery of a cycle route. In July 2018 the central route was de-prioritised by the Members’ Steering Group. The minutes of this meeting are not public.

Unquote

We do not see any reason for these minutes to be withheld (see 1.2.2 above). Clearly, minutes were taken as they are referenced.

4.6.1 We are therefore requesting: The attendees, briefing documents, agenda and minutes of that meeting, as outlined in 3.1.1 herein.

4.7 Further Meetings and Steering Group Workshops

4.7.1 We do not know what other meetings might have taken place between this meeting and the decision of MSDC to return to Sustrans and commission the feasibility study which was researched (with the proactive support of local communities organised by the TRRA) in 2019. However, by the state that Sustrans returned at MSDC’s behest to carry out their feasibility study, the route network had already been published as a cycleway under Policy 37 to the Mid Sussex District Plan public engagement in 2019. By that stage the “central route” had been abandoned and only the “Eastern” and “Western” routes were included.

4.7.2 **We are therefore requesting:** the minutes of the meeting or meetings (including the items outlined in 3.1.1 herein) which resulted in that Policy 37 being defined. We do not know their dates, but it was clearly between 2016 and end 2019. We want to understand the sequence of decision-making in detail, particularly in the context of the “de-prioritising” of the Central route in 2018 (see 4.4)

4.8 WSCC Multi-criteria Assessment Row Data

4.8.1 As part of the response to the original FOI request, the single row apparently extracted from another document was provided:

	1) Project Feasibility	2) Supports the Economy of the Study Area	3) Road Safety benefit	4) Improves Movement of People and Goods in the Study Area.	5) Impact on operational performance of local highway	6) Compatible with needs and requirements of Stakeholders	7) Improves the Environment and Amenity of the Study Area	8) Is Deliverable (has clear support, governance and is fundable)	9) Meets WSCC and local plans and policies	TOTAL
Burgess Hill to Haywards Heath inter-urban cycle link	(+3) Strongly defined	(+2) Moderate Positive economic impact	(+2) Moderate Positive Impact on Road Safety	(+2) Moderately supports movement	(+1) Slightly positive impact on highway performance	(+3) Strong support of Stakeholders	(+2) Moderate Positive Impact on environment	(+2) Moderate likelihood of being delivered	(+3) Strongly supports policy	20

In our appeal, we questioned the work that had gone into this as its results did not conform to reality. Whilst we support the concept of a between-town link – if it is the right link, in the right place – the result obtained does not reference the input, nor does it make sense in the context of the routes put forward.

Our reasoned argument in appeal did not result in any comment or justification, or the provision of any further information.

4.8.2 We are therefore requesting:

- a. The full document from which this individual row was taken – including its date and author
- b. The routes or routes being considered at the time the evaluation was carried out
- c. The methodology used for this evaluation (a url to a standard document is fine)
- d. the methodology, report or similar work which gave rise to the values ascribed to each parameter.

4.9 Original Demand analysis

Our original FOI request included a request to receive the objective demand analysis carried out in order to justify pursuing this project. The request and your response, is included below for reference:

Quote

There must have been some sort of demand study carried out, to confirm that the rather hazy “wish” was interrogated, evaluated and supported by real demand or need.

We either want to see that original analysis, or receive a written confirmation that the Council did not do any demand analysis first.

The demand for a link between Burgess Hill and Haywards Heath was made by the Town Councils in their respective Neighbourhood Plans.

The WSCC multi-criteria assessment framework was used to support the inclusion of a Burgess Hill to Haywards Heath link in the Place and Connectivity Programme.

(Please note we have attached the table in a Word document as the system you are using only uses plain text and does not support tables).

Unquote

The table referred to in your response is identified in 4.8 herein.

Note that we asked for the original analysis, of a written confirmation that the Council not do any demand analysis first.

Neither were provided.

Note this was the declared status as of the date of submission of the FOI request (26th October, 2020). It is therefore explicit that no objective demand analysis was carried out by MSDC up to that point.

4.9.1 We now draw your attention to the summary of the meeting held on the 25th November, 2020 and included as *Summary A* below.

In the summary, after multiple requests, Judy Holmes stated that the demand analysis (which had been referenced by Mr Nathan Spilsted during the meeting) came from the 2011 Census data and provided the table references (but did not provide the sample data used).

The author then carried out an interrogation of the 2011 Census data in order to attempt to reverse engineer the numbers quoted by Mr Spilsted during the meeting. These tables have been provided by the author in the *Summary A* document below. However, we do not know whether our attempt to reverse engineer the result from the input is correct or not.

Whilst the information itself is pre-existing in the public domain (and therefore not confidential), the analysis was (as we understand it) carried out by (or for) MSDC.

This means either:

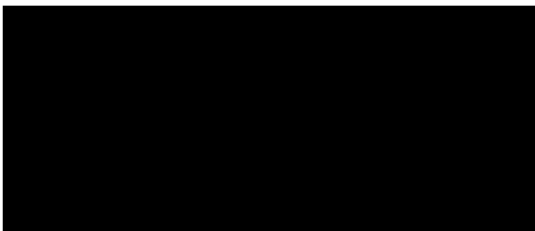
- a. The analysis had already been carried out prior to the original FOI request, in which case it should have been provided already OR
- b. It was carried out between the end of the FOI period and the meeting on the 25th November.

4.9.2 We are therefore requesting:

A copy of MSDC's demand analysis, along with the minutes of any meeting where it was presented as a briefing document, those minutes to include all the ancillary information outlined in 3.1.1. above.

The date that analysis was carried out. If it is before the 26th October, 2020, we want to know on what basis (referencing the specific exclusions identified in 1.2.2 above) it was not provided as a result of the first FOI request.

Yours sincerely



Robin Walker

For and on behalf of the Theobalds bridleway users and residents community

Notes from MSDC/TRRA representatives meeting, 25th November, 2019, via Microsoft Teams

Introduction

The meeting was held via Microsoft Team at the request of Robin Walker, as the designated and agreed contact point for communications between the Theobalds bridleway users and residents' community and MSDC on the topic of the route for non-motorised travel between Burgess Hill and Haywards Heath. This meeting was first promised in an email from Mr Spilsted on 5th November, 2019, to include also their designers (Sustrans' Mr Young). This was later rescinded but we did meet with Mr Young, as part of his broad fact-finding process.

On 20th December 2019 Mr Spilsted stated the meeting should be deferred until after Mr Young had delivered his report and it had been considered by Councillors at the next Members Steering Group meeting, at that time scheduled for January, 2020. In the event, probably due to the Coronavirus, Mr Young's report was not published until May, 2020. In the intervening time a lot of changes and updates had taken place and new information had come to light which made this a good time to discuss the topic at this stage.

START OF THE NOTES OF THE MEETING

Meeting Time and date:

25th November, 2020, 12:00 – 13:00 Hrs

Attendees:

For Theobalds bridleway users and residents: Robin Walker, Sarah Roberts, Richard Maltby

For MSDC: Cllrs Jonathan Ash-Edwards and Judy Llewellyn-Burke and Officers Judy Holmes, Sally Blomfield and Nathan Spilsted

Sarah Davies - Chief of Staff & Office Manager for Mims Davies MP

No formal note-taker was identified, these therefore represent a summary of the key points made by either side. Since some comments provoked some follow-up questions, these are combined below in a separate section. I also include images and photos referred to in the text as Appendix 2

We should express our thanks that all of the relevant people on MSDC's side were able to join the call, which is much appreciated.

Introductory Comments

Jonathan expressed a hope that, whilst both sides might not agree about everything, communication might help some of the issues to be addressed.

Since we had requested the meeting, we felt it was only fair to provide some specific questions to which we were seeking answers at this stage. This does not constitute the totality of questions but given the ongoing work, the three questions defined the structure. MSDC were asked if there was anything that they wished to add, which they did not.

Judy Holmes raised a very important initial point (which was related to the comment at the end of question 3). She stated that we seemed not to trust MSDC and not to be willing to let the relevant officers and outside consultants do their job. She wanted to emphasize that multiple routes – 14 routes and route segments in total – were under active consideration and that nothing had been decided upon and nothing had been ruled out.

We fully support Judy Holmes' reasonable determination to protect her officers' probity and freedom to do their jobs. Nor did we suggest other western routes were not being considered (indeed, the email from Nathan made it clear the primary route is to the west of the railway line).

Sally Blomfield summarised the governance process and that it should be noted that the public engagement results were considered by the Members' Steering Group (MSG). Having taken these into account, the MSG asked officers to continue to review alternative routes and to investigate the potential for a reduced scope scheme for the eastern route to address the objections; this is the work referred to above and that will be reported to the MSG for consideration.

I would therefore like to clarify *once and for all that it is not, and never has been, our view, that MSDC is not considering other/multiple routes*. Indeed, my point as stated was "*why is MSDC trying so hard to look anywhere but here?*". For clarity, "here" was specifically referring to the potential for a "central route". "anywhere" meant "anywhere" – not "eastern route only".

I apologise if my meaning was unclear but it was provided in the context of the *information available to us in the public record*. We are not privy to whatever else is available to MSDC – either as fact or intention.

This is:

- Policy 37 indicative routes from 2019 showing an "eastern" proposed cycleway and a "western" set of possible routes – and no central route.

- The Sustrans feasibility study which discounted the potential of any central route on the basis of the need to go over the unmanned rail crossing, which was considered unsafe, plus ownership issues.
- Our detailed response to the above pointing out the multiple errors of fact, including but not limited to the assertions made about non-viability of a central route on the basis claimed.
- The CJFounds report on public engagement on the Place and Connectivity Programme which mentioned new proposed alternative central routes but stated they had all been discounted in whole or in part by the Feasibility Study. Our proposed “Central route” taking advantage of MSDC’s 2013 land purchases alongside the railway was not visibly considered (though it is fair to reference Mr Spilsted’s comments related to Heaselands Estate).

Judy Holmes pointed out the Public Engagement report does not rule out any route -this is not its purpose. In the next section under ‘Next Steps’ it states “The feasibility and deliverability of the alternative routes suggested will be reviewed”. This is the review work referred to above that is currently assessing 14 potential routes/ variants of routes.

Judy Holmes also made the point that it would be preferable to provide a choice of routes to the non-motorised user, rather than just one. This is a view we fully endorse; there is no disagreement there.

Our view is, and has always been, that the Theobalds bridleway (even if the Highways group do agree to provide safe cycle and walking space on both Fox Hill and Valebridge Road , which is not clear at present), is too long and indirect a route. It is a very popular recreational route, however, primarily today with walkers and equestrians with some cyclists (including both Sarah and Robin).

Questions

Our high level questions, with the answers we received in the meeting:

1. We received the email from Mr Spilsted, which, together with the published CJ Founds report, creates confusion with its disparities:
 - a. the scope is “radically reduced” – however this is not what is visible in either the Reg 19 submission or the report from CJ Founds. So, what exactly is planned?
 - b. The surface treatment view has changed – so what is it now?
 - c. Lighting is “Not suggested for phase 1”, which implies it is still in the plan for later according to the CJF report. What is the intent?
 - d. There is still no clear commitment from WSCC Highways to connect at either end. Surely, this commitment should come first?
 - e. The primary route is now the “western route”; So, is the “Eastern route” back-up, or what?

Nathan Spilsted was able to provide clear and unambiguous answers to the majority, but not all of these questions as the work is still ongoing, which is fair enough. The answers are summarized below:

- there is no plan to make any change on the metalled part of Theobalds Road;
- there is no plan to change the bridges, but only to look at the approaches on either end of them;
- there is no intent for public art to be included and no plan for lighting at any stage.
- The plan is for the surface to be non-sealed, both the nature of this and the height above the surrounding area has not been finalized; due note is being taken of what ESCC Highways is currently doing at the eastern end of the bridleway.
- On the vexed question of width, the view is to work within the available width and not plan for “minimum 3m”
- There are strict rules, and significant weight given, to environmental issues and environmental experts are part of the team
- The issue of cyclist speed was recognized
- The intent of the so-called “high level boardwalk” was to provide a raised path to the west of the eastern bridge, where flooding is a particular issue
- Drainage is dealt with below
- There are ongoing discussions with WSCC Highways

The ideas for the eastern route are not yet finalized and we should wait for these to be provided as part of the next round of public consultations.

This led to a broader discussion about demand.

- Nathan commented that demand for the route stems from a long held aspiration, expressed in the Burgess Hill and Haywards Heath Neighbourhood Plans for a traffic free route

between the two towns (See note below). 133 schemes were assessed through a Multi Criteria Assessment Framework for inclusion in the Place and Connectivity programme of which such a link was a top five scheme. In addition it was outlined that there are a host of qualitative reasons for achieving such a link. In terms of quantitative data, it is known that the 2011 census data records 33 cycle commuters between Burgess Hill and Haywards Heath for work purposes in comparison to over 2,000 private vehicle movements. (See note below).

- It was noted that the 2011 census data is fairly dated and recorded under current difficult conditions.
- This is entirely consistent with our analysis of the 2011 census data (LSOA), which was 8 users for the eastern route and a further 9 for a western route. However, we would expect, based on the same proportion of cycle commuters with distance, and a 7.5% HH-bound commuter model for the completed Northern Arc (greater than the BH-HH average) a further 16 users would be added to this total, making 25 users for the western network. The annual Department for Transport statistics show that Mid Sussex average commuter cycling (all distances, 3 days/week) for 2017/8 was 2.3%, considerably below the average used. – However, see additional notes on demand: MSDC used the higher level MSOA data for a broader geographical area, using the method of travel (only available at MSOA level)

This answers Sarah's question and confirms there is no other user demand and analysis data.

- Sally made the reasonable point that the aim was to create a permanent shift away from car use; we entirely support this, and always have.
 - One target user group identified is school and college students, some of which are expected to go from southern Haywards Heath to the proposed Northern Arc Secondary School. (see notes below).
 - The objective is to provide both for commuter and recreational use (this has always been our understanding as well). Regarding commuter use, the level of traffic on both Valebridge Road/Rocky Lane and Isaac's Lane probably discourages both current and potential new adopters. Again – we agree with this
 - Robin pointed out, given the lack of take-up of both walking and in particular cycling in recent years, and the clear and unarguable drop-off of that proportion with increased distance, that there is no argument for any route (east or west) that cannot, in greater measure, be made of a central route, which, as the shortest, flattest and most convenient route, would accrue the greatest utilisation.
2. We have identified drainage as the critical issue on multiple occasions. When Mr Young visited, Sheila Blair, one of the residents, who has lived here all her life (we daren't ask how

long that is!), as did her parents before her, made the point that drainage was the #1 issue and all previous efforts to improve the bridle path end (mainly around and between the two bridges) eventually failed because of this. So, specifically, what are the plans to address drainage?

- Nathan agreed this is a major challenge with no clear and obvious solution at present (though he was at pains to point out that the work on this was not complete).
- Robin stated that winter rains raise water levels in the stream to the point where in several places (including but not limited to the area identified above, where the high-level plastic boardwalk was intended to address this) where it is two feet deep and (at those times) with significant flow; photographs of this were previously sent to the attendees (see Appendix 2 below). This has been the reason why every previous attempt (and there have been many) by ESCC PRoW groups to address the issue had been short-lived.
- ESCC have added hardcore to raise the path at the eastern end, the results of which will be studied.
- Robin pointed out that lack of flow (outside of winter storms) did not help – there is only a very shallow gradient between the eastern bridge on the bridle path and the pond leading into the Valebridge reservoir to the west of the viaduct.

We will be very interested to study the plans to address this in due course.

3. We have pointed out that most of a “central” route sits already within MSDC’s ownership since 2013. We understand this was not purchased with a route in mind at that stage, but that is irrelevant – the land is owned by MSDC, is not used at present and, as we have pointed out, would make a shorter, flatter, and unarguably, most direct, 100% traffic-free route. It could also (ref our previous comments about creating a twin underbridge where the Valebridge Viaduct is) make a truly exciting route which would also open up Bedelands Nature Reserve to residents from southern Haywards Heath. So, what, if anything, is happening on that (note that CJ Founds pre-dismisses this altogether, citing the Sustrans report, itself inaccurate, but not taking MSDC’s land ownership into account, either). So, simply – why is MSDC trying so hard to look anywhere but here?

For discussion on the final point, see above. For the rest:

- The 14 routes and route segments currently being studied does include what could be defined as a “central route”
- The challenge to any central route has always been the need to pass through part of the Heaselands Estate (HE). Nathan pointed out that MSDC had approached HE several times over the years but had always been resolutely rebuffed

- However, HE has now engaged with their consultants on multiple routes and have expressed a willingness to discuss options and meetings have taken place concerning multiple route segments; this is certainly a very positive step
- We pointed out that (whatever the original purchase purpose), the strips of land owned by MSDC since 2013 which run alongside the western side of the railway track would certainly eliminate most need for new land, and they are not currently used for anything.
- One significant challenge is crossing the river and avoiding what is certainly an issue at the Rocky Lane railway underpass bridge. Nathan has forwarded our proposal for a dual bridge attached between the gaps on the current viaduct (which we pointed out would make a really exciting feature and provide the possibility of interest points on railway history) to Network Rail's Asset Protection Team and this would be considered in the report on route options.
- CJFounds' remit is to look at all the responses and input from the public engagement and evaluate all the alternative route options.

Other topics:

Funding flow

Robin asked about the progress; the current stated timeline is to carry out the necessary surveying and analysis and then have the next round of public engagement in Spring 2021. Given the need to commit at least some of the funds during the 20/21 financial year, we recognized this was a constraint and Robin asked whether there were sufficient project elements that could be delivered that would use the affected tranche of funding without loss; Nathan confirmed this was indeed the case.

“Cycleway”

Sally noted that Policy DP7 of the District Plan was the parent Policy to Sites DPD Policy 37 and this refers to the creation of a multi-functional route between the two towns. The wording of Policy 37 also refers correctly to multi-functional routes. However Sally acknowledged that the associated illustrative map refers incorrectly to the eastern route being described as a “Cycleway” and that a minor change to reflect this would be proposed at submission to the Planning Inspectorate.

Additional questions and clarifications

The meeting generated a few further questions and requests for clarifications, which are included below:

Source of demand numbers

Mr Spilsted identified 33 cyclists compared with “over 2,000 private vehicle journeys”. RW asked about the source of the private car journeys and cycle journeys. Both statistics (car/van and bicycle) were confirmed by MSDC as:

Note the data source is Census 2011 - WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

A check with the 2011 Census confirms these numbers include travel between Burgess Hill (all MSOA, either as residence or work location), and all of Haywards Heath, Cuckfield, Ansty, Lindfield and Walstead MSOA (either a residence or place of work). “Private vehicles” includes both cars and vans (i.e. tradesmen’s vehicles).

An extract is supplied as Appendix 1. The raw totals are:

Total Car/Van	2,163	
Total cycling	33	1.5%

From HH+* to BH

Driving Car/Van	1,470	
Cycling	22	1.5%

From BH to HH+*

Driving Car/Van	693	
Cycling	11	1.6%

*All MSOA within Haywards Heath as far north as Borde Hill plus Ansty, Cuckfield, Lindfield and Walstead

Note the percentage of (cycling/(cycling + car + van) is between 1.5 and 1.6%, i.e. very consistent with the proportion willing to cycle the distances involved between the more distant of these MSOAs

Methodology Comparison

The methodology used to give the result of 8 for the eastern route was derived from LSOA (Lower level Super Output Areas), from the same 2011 Census data as only the potential for an Eastern route was analysed in detail. The range of LSOAs was more constrained (i.e. only considering those journeys which might conceivably be convinced to use one of the proposed routes).

The same methodology provided an expected further 25 cyclists who would use a western/central route but including a contribution of an estimated 16 to come from a fully occupied Northern Arc. (3,500 units * 1.75 workers/unit * 7.5% who would travel to HH * 3.4% who cycle (given the shorter distance).

The annual Department of Transport's Walking and Cycling Statistics prove the averages for Mid Sussex haven't moved (in fact they have reduced; the latest tables show "cycling for travel" reduced from 2.3% (3 times a week) in 2017/8 to just 0.8% for the same metric, for Mid Sussex, in 2018/9.

Source of "Long held Aspiration" expressed in Neighbourhood Plans

Nathan Spilsted stated the concept of a multifunctional route:

"stems from a long held aspiration, expressed in the Burgess Hill and Haywards Heath Neighbourhood Plans for a traffic free route between the two towns"

A statement frequently made by MSDC.

Extracts from both town's current Neighbourhood Plans are included:

From the Burgess Hill Neighbourhood Plan, dated January, 2016.

In a 90-page document, there are only two references to this link. The section on Footpath and Cycle Links there is one sentence in the Supporting Text;

“A cycle link to Haywards Heath is also supported.”

The actual Policy G6 states:

Quote

POLICY G6 FOOTPATHS, RIGHTS OF WAY AND CYCLE LINKS

All existing footpaths, public rights of way and cycleways within Burgess Hill will be retained and maintained by the appropriate authorities and owners. New development will be expected to provide links to the existing network where appropriate. New crossings will be proposed in locations of new residential development such as the town centre, Leylands Park, Keymer Tile Works and Victoria Road.

St Wilfrids Bridge will be replaced and will continue to be an important access point for transport and a key link between the east and the town centre. The specification to improve the Bridge will reflect a range of transport modes.

Unquote

i.e. – it is not mentioned at all.

The cycle link makes it into the IDP section at the back as a “Cycle scheme – Burgess Hill to Haywards Heath” – which recognizes it is not part of the Neighbourhood Plan but proposes a £100,000 budget from WSCC or developer funds.

From the Haywards Heath Neighbourhood Plan dated December 2016:

Beyond a general desire for greener transport, there are only two specific references in supporting text:

3.6 There are opportunities to protect the rural setting of the town, to improve the provision of cycle routes within the town and to neighbouring villages and Burgess Hill. MSDC has already produced a cycling strategy which will need to be implemented during the life of this Plan.

Within the section on Transport, there is

8.9 The strategy must include proposals for improving walking and cycling to access the green spaces within the town, the countryside beyond and to the nearby villages including Cuckfield, Lindfield,

Ardingly, Scaynes Hill, Ansty and the town of Burgess Hill. This will be funded over time by developer contributions arising from the requirement for infrastructure contributions in accordance with MSDC planning policy and its implementation will support making the town more sustainable.

Plus the general points:

8.5 Good pedestrian and cycle connections are:

- short and direct,
- designed as pleasant places to be,
- accessible/useable to all in the community.

Once again, in neither document does this “ambition” actually make it into the relevant policy. Note that both the references for Haywards Heath refer to it being driven by MSDC policy.

MSDC response to these comments:

Both Neighbourhood Plans express support for a link and this aspiration is reflected in Policy DP 7 of the District Plan.

Secondary School Student use

Sally’s point about secondary students from south Haywards Heath using the future Northern Arc Secondary school is supported by reference to the current (January, 2019) West Sussex County Council “Planning School Places” document (p.90), which explicitly states that although current demand of 509 students in HH is 89% of PAN (570), any growth would be accommodated by the Northern Arc provision.

CJ Founds Report Comments

Judy Holmes stated MSDC disagreed with our statement in Question 3

Quote:

(CJ Founds Report) mentioned new proposed routes but discounted, without question or comment, any central route, quoting the Sustrans feasibility report but failing to record the factual errors this contained.

Unquote:

Judy stated (perfectly accurately):

Quote:

It notes that alternative routes were submitted during public engagement and makes the factual point that the routes submitted during public engagement were discounted either in full or part by the Feasibility Study.

Unquote

Robin replied:

Quote:

On the basis that CJFounds' report was dated September, 2020, and as you are aware, I identified the potential for a central route at council meeting in July, 2020, such that it could be included in deliberations of the working group meeting held on the 13th August, my point was that CJ Founds relied on the Feasibility Report to state that the "Alternative Central Routes" were discounted, either fully or in part.

Notes prepared by Robin Walker and input provided by Judy Holmes

12th December, 2020

Appendix 1: Data extract from 2011 Census, table WU03EW.

Table 1: Live in Burgess Hill and travel to Haywards Heath, Cuckfield, Ansty, Lindfield or Walstead

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)										Total car/van	2,163	
ONS Crown Copyright Reserved [from Nomis on 12 December 2020]										Total cycling	33	1.5%
population	All usual residents aged 16 and over in employment the week before the census									From HH+ to BH		
units	Persons									Driving Car/Van	1,470	
date	2011									Cycling	22	1.5%
place of work	E02006611 : Mid Sussex 008 (2011 super output area - middle layer)									From BH to HH+		
	Lindfield and Walstead									Driving Car/Van	693	
										Cycling	11	1.6%
usual residence												
Method of travel to work	E02006611 : Mid Sussex 008	E02006612 : Mid Sussex 009	E02006613 : Mid Sussex 010	E02006614 : Mid Sussex 011	E02006615 : Mid Sussex 012	E02006616 : Mid Sussex 013	E02006617 : Mid Sussex 014	E02006618 : Mid Sussex 015				
All categories: Method of travel to work	2001 specification	135	169	128	37	50	53	36				
Work mainly at or from home		0	0	0	0	0	0	0				
Underground, metro, light rail or tram		0	0	0	0	0	0	0				
Train		1	3	1	2	6	10	8				
Bus, minibus or coach		4	0	2	0	0	0	0				
Taxi		4	4	0	0	0	0	0				
Motorcycle, scooter or moped		0	0	1	0	0	0	0				
Driving a car or van		53	108	99	32	42	31	25			130	
Passenger in a car or van		6	23	7	2	0	4	2				
Bicycle		4	3	1	0	0	5	0			5	
On foot		57	28	9	1	2	3	1				
Other method of travel to work		1	0	0	0	0	0	0				
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.												
WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)												
ONS Crown Copyright Reserved [from Nomis on 12 December 2020]												
population	All usual residents aged 16 and over in employment the week before the census											
units	Persons											
date	2011											
place of work	E02006612 : Mid Sussex 009 (2011 super output area - middle layer)											
	Central Haywards Heath											
usual residence												
Method of travel to work	E02006611 : Mid Sussex 008	E02006612 : Mid Sussex 009	E02006613 : Mid Sussex 010	E02006614 : Mid Sussex 011	E02006615 : Mid Sussex 012	E02006616 : Mid Sussex 013	E02006617 : Mid Sussex 014	E02006618 : Mid Sussex 015				
All categories: Method of travel to work	536		644	637	297	329	302	198				
Work mainly at or from home	0		0	0	0	0	0	0				
Underground, metro, light rail or tram	0		0	0	0	1	0	0				
Train	9		6	10	20	54	59	22				
Bus, minibus or coach	14		11	10	5	14	6	3				
Taxi	3		4	6	0	1	1	0				
Motorcycle, scooter or moped	8		5	2	0	3	2	2				
Driving a car or van	292		253	308	243	228	207	158			836	
Passenger in a car or van	48		42	55	25	26	20	9				
Bicycle	17		22	20	1	0	4	0			5	
On foot	144		300	224	3	2	3	4				
Other method of travel to work	1		1	2	0	0	0	0				
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.												
WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)												
ONS Crown Copyright Reserved [from Nomis on 12 December 2020]												
population	All usual residents aged 16 and over in employment the week before the census											
units	Persons											
date	2011											
place of work	E02006613 : Mid Sussex 010 (2011 super output area - middle layer)											
	Eastern Haywards Heath											
usual residence												
Method of travel to work	E02006611 : Mid Sussex 008	E02006612 : Mid Sussex 009	E02006613 : Mid Sussex 010	E02006614 : Mid Sussex 011	E02006615 : Mid Sussex 012	E02006616 : Mid Sussex 013	E02006617 : Mid Sussex 014	E02006618 : Mid Sussex 015				
All categories: Method of travel to work	99	70		91	22	23	17	17				
Work mainly at or from home	0	0		0	0	0	0	0				
Underground, metro, light rail or tram	0	0		0	0	0	0	0				
Train	3	2		0	1	2	0	2				
Bus, minibus or coach	1	2		3	0	2	1	0				
Taxi	0	1		0	0	0	0	0				
Motorcycle, scooter or moped	0	0		0	0	0	0	1				
Driving a car or van	56	33		65	19	19	13	13			64	
Passenger in a car or van	2	3		5	1	0	1	0				
Bicycle	5	1		2	0	0	0	1			1	
On foot	31	28		18	1	0	2	0				
Other method of travel to work	1	0		0	0	0	0	0				
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.												
WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)												
ONS Crown Copyright Reserved [from Nomis on 12 December 2020]												
population	All usual residents aged 16 and over in employment the week before the census											
units	Persons											
date	2011											
place of work	E02006614 : Mid Sussex 011 (2011 super output area - middle layer)											
	Southern Haywards Heath, Ansty, Cuckfield and Whiteman's Green											
usual residence												
Method of travel to work	E02006611 : Mid Sussex 008	E02006612 : Mid Sussex 009	E02006613 : Mid Sussex 010	E02006614 : Mid Sussex 011	E02006615 : Mid Sussex 012	E02006616 : Mid Sussex 013	E02006617 : Mid Sussex 014	E02006618 : Mid Sussex 015				
All categories: Method of travel to work	228	334	292		138	165	161	105				
Work mainly at or from home	0	0	0		0	0	0	0				
Underground, metro, light rail or tram	0	0	0		0	0	0	0				
Train	3	8	3		1	4	8	1				
Bus, minibus or coach	9	14	6		9	16	16	7				
Taxi	1	5	5		0	0	2	0				
Motorcycle, scooter or moped	1	1	0		1	1	0	0				
Driving a car or van	146	154	108		112	128	113	87			440	
Passenger in a car or van	19	14	30		8	8	13	6				
Bicycle	6	6	7		1	4	3	3			11	
On foot	43	132	133		6	4	6	1				
Other method of travel to work	0	0	0		0	0	0	0				
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.												

Table 2: Live in Haywards Heath, Cuckfield, Ansty, Lindfield or Walstead and travel to Burgess Hill

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)								
ONS Crown Copyright Reserved [from Nomis on 12 December 2020]								
population	All usual residents aged 16 and over in employment the week before the census							
units	Persons							
date	2011							
place of work	E02006615 : Mid Sussex 012 (2011 super output area - middle layer) Western Burgess Hill and Victoria Industrial Estate							
	usual residence							
Method of travel to work	E02006611 : Mid Sussex 008	E02006612 : Mid Sussex 009	E02006613 : Mid Sussex 010	E02006614 : Mid Sussex 011	E02006615 : Mid Sussex 012	E02006616 : Mid Sussex 013	E02006617 : Mid Sussex 014	E02006618 : Mid Sussex 015
All categories: Method of travel to work	37	66	28	32	142	232	93	
Work mainly at or from home	0	0	0	0	0	0	0	
Underground, metro, light rail or tram	0	0	0	0	0	0	0	
Train	3	4	2	1	0	2	2	
Bus, minibus or coach	1	1	1	2	3	0	1	
Taxi	0	0	0	0	1	0	0	
Motorcycle, scooter or moped	0	1	1	0	5	4	1	
Driving a car or van	26	57	18	25	99	96	60	126
Passenger in a car or van	6	3	4	4	14	8	7	
Bicycle	1	0	0	0	8	18	6	1
On foot	0	0	1	0	12	104	16	
Other method of travel to work	0	0	1	0	0	0	0	
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.								
WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)								
ONS Crown Copyright Reserved [from Nomis on 12 December 2020]								
population	All usual residents aged 16 and over in employment the week before the census							
units	Persons							
date	2011							
place of work	E02006616 : Mid Sussex 013 (2011 super output area - middle layer) Eastern Burgess Hill and World's End							
	usual residence							
Method of travel to work	E02006611 : Mid Sussex 008	E02006612 : Mid Sussex 009	E02006613 : Mid Sussex 010	E02006614 : Mid Sussex 011	E02006615 : Mid Sussex 012	E02006616 : Mid Sussex 013	E02006617 : Mid Sussex 014	E02006618 : Mid Sussex 015
All categories: Method of travel to work	5	14	9	11	22	48	18	
Work mainly at or from home	0	0	0	0	0	0	0	
Underground, metro, light rail or tram	0	0	0	0	0	0	0	
Train	0	2	1	0	0	0	2	
Bus, minibus or coach	0	1	1	0	0	1	0	
Taxi	0	0	0	0	0	0	0	
Motorcycle, scooter or moped	1	0	0	0	0	0	0	
Driving a car or van	3	8	7	10	20	33	11	28
Passenger in a car or van	1	1	0	1	0	2	1	
Bicycle	0	2	0	0	2	3	2	2
On foot	0	0	0	0	0	7	2	
Other method of travel to work	0	0	0	0	0	0	0	
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.								
WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)								
ONS Crown Copyright Reserved [from Nomis on 12 December 2020]								
population	All usual residents aged 16 and over in employment the week before the census							
units	Persons							
date	2011							
place of work	E02006617 : Mid Sussex 014 (2011 super output area - middle layer) Central Burgess Hill							
	usual residence							
Method of travel to work	E02006611 : Mid Sussex 008	E02006612 : Mid Sussex 009	E02006613 : Mid Sussex 010	E02006614 : Mid Sussex 011	E02006615 : Mid Sussex 012	E02006616 : Mid Sussex 013	E02006617 : Mid Sussex 014	E02006618 : Mid Sussex 015
All categories: Method of travel to work	89	125	102	137	486	508	311	
Work mainly at or from home	0	0	0	0	0	0	0	
Underground, metro, light rail or tram	0	1	0	0	0	0	0	
Train	16	14	11	12	4	9	5	
Bus, minibus or coach	1	4	4	6	3	22	4	
Taxi	0	0	2	4	0	2	1	
Motorcycle, scooter or moped	0	0	1	1	1	9	2	
Driving a car or van	66	94	69	99	251	242	165	328
Passenger in a car or van	4	5	9	8	32	36	28	
Bicycle	0	2	2	2	16	21	12	6
On foot	2	4	3	5	179	165	101	
Other method of travel to work	0	0	1	0	0	2	1	
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.								
WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)								
ONS Crown Copyright Reserved [from Nomis on 12 December 2020]								
population	All usual residents aged 16 and over in employment the week before the census							
units	Persons							
date	2011							
place of work	E02006618 : Mid Sussex 015 (2011 super output area - middle layer) Southern Burgess Hill							
	usual residence							
Method of travel to work	E02006611 : Mid Sussex 008	E02006612 : Mid Sussex 009	E02006613 : Mid Sussex 010	E02006614 : Mid Sussex 011	E02006615 : Mid Sussex 012	E02006616 : Mid Sussex 013	E02006617 : Mid Sussex 014	E02006618 : Mid Sussex 015
All categories: Method of travel to work	63	79	62	60	203	241	290	
Work mainly at or from home	0	0	0	0	0	0	0	
Underground, metro, light rail or tram	0	0	0	0	0	0	0	
Train	3	11	7	0	2	1	2	
Bus, minibus or coach	1	4	3	0	2	5	6	
Taxi	0	0	0	1	0	1	1	
Motorcycle, scooter or moped	1	1	0	1	0	3	1	
Driving a car or van	55	59	46	51	126	144	130	211
Passenger in a car or van	1	2	4	6	18	24	24	
Bicycle	0	1	1	0	5	19	18	2
On foot	2	1	1	1	49	44	108	
Other method of travel to work	0	0	0	0	1	0	0	
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.								

Appendix 2: Photos and Images referred to in the text:

Image of bridle path part of Theobalds Bridleway after typical winter rain, provided to MSDC in advance of the meeting.



Robin's rather quick and dirty mock-up of how a twin bridge could be created within the intra- arch gaps that already exist on Valebridge Viaduct.

