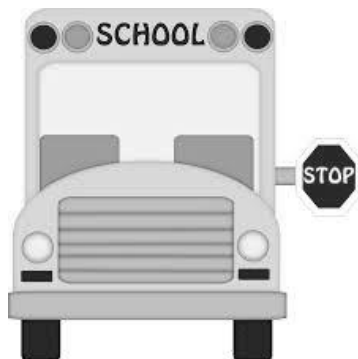


Hartlepool Sustainable Modes of Travel Strategy

April 2019



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Draft - April 2019

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1 Background to the strategy

1.1 The value of sustainable travel has long been recognised and now receives broad political support in the Country. Sustainable travel provides solutions to a number of key problems be it reducing traffic congestion and pollution to actively promoting health and wellbeing.

1.2 As a Local Authority Hartlepool Borough Council has a duty under section 508A of the Education and Inspections Act 2006 to produce on an annual basis a Sustainable Modes of Travel Strategy. This strategy is part of a wider package of duties in relation to home to school travel and transport. The intention of the Sustainable Modes of Travel Strategy is to promote the use of sustainable travel and transport to children and young people of compulsory school age who travel to receive education or training in the Borough of Hartlepool. The key journeys to be considered are those to and from institutions where education or training is delivered.

2 Policy context

National context

Education and Inspections Act 2006

2.1 Section 508A of the Education and Inspections Act 2006 places a general duty on local authorities to promote the use of sustainable travel and transport. There are five main elements to the duty which local authorities must undertake:

1. An assessment of the travel and transport needs of children, and young people within the authority's area;
2. An audit of the sustainable travel and transport infrastructure within the authority's area that may be used when travelling to and from, or between schools/institutions;
3. A strategy to develop the sustainable travel and transport infrastructure within the authority so that the travel and transport needs of children and young people are best catered for;
4. The promotion of sustainable travel and transport modes on the journey to, from, and between schools and other institutions; and
5. The publication of Sustainable Modes of Travel Strategy.

2.2 The Act defines sustainable modes of travel as those that the local authority considers may improve the physical well-being of those who use them, the environmental well-being of all or part of the local authority's area, or a combination of the two

Department of Transport 'Cycling and Walking Investment Strategy' 2017

2.3 The 2015 Infrastructure Act has placed a duty of the Secretary of State to produce a Cycling and Walking Investment Strategy (CWIS) on a regular basis to indicate objectives and resources for cycling and walking. The first of these, produced in 2017, was the result of extensive consultation.

2.4 The ambition for CWIS is;

'To make cycling and walking the natural choice for shorter journeys or as part of a longer journey'.

2.5 Key objectives include doubling cycling, reversing the decline in walking activity, reducing the rate of cyclists killed or seriously injured and increase the percentage of children aged 5 to 10 that usually walk to school.

2.6 The Strategy will guide future Government investment through funding programmes including the Bikeability Fund, Cycle Ambition Cities, Highways England funding streams and the Access Fund.

2.7 Linked to the Strategy the Government has been working with local bodies on developing Local Cycling and Walking Infrastructure Plans (LCWIP's). It is intended that these plans will reflect a strategic approach to increasing cycling and walking.

Door to Door Strategy 2013

2.8 Produced by the Department of Transport this strategy recommends that accurate, accessible and reliable information is made available for sustainable transport options. It also recommends affordable tickets, regular connections and safe, comfortable transport facilities.

Creating Growth, Cutting Carbon 2011

2.9 This Department for Transport White Paper aims to encourage sustainable local travel and economic growth by making public transport, cycling and walking more attractive and effective, promoting lower carbon transport and tackling local road congestion. School travel is a key aspect in achieving this.

The National Infrastructure Plan 2010

2.10 The National Infrastructure Plan aims to support sustainable economic growth and tackle climate change. The promotion and development of sustainable travel to schools and educational establishments is a major priority in achieving this aim.

Regional context

Tees Valley Cycling Strategy

2.11 The Tees Valley Cycling Strategy highlights the need for both 'hard' and 'soft' measures to improve accessibility to cycling, allowing individual members of the public to make informed travel and lifestyle choices. The Strategy also highlights the importance of cycling in meeting national, regional and local objectives for the environment, social improvement, health care and the economy, as well as providing the Sub-Regional context within which this Strategy has been developed.

Tees Valley Combined Authority (TVCA)

2.12 The Tees Valley Combined Authority was created in April 2016 with the aim to drive economic growth and job creation in the Tees Valley region. TVCA is a partnership of five authorities; Darlington, Hartlepool, Middlesbrough, Redcar & Cleveland and Stockton-on-Tees, working closely with the Local Enterprise Partnership, wider business community and other partners to make local decisions to support the growth of the Tees Valley economy. Under the devolution deal with Government, TVCA are taking on responsibilities previously held by Westminster and Whitehall; for transport, infrastructure, skills, business investment, housing and culture and tourism. On the 4th May 2017, the first Tees Valley Mayor was elected. The Mayor chairs the Combined Authority.

2.13 TVCA have played a role in co-ordinating sustainable transport work throughout the Tees Valley including co-ordinating bids for funding from such as the Access Fund (AF) and Local Growth Fund (LGF).

Tees Valley Local Cycling and Walking Infrastructure Plan (LCWIP)

2.14 As part of the National Cycling and Walking Investment Strategy the Department for Transport (DfT) initiated a programme of LCWIP's with the overall intention of providing a long term approach to developing walking and cycling networks. In 2018 a number of areas were selected to pilot the development of these new documents, Tees Valley being one. As a result TVCA and the 5 Tees Valley Local Authorities have been working with a DfT advisory group to produce the first LCWIP for the Tees Valley. The resulting LCWIP will highlight 'cycling corridors' and 'walking zones' and will help serve to guide future investment. The draft Tees Valley LCWIP is earmarked to be completed in summer 2019 with the national LCWIP pilot programme being reviewed towards the end of 2019.

Local context

The Hartlepool Vision – 2015

2.15 Launched by Hartlepool Borough Council in 2015 the Hartlepool Vision represents the first step in creating a radical new blueprint to revitalise the centre of Hartlepool, spark the town's wider regeneration and lay the foundation for its future prosperity.

2.16 Its aim is to create major new business, leisure and retail facilities, increase the town's profile as a visitor destination and produce a host of new job opportunities.

2.17 The Vision process is intended to initiate a discussion between Hartlepool residents, businesses and landowners, to ensure that the right decisions for the future are made. The Vision has led to the creation of a detailed Masterplan which explores in depth the full potential of the area and proposes realistic solutions for what can be achieved.

2.18 The Vision identifies 8 key locations. These are;

1. Church Street
2. Hartlepool Waterfront
3. Port Estate
4. Queens Meadow
5. The Headland
6. Town Centre
7. Seaton Carew
8. Wynyard

Hartlepool Cycling Development Plan 2016

2.19 Hartlepool Borough Council produced its first Cycling Development Plan in October 2016. Its aim is to "*Get more people in Hartlepool cycling, more often and more safely*". The Plan firstly sets a context and background and then provides a summary of current facilities. A strategic vision for the future is set followed by a summary of possible schemes that can benefit cycling in Hartlepool in some way. Particular mention is made of key funding schemes, notably the Local Growth Fund which is currently help support turning scheme ideas into reality. Although the Hartlepool Cycling Development Plan concentrates of cycling infrastructure other aspects of cycling development are considered, for example cycle training, cycle parking and the development of cycle hubs.

2.20 The Cycling Development Plan is very much a continual development document and new ideas and updates are welcome at any time. It is available for public view on the Council's website (www.hartlepool.gov.uk/cycleplan).

3 Hartlepool Sustainable Modes of Travel Strategy vision and aims

3.1 Our vision for sustainable travel to schools in Hartlepool is to increase the number of children and young people walking, cycling or using public transport. We want to see a reduction in car journeys and everyone to enjoy the resulting benefits of better health, reduced congestion and an improved environment. We want all journeys to be safe in particular reducing fatal and serious casualties.

Aims

3.2 The Hartlepool *Sustainable Modes of Travel Strategy* has been developed in accordance with the Educations and Inspections Act 2006 and using current Government guidance. It updates previous work and aims to link to wider strategies and visions that consider travel and transport. The key Project Areas of relevance are;

- Project Area (A): Assessing travel and transport needs of children and young people
- Project Area (B): Auditing the infrastructure to support sustainable school travel
- Project Area (C): Identifying an action plan to develop infrastructure to support the travel needs of pupils

- Project Area (D): Implementing the action plan in order to increase sustainable travel options to and from schools and educational establishments

4 Key Project Areas with summary of objectives, progress and future actions

4.1 The four key Project Areas indicated above have been broken down into individual objectives with a summary of progress and actions for 2019/20 for each objective.

4.2 In summarising progress and defining future actions it must be stressed that Hartlepool Borough Council has had to undergo a significant amount of restructuring and budget cuts since 2010. This situation is unlikely to change in the near future. The effect of these cuts has been to seriously limit the capacity of the Council to address some of the objectives detailed below. In addition, the Council has had to bring in external funding to support a lot of its work through such as Government grant schemes. Whilst this funding is vital, it is also time limited and cannot be guaranteed in the future. Therefore for the purposes of this plan, objectives being addressed through externally funded programmes are highlighted thus

Project Area (A): Assessing travel and transport needs of children and young people

4.3 Summary of objectives

- Objective A1 To support schools in the production of School Travel Plans for every school and educational establishment in Hartlepool.
- Objective A2 To undertake surveys and research to help assess travel and transport needs
- Objective A3 To maintain and extend partnerships with relevant local and regional stakeholders in order to promote sustainable travel
- Objective A4 To integrate sustainable travel within the planning process.

4.4 Progress and actions for 2019/20

| Objective | Progress | Actions for 2019/20 |
|---|--|---|
| A1 To encourage and support the production of School Travel Plans for every school and educational establishment in Hartlepool. | A1.1 Between 2004 and 2010 Hartlepool Borough Council's Road Safety Team worked with every school in Hartlepool to develop a School Travel Plan to identify barriers to the use of sustainable modes of transport and put in place packages of measures to address them. Unfortunately the Council does not have the resource to continue this work, however the Council's Hartlepool Active Travel Hub project can provide advice and support for schools who wish to produce or update their travel plans. | AA1.1 The Hartlepool Active Travel hub will continue to provide advice and support to schools who wish to update or produce a School Travel plan. |

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| <p>A2 To undertake surveys and research to help assess travel and transport needs</p> | <p>A2.1 Since May 2015 the Council's Hartlepool Active Travel Hub has been able to oversee survey work to help identify travel habits and transport needs. This includes workplaces surveys and school surveys.</p> | <p>AA2.1 The Hartlepool Active Travel hub will continue to oversee survey work assess travel habits with the intention of developing sustainable travel. This will include a programme of school 'hands up' survey, begun in 2018 by the 'Let's Go PTP' team and also surveys linked to Bikeability and Child Pedestrian training.</p> |
| <p>A3 To maintain and extend partnerships with relevant local and regional stakeholders in order to promote sustainable travel</p> | <p>A3.1 Previously the Council had an Integrated Transport Unit (ITU) to help co-ordinate all its transport services. The ITU includes Fleet Services, Passenger Transport Services and the Road Safety teams. Whilst the ITU no longer exists Council transport services are all part of the same Directorate and continue to work closely</p> | <p>AA3.1 The internal co-ordination work will continue.</p> |
| | <p>A3.2 Sustainable Travel is represented on key transport forums including the Hartlepool Traffic Liaison Group, Tees Valley Combined Authority Transport Planning Officers Group and Transport Action Group.</p> | <p>AA3.2 Continue to provide a representation for sustainable travel on the Traffic Liaison Group, Tees Valley Combined Authority Transport Planning Officers Group and Transport Action Group..</p> |
| | <p>A3.3 Sustainable travel is represented on relevant forums dealing with health and sport development including the Health Advocates Forum.</p> | <p>AA3.3 Continue to provide a representation for sustainable travel on sport forums and the Health Advocate Forum.</p> |
| <p>A4 To integrate sustainable travel within the planning process</p> | <p>A4.1 Sustainable Travel has a representation within the planning process in Hartlepool, essentially through the Hartlepool Active Travel Hub. This includes commenting on individual planning applications and inputting into strategic planning developments, for example the Hartlepool Vision. At the present time there are significant housing developments being considered in the Wynyard and Western Fringe areas of the Borough.</p> | <p>AA4.1 Continue to input comments and observations relating to sustainable travel into the planning process including on strategic schemes affecting the Borough.</p> |

Project Area (B): Audit of infrastructure to support sustainable school travel

4.5 Summary of objectives

- Objective B1 To provide an audit of local bus and public transport routes, footpaths and cycleways.
- Objective B2 To provide an audit of roads and associated road infrastructure that contribute to safer travel.
- Objective B3 To provide or signpost activities that support sustainable travel, for example cycle training, car sharing and cycle parking.
- Objective B4 To promote personal safety when travelling to schools and educational establishments including safe streets and measures to tackle poor behaviour on school buses including bullying.
- Objective B5 To provide transport arrangements for children with special educational needs.

4.6 Progress and actions for 2019/20

| Objective | Progress | Actions for 2019/20 |
|--|--|--|
| B1 To provide an audit of local bus and public transport routes, footpaths and cycleways. | B1.1. The work of the Hartlepool Active Travel Hub has included collating and updating all public transport information for the Borough. This work includes providing feedback and observations relating to wider public transport issues in conjunction with TVCA | BA1.1. Continue to maintain the Public transport information resource including producing a bus route map for all Hartlepool bus services. |
| | B1.2. The Council's Countryside Access Team oversees the management, maintenance and development of Public Rights of Way and Permissive Access throughout the Borough. This has included producing a very successful Hartlepool Access and Cycling Map which was fully revised in 2018 | BA1.2. Continue to manage, maintain and develop the Public Rights of Way and Permissive Access network for Hartlepool and the surrounding Borough. |
| B2. To provide an audit of roads and associated road infrastructure that contribute to safer travel. | B2.1 The Council's Transport and Infrastructure team oversee the management of the Borough's highways network. This includes developments to contribute to safer travel. Most measures originate from representations from Councillors or members of the public and include Traffic Regulation Orders (TRO's), traffic calming measures and the implementation of 20mph zones. | BA2.1 Continue to implement traffic safety measures including relevant Traffic Regulation Orders, traffic calming measures and 20mph zones. |
| B3. To provide or signpost activities that support sustainable travel, for example walking, cycle training, car sharing and cycle parking. | B3.1 The Road Safety team offer a Bikeability cycle training package for schools. In 2018/19 287 children have received training. | BA3.1 Continue the programme of Bikeability training for schools in 2019/20. Secure funding for further Bikeability training after April 2020. |

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| | B3.2 The Cycle Clinic team based at Summerhill run cycle training for young people in mountain bike skills and in balance bikes for the very young. | BA3.2 Continue the programme of mountain bike and balance bike training for children and young people. |
| | B3.3 The Council has been able to support the installation of cycle lock-up shelters at local schools through capital monies. A new cycle shelter was installed at High Tunstall school in 2015 and then extended a year later | B3.3 Support further work to improve cycle parking at local schools subject to funding. |
| | B3.4. For many years the Council has supported the development of 'walking buses' at local schools. These encourage young children to walk to school in a managed way. | BA3.4. Continue to support walking bus projects, both ones already established and provide assistance with setting up new ones. |
| | B3.5 The Hartlepool Active Travel Hub has been able to promote car share as part of the package of options offered to get people to travel more sustainably. This has included working with the local Hartlepool Co-wheels project | BA3.5 Continue to support and promote car share through the Hartlepool Active Travel Hub |
| | B3.6 The Hartlepool Active Travel Hub was in part established to provide a 'one stop shop' for advice relating to sustainable and Active Travel. This can include travel to school advice personalised to the individual's requirements. | BA3.6 Complete Year 3 of the Hartlepool Active Travel hub as a 'one stop shop' for sustainable travel advice and secure funding for future years. |
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| B4. To promote personal safety when travelling to schools and educational establishments including safe streets and measures to tackle poor behaviour on school buses including bullying. | B4.1 The Council's Passenger Transport Service provide home to school transport including an in-house service and provision from external providers. The team have robust operational procedures that can identify and attend to issues of poor behaviour and bullying on its transport services | BA4.1 Continue the current system overseen by the Council's Passenger Transport Service |
| | B4.2 The Transport and Infrastructure team work closely with the Council's Community Safety and Engagement team on issues of safety. This includes illegal parking enforcement and issues of School Crossing Patrol 'drive throughs' where cars fail to stop. | BA4.2 Continue the current arrangement. |

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| | <p>B4.3. The Council operates a School Crossing Patrol (SCP) service which at the present time has 30 SCP sites. This provides safe crossing points for school journeys. The management and operation of the SCP service enables the Road Safety team to have a good understanding and awareness of transport issues at individual schools. This can be shared with other sections of the Council such as parking enforcement and through the Traffic Liaison Group.</p> | <p>BA4.3 Continue to operate a School Crossing Patrol service including carrying out a full service review in 2019.</p> |
| | <p>B4.4. In the past the Road Safety Section managed a Safer Routes to Schools initiative leading to projects that addressed specific concerns, for example installing new light controlled road crossings.</p> | <p>BA4.4. Subject to resource availability continue to develop projects that contribute to Safer Routes to Schools.</p> |
| | <p>B4.5. In the past the Road Safety team have undertaken an extensive programme of Road Safety Education to pupils in schools across Hartlepool. This included delivering events and initiatives such as safe parking charters, cycle permit schemes, walking buses and park and stride schemes Projects were designed to help improve safety, encourage physical activity and bring environmental benefits</p> | <p>BA4.5. Subject to resource availability continue to provide Road Safety advice</p> |
| | <p>B4.6. Thanks to funding from the Access Fund programme the Council was able to re-launch a programme of Child Pedestrian Training (CPT) in 2018. This is targeted to Year 3 but also provides advice to other year groups. The training is being carried out in partnership with Middlesbrough Environment City. In 2018/19 2,516 children received CPT training or advice</p> | <p>BA4.6 Complete Year 3 of the Access Fund supported CPT project for Hartlepool and secure funding for future years.</p> |
| | <p>B4.6 As part of CPT funding has also been secured to implement a Junior Road Safety Officer (JRSO) project. Work on this begun in early 2019</p> | <p>BA4.6 Complete phase 1 of the JRSO project. This will aim to involve 20 schools.</p> |
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| <p>B5. To provide transport arrangements for children with special educational needs</p> | <p>B5.1 The Council's Passenger Transport Service provide transport services for children with special educational needs</p> | <p>BA5.1 Continue the current arrangement</p> |

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| | including buses that can carry wheelchairs. The provision is worked out in conjunction with the Council's Special Educational Needs team | |
| | B5.2 The Council's Passenger Transport Service provide an Independent Travel Training (ITT) service to assist those in need of travel support | BA5.2 Continue the current ITT provision |

Project area (C): Strategies to develop infrastructure to support the travel needs of pupils

4.7 Summary of objectives

Objective C1 To write and update action plans that aim to improve the sustainable travel infrastructure in Hartlepool

Objective C2 To secure and manage funding for programmes that invest in the public transport, cycling and walking network

4.8 Progress and actions for 2019/20

| Objective | Progress | Actions for 2019/20 |
|--|--|---|
| C1. To write and update action plans that aim to improve the sustainable travel infrastructure in Hartlepool | C1.1 The Hartlepool Sustainable Modes of Travel Strategy was updated in early 2019, taking on previous work in this area. | CA1.1 Review and update the Sustainable Modes of Travel Strategy. |
| | C1.2 In Oct 2016 the Council formally launched its Cycling Development Plan. This provides an overview of all aspects of cycling; infrastructure, associated facilities and training. It includes proposals for future investment and is a continually developing document. It is available for public viewing on the Council's website www.hartlepool.gov.uk/cycleplan | CA1.2. Continue to update and implement the Hartlepool Cycling Development Plan including receiving new ideas and linking it to the developing LCWIP initiative (see below). |
| | C1.3 The Council's Parks & Countryside Section produced a Rights of Way Improvement Plan in 2007. This was updated in 2011 and incorporated into the Local Transport Plan. | CA1.3. The Transport & Infrastructure Section are looking to review the current Rights of Way Improvement Plan over the next 18 months. |
| | C1.4 Over 2018 Hartlepool Council have contributed work on the pilot Tees Valley Local Cycling and Walking Infrastructure Plan (LCWIP). This is highlighting key 'cycling corridors' and 'walking zones'. Areas where future investment would be beneficial. The LCWIP | CA1.4. Complete the pilot LCWIP for Tees Valley and look to bringing in funding to support works to make improvements. This work will be carried out in conjunction with TVCA and the Tees Valley authorities and will include exploring funding from the Tees Valley |

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| | is a new initiative linked to the Government's Walking and Cycling Investment Strategy. Tees Valley are one of the pilot areas | Transforming Cities Fund (TCF) |
| C2. To secure and manage funding for programmes that invest in the public transport, cycling and walking network | C2.1. The Highways, Traffic and Transport team have overseen Hartlepool's contribution to the Tees Valley Bus Network Improvement Project (TVBNI). This was a major capital funding scheme aiming to improve bus priority and infrastructure. Hartlepool has delivered 30 schemes through this project. Investment in Public Transport is continuing through the Council's LTP programme | CA2.1. Work with TVCA and the other Tees Valley authorities to secure funding for Public Transport improvements, notably through the TCF. Key areas will be demand responsive bus services, bus corridor improvements and rail station improvements. |
| | C2.2 The Road Safety team have worked with TVCA on a capital programme under the Government's Local Growth Fund (LGF) initiative. This includes monies to improve cycle and walking infrastructure. £8.3m has been awarded for the Tees Valley over 2016 to 2020. 3 major projects have been completed in Hartlepool | CA2.2. Complete the implementation of the LGF programme for Hartlepool. This includes plans to implement 4 major projects that will provide improved walking and cycling facilities around Hartlepool. |
| | C2.3 The Council has been able to invest monies to make sustainable travel infrastructure improvements through its Local Transport Plan (LTP) programme. This includes funding for Safe Routes to Schools, school crossings and sustainable travel | CA2.3. Continue to manage the Council's LTP funding pot to the benefit of projects that address sustainable travel to schools. This will included improved parking for cycles and scooters, road safety measures such as traffic calming and improved cycle and walking routes. |

Project area (D): Promoting Sustainable travel to and from school

4.9 Summary of objectives

Objective D1 To promote sustainable school travel, and in particular active travel, to all schools and educational establishments in Hartlepool.

4.10 Progress and actions for 2019/20

| Objective | Progress | Actions for 2019/20 |
|---|--|--|
| D1 To promote sustainable school travel, and in particular active travel, to all schools and educational establishments in Hartlepool | D1.1. Since 2015 the Council has operated the Hartlepool Active Travel Hub project. This includes a project officer and associated revenue budget to support development and | DA1.1 Implement Year 3 of the current Hartlepool Active Travel Hub project and secure funding for future years |

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| | <p>promotion of sustainable and active travel. The work includes promotions and campaigns to local schools, for example the Sustrans 'Big Pedal' initiative</p> | |
| | <p>D1.2. Living Streets, the national charity for everyday walking have worked closely with the Council for the past few years. In the past this has included a specific 'Walk to' Project Officer based in the Council who has carried out extensive school work, particularly under the 'Walk once a Week' (WoW) initiative. Whilst this project officer post no longer exists Living Streets still provide some WoW work in Hartlepool. In 2018/19 21 schools were involved in WoW</p> | <p>DA1.2. Support the WoW initiative including securing funding for further work in Hartlepool schools.</p> |
| | <p>D1.3. As part of the Access Fund programme that support the Hartlepool Active Travel hub, the Council is able to benefit from Tees Valley wide support to encourage sustainable travel. This includes publicity campaigns and competitions. The central part of this is the recently established 'Let's Go' team. Details can be found at www.letsготeesvalley.co.uk</p> | <p>DA1.3 Continue to work alongside the Let's Go team including support from the Personalised Travel Planning (PTP) travel adviser team.</p> |

Appendix 1: School 'hands up surveys' – 2017 - 2018

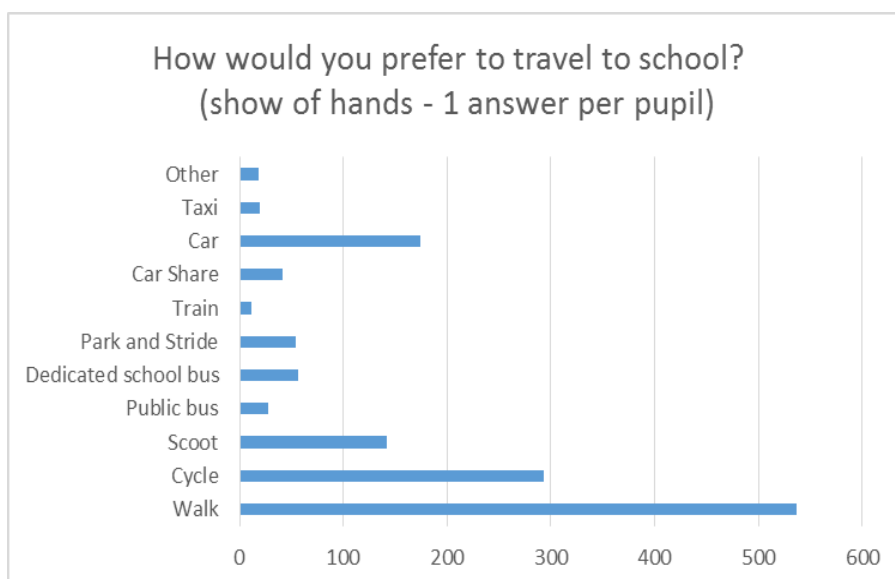
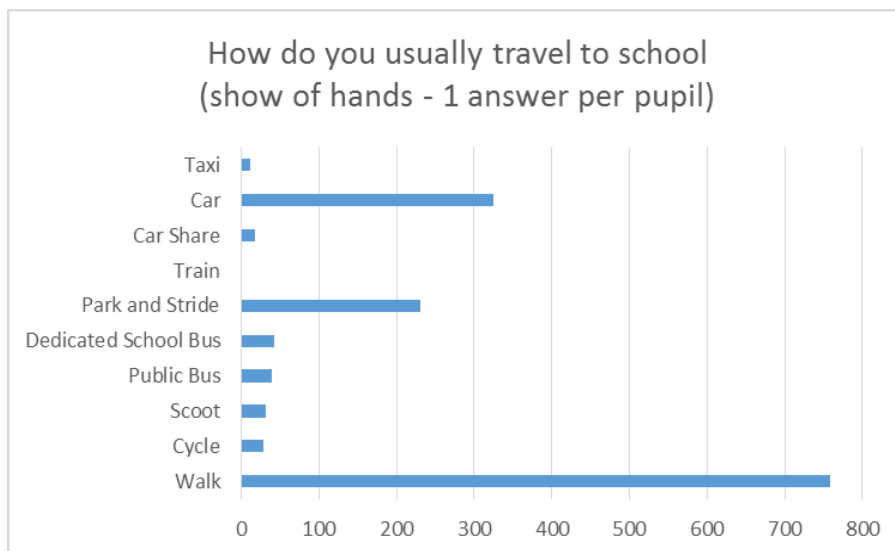
The 'hands up surveys' are a quick way of engaging schools in considering their travel habits. Classes are asked two questions; *how do they normally travel to school* and *how would they wish to travel to school*. The responses are by pupils putting their hands up with only 1 response allowed per pupil.

The Let's Go Personalised Travel Planning (PTP) team carried out two 'hands up surveys' as part of their programme in Hartlepool between December 2017 to January 2018 and between September to November 2018. The results are detailed below.

Dec 2017 – Jan 2018 survey

11 Schools involved;

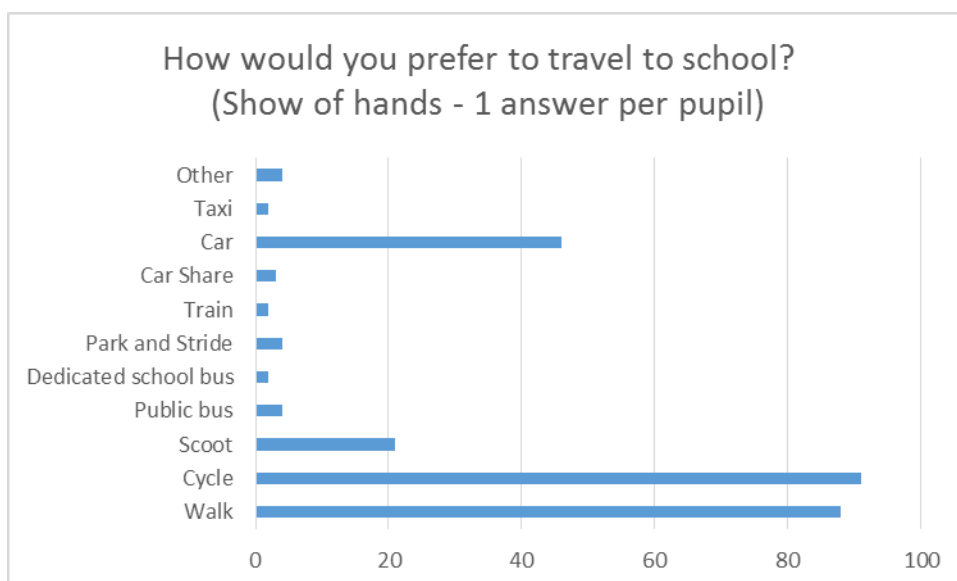
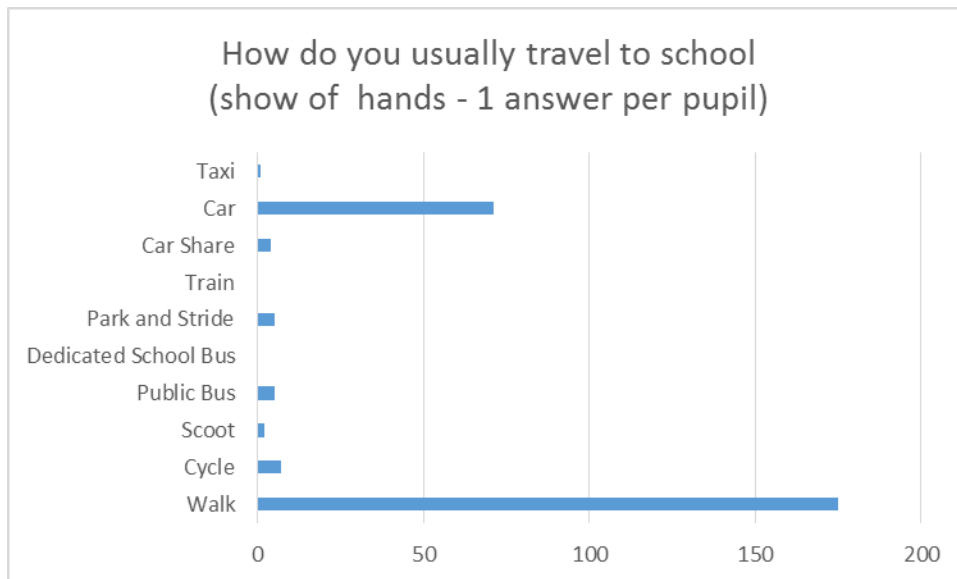
Barnard Grove Primary, Fens Primary, Holy Trinity Primary, Rift House Primary, St Aidan's Primary, Stranton Primary, Throston Primary, West Park Primary, West View Primary, Springwell School, St Hilds CE Comprehensive



September to November 2018 survey

5 schools involved;

Brougham Primary, Grange Primary, Lynnfield Primary, Rossmere Primary
Sacred Heart Primary



Conclusions

The surveys showed how many pupils already walk to school, at least twice the amount of the next most common mode, car travel. Park and stride was also significant in the first survey. Other modes hardly featured, cycling, scooting and using public or school buses each scored between 2 and 3 %.

In respect of how would people like to travel there was a very significant increase in numbers wanting to cycle or scoot. As a result both car travel and walking decreased from what was the actual situation. These results point to further work to establish why people who want to cycle or scoot currently do not do so and therefore identify possible interventions to help encourage more cycling and scooting.