

## Transport

### Introduction

Hertfordshire's transport situation continues to be dominated by the increasing dependence on the motor car, and the associated increase in air pollution. The rush hour queues are still lengthening and the threat of health problems are ever present. The main way we can all improve this situation is by using our cars less and looking to alternative ways of travelling.

### Indicator 1: Volume of Motor Traffic

Hertfordshire County Council has 150 permanent sites where the volume of traffic on the road is measured. These figures are then used to estimate the amount of traffic in the county.

#### 30.3 Million kilometres were driven by vehicles in Hertfordshire per day in 1996

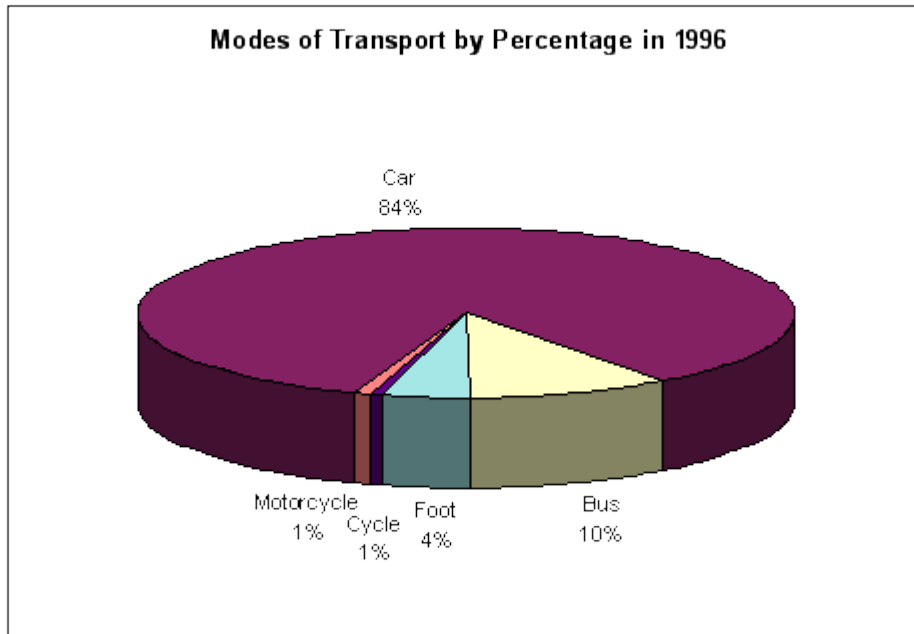
Area	million vehicle km per day	
	1996	1995
Broxbourne	1.6	1.6
Dacorum	4.1	*3.9
East Herts	5.2	5.3
Hertsmere	3.2	3.0
North Herts	3.3	3.2
St. Albans	5.4	5.3
Stevenage	1.0	1.0
Three Rivers	3.1	3.0
Watford	0.9	*0.8
Welwyn Hatfield	2.5	2.7
<b>Hertfordshire</b>	<b>30.3</b>	<b>29.7</b>

\* These figures have been adjusted from those shown in last year's report due to a revised calculation of road lengths. The total Hertfordshire figure is not affected.

### Indicator 2: Modal Split

"Modal Split" calculations tell us what kind of traffic uses Hertfordshire roads. The chart shows the modal split taken from the three-year cycle of urban area peak-period counts. Whilst it does not give a complete picture of transport patterns, it will give an annual indication of the trend. Therefore there is a revised 1996 figure for this year.

The chart below uses the larger sample base and this has changed the 1996 figures in the following way. The car is people's main mode of travel, and the percentage figure for 1996 has been recalculated from 83.9% to 84.2% of all journeys in Hertfordshire. Bus travel increased from 8.6% to 10%, but walking journeys fell from 5.8% to 4% of the total journeys. Cycling and motorcycling stayed almost static at 1% each. Rail journeys are not included in these figures as surveys were located at various roadside sites and therefore excluded any rail use by the public.



### **Business TravelWise**

Since last years report, the county's Business TravelWise scheme has expanded to involve 14 businesses. The scheme requires companies to look at ways of reducing peak-time traffic congestion:

- \* allowing home working by modems
- \* more flexible working patterns
- \* car sharing schemes
- \* encouraging staff to walk, cycle, or use public transport.

Hertfordshire County Council is piloting a Green Commuting Scheme to encourage more efficient use of the car and a switch to more sustainable transport modes. The results of this will be assessed next year. However, we can all help by looking at our own travelling requirements and decide whether we need to use the car as often as we do.

### **Other Initiatives:**

"Safer Routes to School" is a countrywide strategy to promote alternatives to the car for children to travel to school safely. "School Transport Plans" requires schools to look into their student's requirements and LEARN (Local Educational Access Route Network) is a local scheme to assess road safety, bus access and subsidies of public transport for school children. The purpose of all these ideas is to give parents an option of not using the car to give their children lifts to school and so reduce traffic and pollution.

For further information contact: Trevor Mason in Hertfordshire County Council Environment Department. (01992) 556193.