

TRANSPORT

Introduction

Transport in Hertfordshire is dominated by the car. Road traffic continues to rise, with all its associated increase in air pollution and disincentives to walk or cycle. However, the car will remain an important mode of transport, and therefore effort has to be put into both reducing motor vehicle traffic and making vehicles less polluting and safer.

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.

In 1997, 30.7 million kilometres were driven by vehicles in Hertfordshire per day.

DISTRICT	million vehicle kilometres per day	
	1997	1996
Broxbourne	1.7	1.6
Dacorum	3.8	4.1
East Herts	5.3	5.2
Hertsmere	3.3	3.2
North Herts	3.4	3.3
St Albans	5.5	5.4
Stevenage	1.0	1.0
Three Rivers	3.3	3.1
Watford	0.9	0.9
Welwyn Hatfield	2.6	2.5
Hertfordshire	30.7	30.3

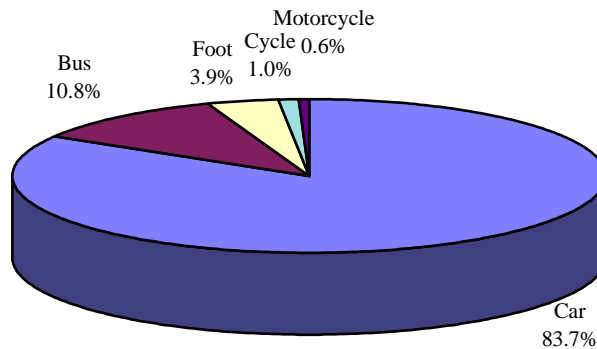
Through awareness campaigns like TravelWise and projects to improve public transport services Hertfordshire County Council is aiming to reduce the amount of journeys taken by car where walking, cycling or public transport could be used instead.

Indicator 2 : Modal Split

Modal split calculations tell us what kind of traffic uses Hertfordshire's roads. The pie chart show the 1997 modal split taken from the three-year cycle of urban area peak-period counts.

Modal Split

Modes of Transport by Percentage in 1997



This table includes 1996 data for comparison

Mode	1996	1997
Car	84.2%	83.7%
Bus	10.0%	10.8%
Foot	4.3%	3.9%
Cycle	0.8%	1.0%
Motorcycle	0.7%	0.6%

Whilst it does not give a complete picture of transport patterns and does not include rail travel, it does give an indication of the trend.

Transport White Paper

Since last year's report, the Government has published its Transport White Paper which sets out its policies for achieving integrated transport. The White Paper covers many new initiatives, including:

- a new Local Transport Plan which will bring together all transport issues across the county;
- the possibility in the longer term of charges for road use and workplace parking;
- the promotion of green commuter plans;
- quality partnerships/contracts with bus operators.

All of these initiatives will help in the aim of reducing the dominance of the car. The Government will publish further details over the next few months on how these initiatives can be taken forward.

Traffic Reduction Targets

The **Road Traffic Reduction Act 1997** requires the County Council to report on traffic targets by July 1999. Consultations are currently underway with districts and neighbouring authorities to determine suitable targets, including the necessary links with the Local Air Quality Monitoring requirements. The new **Road Traffic Reduction (National Targets) Act 1998** requires the Government to consider the setting of national targets for motorways and trunk roads.

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