



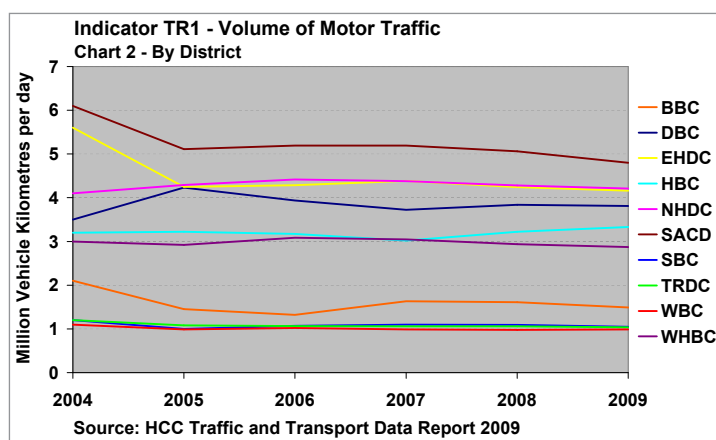
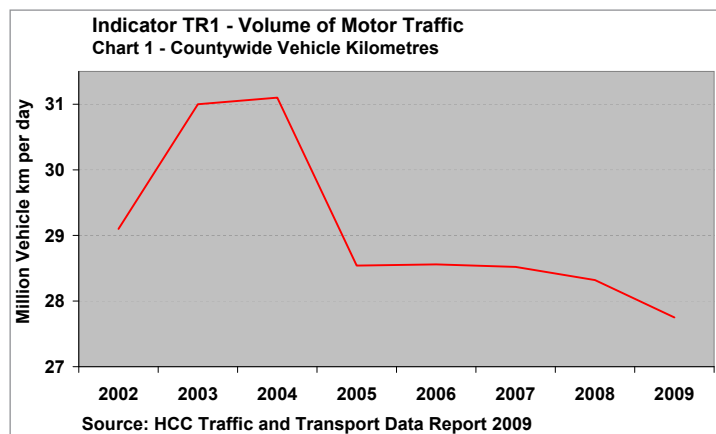
Traffic levels decrease for a second year

An efficient transport network is a vitally important asset to a decent quality of life in Hertfordshire, allowing people to get to work on time, as well as seeing friends and family throughout Hertfordshire and beyond.

Although bus fleets in Hertfordshire continue to improve over and beyond annual targets, the car remains the most popular mode of travel due to the convenience of private travel. A good variety of transport service is imperative for social and work based functions of the population across the county.

Indicator TR1 - Volume of Motor Traffic

Traffic volume is a good measure of the extent people travel and can indicate levels of pollution being generated. Generally, increased traffic raises noise and air pollution levels which impacts on residents' quality of life. In 2009 an average of 27.75 million vehicle kilometres were travelled by vehicles on roads in Hertfordshire on weekdays.



Indicator TR2 - Modal Split

This measurement shows modes of transport people use from a three year cycle of urban morning peak

period counts. It is an indication of trends, rather than a complete picture as rail journeys, off peak journeys and rural areas are not included. This is because the surveys are traditionally done in the cordons of town centres.

The figure shows the overall modal split of travel into all 23 urban centres surveyed in the latest set of surveys between 2007 and 2009. Car is the most dominant mode (81%) followed by bus (12%). It should be noted that the surveys cover the main traffic routes into the towns and therefore the bicycle and walk mode share is likely to be an underestimate.

Indicator TR2 – Modal Split in 2007 - 2009					
	Car	Bus	Walk	Cycle	M'cycle
2007-2009	81.2%	11.9%	5.5%	0.9%	0.6%

Source: HCC Traffic and Transport Data Report 2007 - 2009

Figures for urban centres vary considerably. The mode share for the car varied from 71% in Hatfield to 88% in Hemel Hempstead over the last three years.

Indicator TR3 - Mode of Travel to School

The 2010 School Census shows further improvement in sustainable school travel, both at primary school age and secondary school age since 2009. The statistics below show a growing trend towards sustainable travel for all pupils in Hertfordshire schools.

This trend is supported by evidence displaying a 1% increase in number of students walking to school, replacing a 1% number that were previously using the bus.

Indicator TR3 – Mode of Travel to School - % of Pupils Travelling Sustainably			
Pupil Age	School Census		
	2008	2009	2010
5 to 10 years	60.3%	60.9%	61.9%
11 to 16 years	76.6%	75.7%	78.3%
5 to 16 years	67.4%	67.9%	69.0%

Source: Hertfordshire School Census 2010

How children in Hertfordshire travel to school						
Walk	Cycle	Bus	Train	Car & taxi	Car share	Other
51%	2%	11%	1%	31%	3%	1%

Source: Hertfordshire's Sustainable Modes of Travel Strategy 2009/10



School Travel Plans

83% of Hertfordshire schools now have Travel Plans. A travel plan shows a school community's commitment to promoting safe, healthy and environmentally friendly journeys to/from school.

Initiatives to support school travel planning developed by the county council include:

- The Safer Routes to School programme, which has been running since 1996 and aims to increase walking and cycling by engineering improvements to street infrastructure. There are currently 37 schools working on active projects.
- Walking Buses - 75 Hertfordshire schools now have walking buses
- The 'Buggy Buddies' Scheme was launched in May 2010 to encourage families with very young children to lead active and healthy lifestyles
- Modeshare - The county continues to see an increase in the numbers of pupils travelling sustainably to school; in 2010, 2,200 more pupils chose to walk to school.

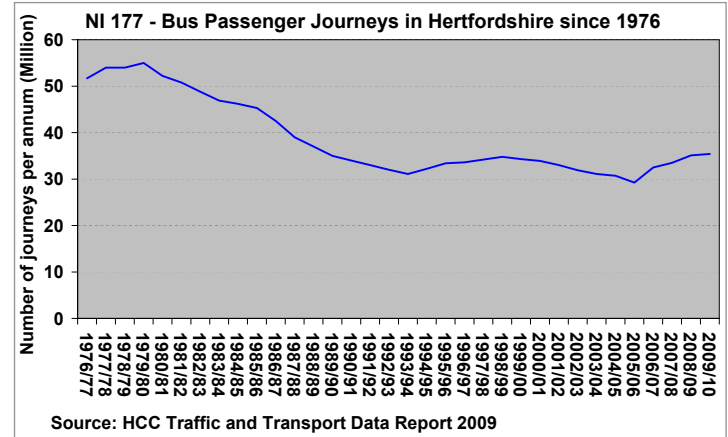
Indicator TR4 - Mode of Transport and Average Distance by Journey Purpose

This indicator is measured every three years through the Hertfordshire County Travel Survey, with the latest data having been published in 2009. The car is still the dominant mode for all journeys; with levels varying according to the purpose of journey. Over half of Hertfordshire residents (57%) work in the county, whilst a quarter (26%) commute to work in London.

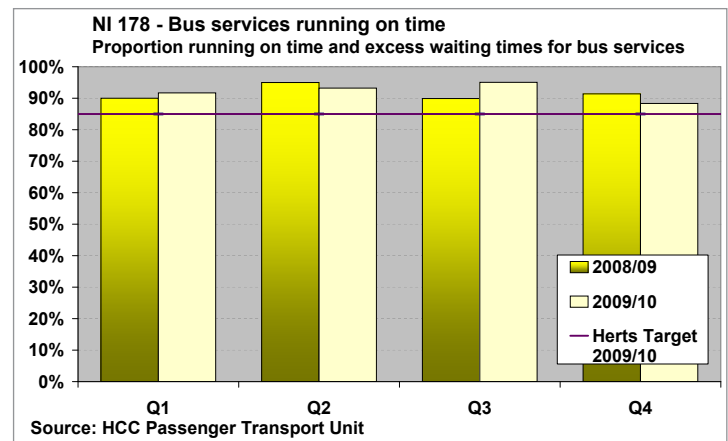
NI 177 - Local bus passenger journeys originating in the authority area

Since 2006 this has been based on an estimate of passengers boarding in the county identified from an annual operator survey. Between 1979 and 1993 bus patronage in Hertfordshire decreased, correlating with increased car use over the same period. Deregulation of bus services in 1986 did halt the decline. Patronage levels increased slightly in the late 1990s with the expansion of the University bus network before declining again between 2000 and 2005. Since then, bus passengers have increased by an estimated 21% to around 35.4 million journeys per annum in 2009. A part of this increase is attributable to the introduction of the national free elderly concessionary fares scheme which was phased in from 2006. Other factors such as joint investment and marketing by operators and local authorities, fare levels, local economic conditions and

highway congestion are likely to have an impact on passenger levels.



NI 178 - Bus services running on time



NI 178 measures the punctuality of non-frequent bus services both when leaving the terminus and arriving at intermediate points along the route. For 2009/10, performance exceeded the county's target of 85% throughout the year. Nationwide data is currently unavailable but it is hoped that in the future we can report Hertfordshire's performance against the national average.



County bus services exceed the 85% punctuality target