

6 Conclusion

- 6.1.1 In 2005 24% of households responded to the HCTS, an improvement of 8% over the 2002 survey. The survey has thus been successful in achieving large sample representing more than 4500 households and almost 13000 trips. Following weighting, based on 2001 census profile data, the survey therefore provides a robust and reliable dataset that gives an accurate representation of residents' patterns of travel in the County.
- 6.1.2 The HCTS is used by the County to inform the Local Transport Plan, accessibility planning, school travel planning and other initiatives.
- 6.1.3 The main findings from the survey are detailed below.

Accessibility to Transport

- 6.1.4 The majority of residents have access to a car and this has increased slightly over recent years. However, both younger people and older people are less likely to have car access or to have a driving licence compared with other age groups. Women and older people are also more likely to have a disability that affects their mobility and reduces their access to transport.

Journeys to Work

- 6.1.5 Most working residents in Hertfordshire work in the County, but over a quarter commute to London. Residents travel on average just over 13 miles to work.

School Journeys

- 6.1.6 Children travel an average of just over 2 miles to school in Hertfordshire and almost half walk. Almost all primary school children are accompanied to school, and just over a third of secondary aged children are accompanied.

Shopping Journeys

- 6.1.7 The majority of residents go food shopping by car once a week in the County. Most travel less than three miles for their food shopping.

Transport Priorities

- 6.1.8 The highest priority for residents are: - Maintaining existing roads; improving bus and rail facilities and reducing traffic congestion.

Changes in Travel Patterns

- 6.1.9 The 2005 survey results can be compared with the two previous surveys in 1999 and 2002. This shows that there has been some reduction in travel by Hertfordshire residents in both the number of trips that they make and the distance travelled: -



- The average number of trips per day has gone down since 1999 to 3.5 trips per day with a substantial increase in the proportion making two trips;
- There has been a significant increase in residents not travelling at all when compared with the last survey;
- The average distance that people travel to work has decreased by more than half a mile when compared with 2002 to 13.4 miles. This is higher, however, than in 1999.
- The average distance that children travel to school has gone down by one mile when compared with the previous survey to just over two miles.
- There are less trips by car drivers on Saturday when compared with 2002 and a corresponding increase in walking trips;
- The proportion of bus trips by Stevenage residents almost halved between 2002 and 2005 to less than one in ten trips.

6.1.10 There has been a growth in some aspects of travel since 1999 or 2002:-

- The proportion of trips to work increased from 15% to 20% between 2002 and 2005;
- There has been a small but steady increase in Sunday shopping over the three surveys;
- Walking trips have increased since 2002.

