

Hitchin Transport Evidence:

Extract from the emerging North Central Growth Transport Plan: Hertfordshire County Council Evidence Pack for Hitchin Area: 2017

Public Transport

Fig 4.3.2 Hitchin Bus Lines: This map shows the bus route network (as of summer 2017), within the study area. Bus services connect Hitchin with Luton and Stevenage and there are also less frequent links to St Albans, Bedford and Hatfield.

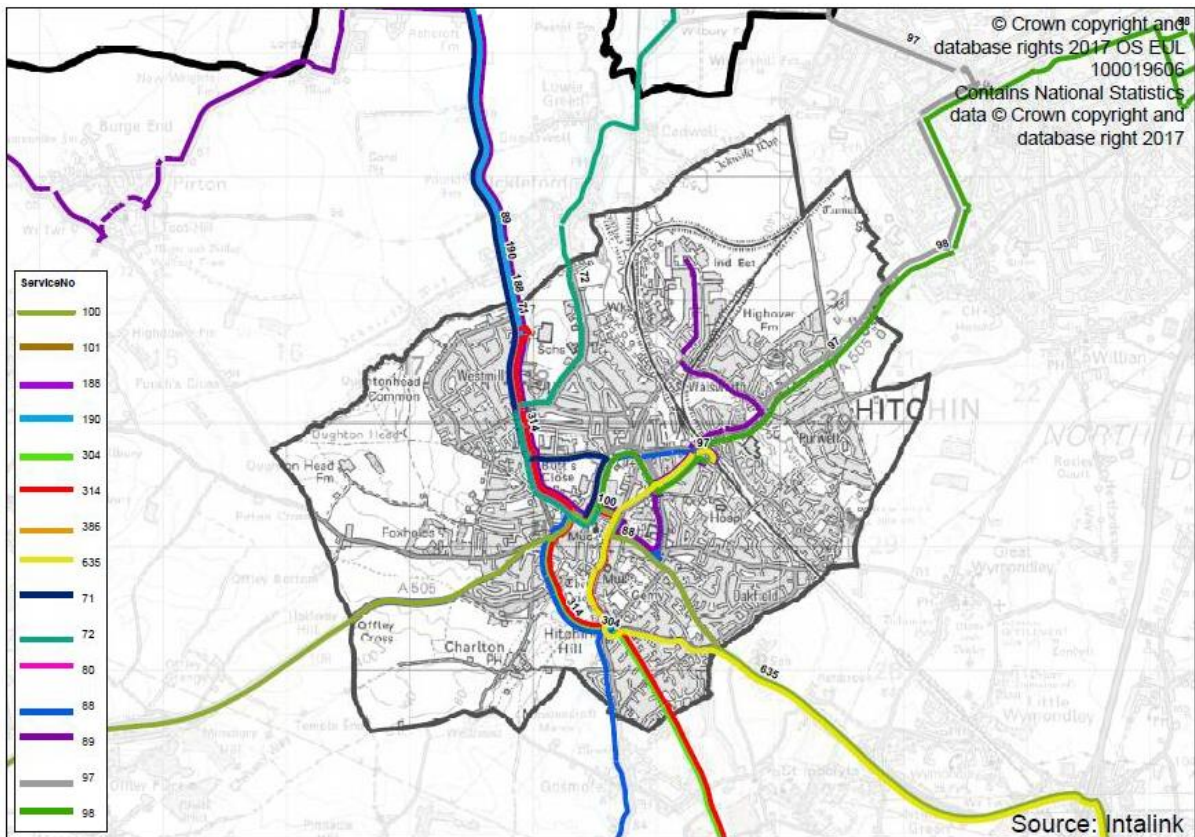
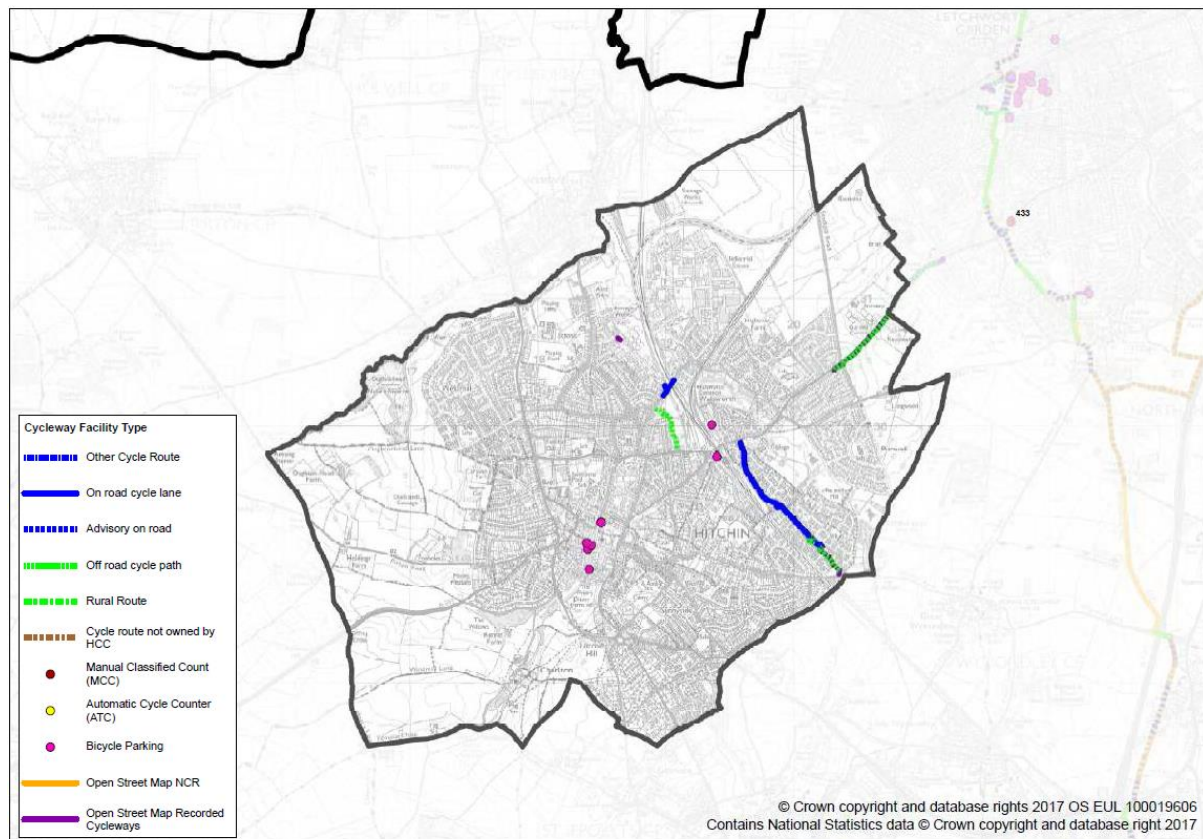
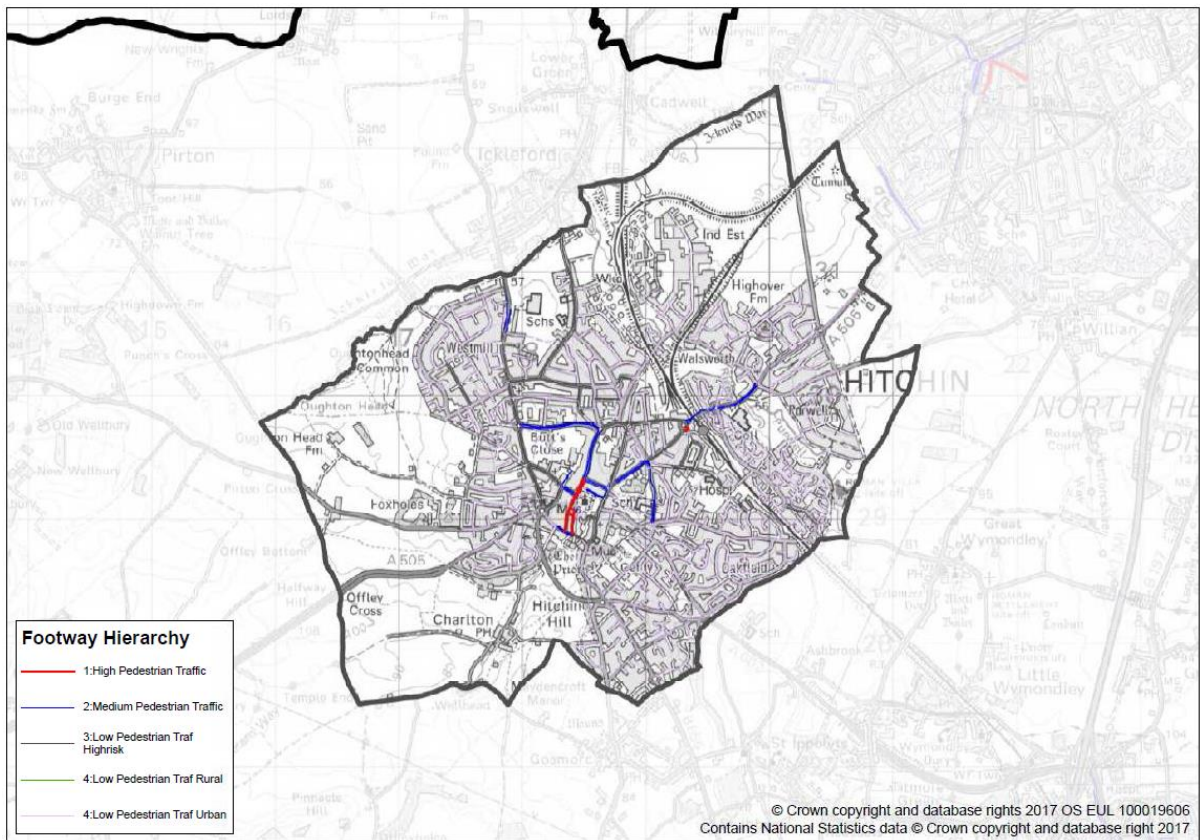


Fig 4.4 Hitchin Cycleways and Cycle Facilities – This map shows the existing cycle infrastructure in the study area. There are few cycle facilities within Hitchin and these tend to be limited in extent and disjointed other than the north south route along St Michaels Road connecting Hitchin Road with the A505. There are a number of cycle parking facilities in the Town Centre plus at the station but these are not linked with other facilities and there are no links between the town centre and station.



Source: [HCC Cycleway network](#)

Fig 4.6 Hitchin Footpath and Pedestrian Traffic - This map shows the footway hierarchy (by usage) in the study area. The highest usage routes are in Hitchin town centre around the square in Market Place and along High St. There are also medium levels of pedestrian traffic along the A505 between the junction with Woolgrove Road and the College and station area and locally around the schools.



Source: CONFIRM database as part of HCCs Transport Asset Management Plan (TAMP)

Fig 4.7.1 Study Area West - The Route User network indicates the relationship between the key highway network, cycle and rail network in the western part of the study area.

This illustrates that key busy main distributor traffic routes travel through and converge in the area but that there are very limited cycle facilities.

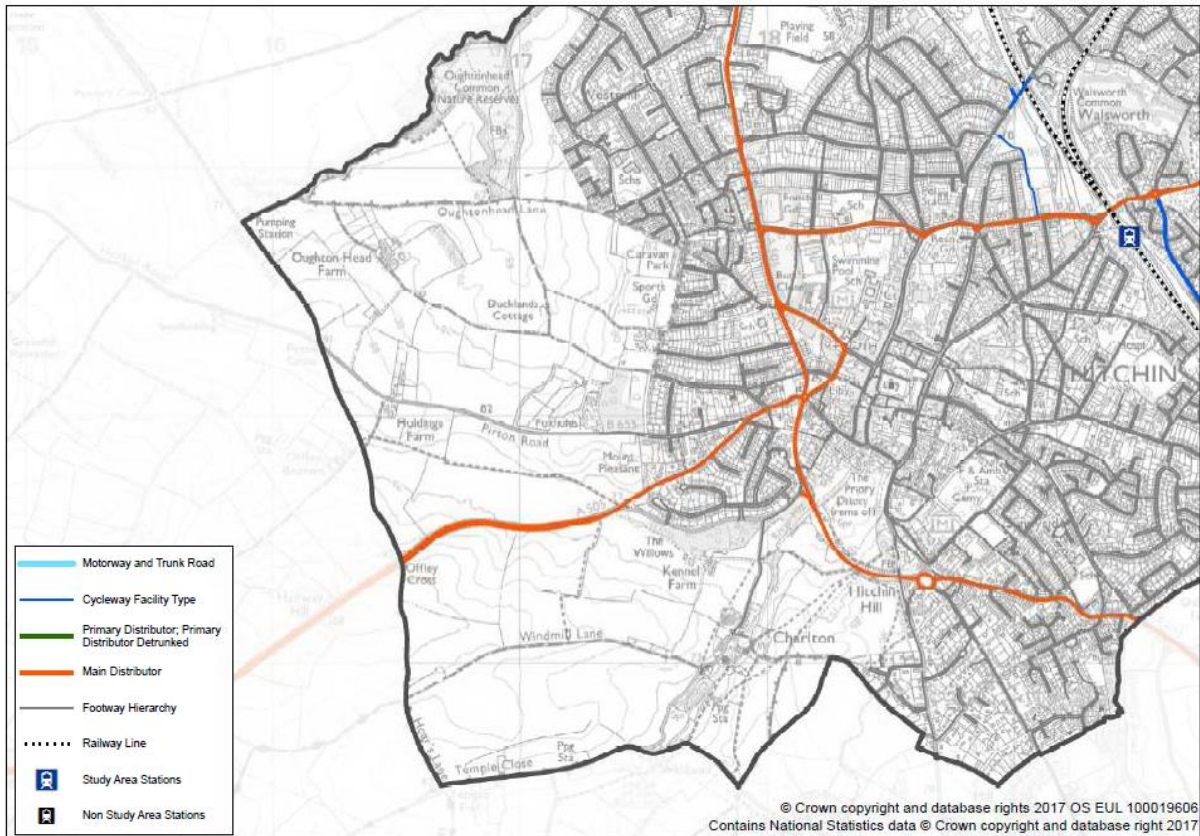
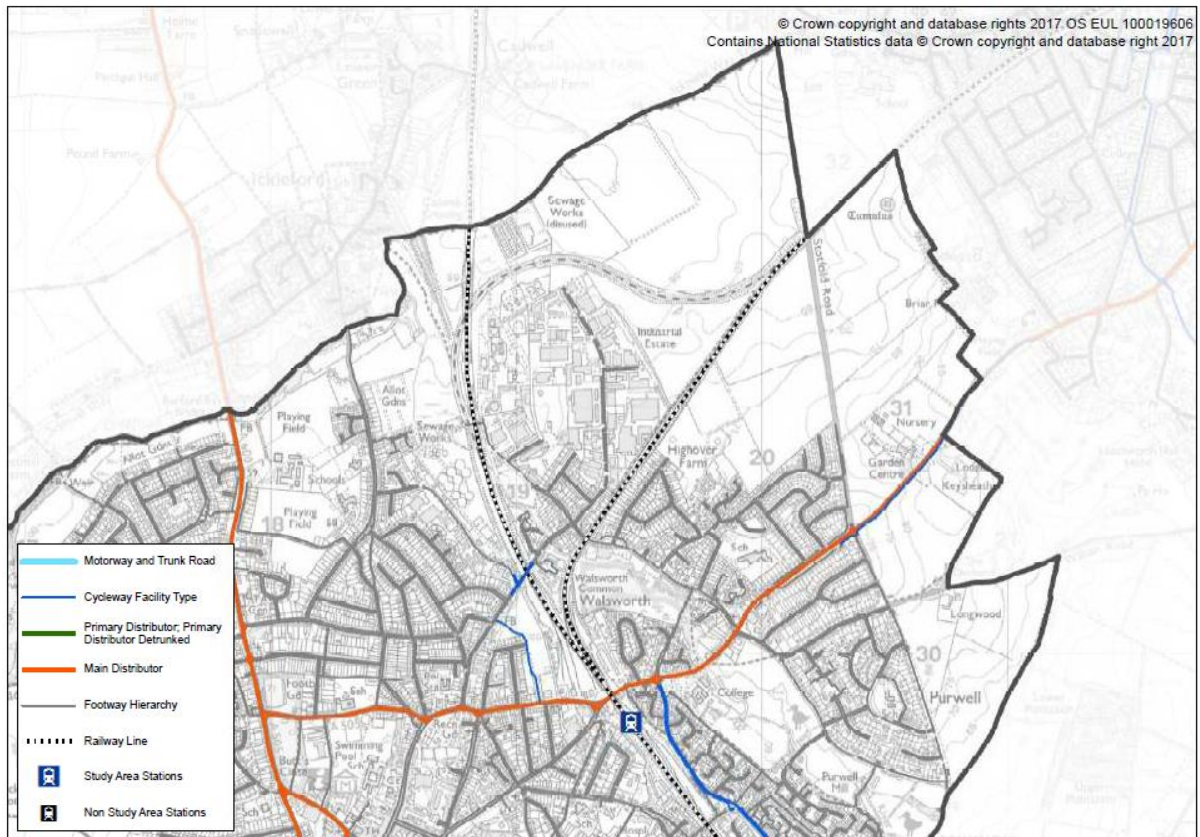
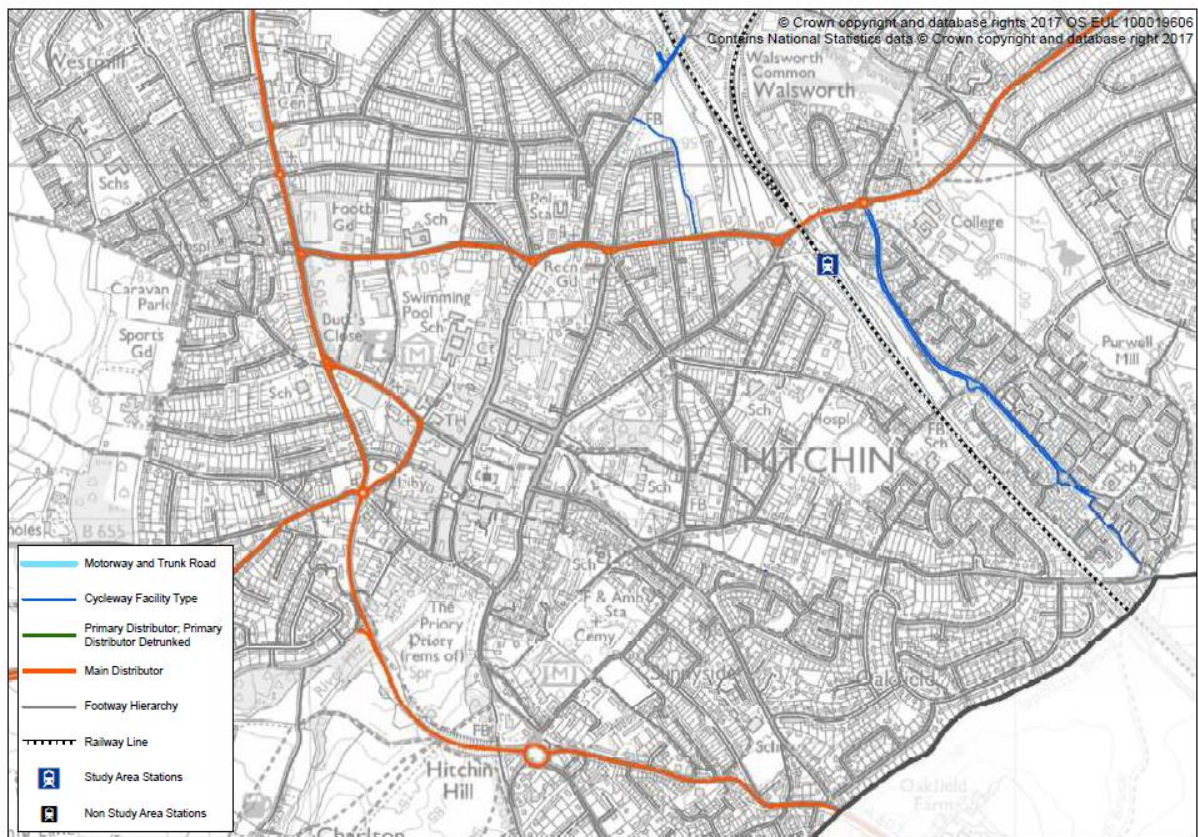


Fig 4.7.2 Study Area East - The Eastern part of the study area is split by the A505 and contains the rail station which has links into London.



Source: [HCC Cycleway network / OS Meridian](#)

Fig 4.7.3 Study Area Town Centre - This is an insert of Hitchin town centre. It is well connected by Main distributor roads. The Rail station has good cycle access from the South but no connection with the Town Centre.



Source: [HCC Cycleway network / OS Meridian](#)

Hitchin Transport Network Analysis

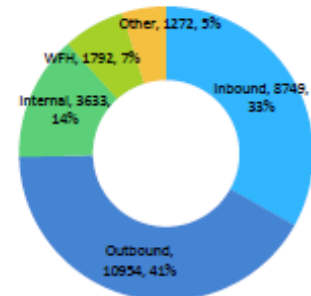
5.1 Total Travel Patterns

Through analysis of the Census Journey to Work data, four trip types were identified consisting of Internal, In-Commuting, Out-Commuting and Through Trips. These four trips types have independent yet conflicting interactions and play a fundamental role in understanding issues and their causes within the study area. Due to the importance of this methodology this split trip type analysis will form a consistent and recurrent theme across all Growth and Transport Plans.

5.1.1 Total Commuting Patterns - Split by Trip Type

It is important to understand the interaction between the varying trips types to help highlight the significant role each movement plays, particularly in regard to network conflicts. This chapter looks at these travel movements within the study area.

The corresponding chart shows the total number of trips, split by type, within the study area. Whilst this has been split into five categories, it should also be noted that at this stage the analysis does not include through trips as these will be assessed independently. Therefore the numbers do not represent the total number of movements within an area.



Source: ONS Census 2011 - Method of Travel to Work WU2016

Based on this analysis, a larger number of trips exited the study area (41%), compared with 31% entering it. Furthermore 14% lived and worked within study area (Internal trips) and 7% worked from home. Using the same Census data for Hertfordshire, 11.1% of people worked from home (see section 4.2 of the 2016 [TTDR](#)). However the study area analysis includes non residents in-commuting, therefore the proportion of working from home will be underestimated.

The chart does underline the important interaction that Internal trips play (14%) and the significance in applying different, targeted strategies according to trip type, along with the potential important role that sustainable transport measures could play in accordance to internal trips. In the case of Hitchin more people leave the study area for work than entering.

5.1.2 Trips From/To Study Area by Mode

This figure shows inbound and outbound commuting trips by local authority / town and by mode with an origin or destination in the study area. Each icon represents approximately 200 trips. Towns or specific areas with large numbers of trips are also shown separately denoted by the house symbol (NB these are also included in the local authority figures).



Source: ONS Census 2011 - Method of Travel to Work WU2016

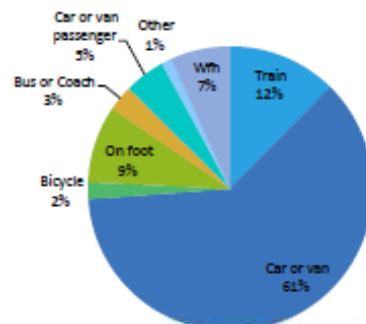
Most commuting into the study area is from the rest of North Herts (27%), followed by Central Beds (23%) and then Stevenage (15%). There are also a significant number of commuting trips in from Letchworth and Luton

Most commuting out from the study area is to Stevenage (19%), Inner London (19%), the rest of North Herts (18%) and Welwyn Hatfield (9%). Letchworth and Luton are also important destinations. This local and London influence is mainly supported by the [HCTS](#) district profile with; North Herts (31%), London (24%) and the adjacent counties (21%) making up the most popular destinations.

5.1.3 Overall Mode Share

Looking at Journey to Work data in more detail, it is possible to split by mode type. This figure shows the mode split for all transport types within the study area.

This analysis shows the dominance of car driver trips (61%), with the next most significant mode being train (12%), followed by on foot (9%) and then working from home (7%).



Source: ONS Census 2011 - Method of Travel to Work WU2016

Overall sustainable travel (bus, walk, train and bike) accounts for around 27% (Excluding WFH and Car Passengers) of the total mode share (including working from home). The dominance of car driver trips in the study area is higher than it's district North Herts (59%), Hertfordshire (57%) and England (54%) and further stresses the challenges in addressing the issues this will cause (Figure 6.3.12 of the 2016 [TTDR](#)).