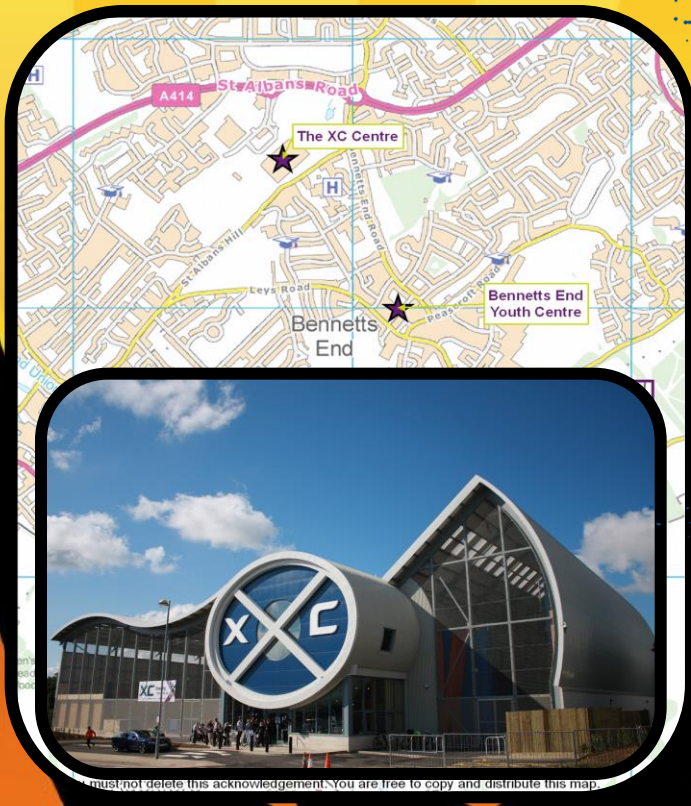


Hemel Hempstead Youth Council

TRANSPORT SURVEY REPORT 2014



Hemel Youth Council

- campaigns and works with young people to make sure that they have a say
- Offers opportunities for young people in the local community

We meet fortnightly
on a Wednesday
4.30pm ~ 6.30pm

1st floor, XC Centre
Jarman Park
Hemel Hempstead HP2 4JS
01442 454 934



#channelmogo

youth
connexions
HERTFORDSHIRE

Who We Are

What is a Youth Council?

A Youth Council is a group of young people keen to change things in their local area. Whether it is looking for somewhere for young people to hang out, looking for things to do such as music/dance events, promoting the need for larger skate parks, park equipment such as basketball hoops or football nets or raising awareness of wider issues such as transport, sexual health and personal safety.

Youth Councillors are all aged between 11 and 19 years of age (25 if you have a learning difficulty or disability).

How does it work?

The group gets together on a weekly, fortnightly or monthly basis dependent on their needs. They discuss the problems young people face and how situations can be improved. They come up with ideas on how to talk to other young people, listen to what they have to say and put together a plan of action which could include completing applications for funding.

This plan is then taken forward either by Youth Councillors themselves or taken to the people who make the decisions on what happens in their area - this could be local Councillors, District Councillors or sometimes County Councillors. Others such as the Police, the PCT (NHS) and leisure services can also be involved depending on the issue or event.

All groups are supported by a Youth Connexions Youth Worker and/or a representative from the local Council. Both of those supporters have contacts in other agencies to help the group in its work.

The Survey

Aims

The aims of the study were to identify how transport is currently used by young people to reach Jarman Park, how access to the park and the facilities, in particular the Connexions services, might be improved and to make recommendations on that basis.

Methods

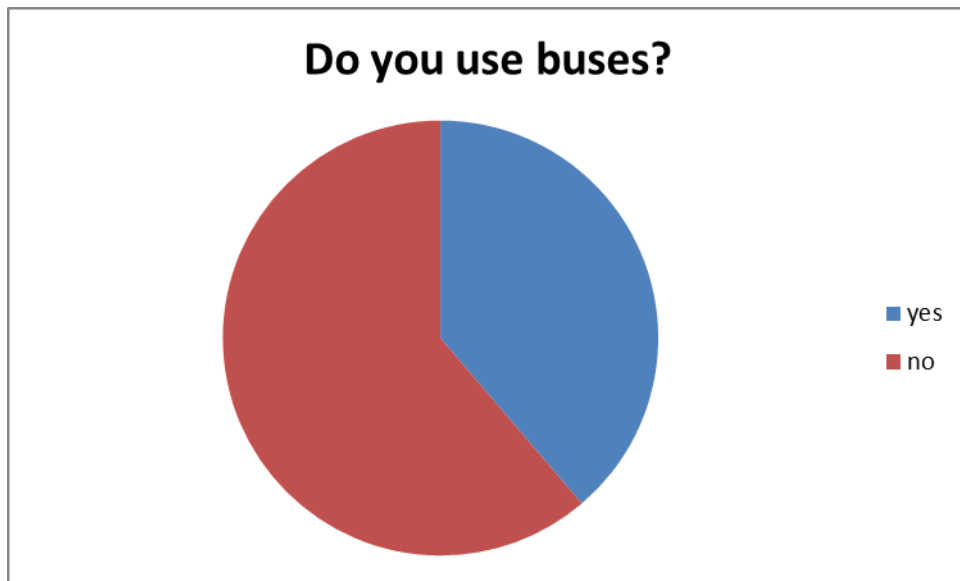
The main method of the information gathering was via a questionnaire. The questionnaire was written by the Youth Council and subjected to a number of revisions in order to maximise the effectiveness of the survey. The questions were written to be user friendly and equally accessible to all potential respondents. In addition, the questions were phrased to minimise bias in order to get the most useful information possible.

Once the questionnaire was written three methods were used to get responses. The first was to deliver the questionnaire to a number of local secondary schools, where students were asked to fill in the questionnaire and return it. In addition, a sample of visitors to the XC centre was asked to fill in the questionnaire. Finally, members of the council were asked to fill in the questionnaires and to take some for their friends and families. In order to get the data we needed the questionnaire was only given to young people and in total 200(150 written and 50 verbally) questionnaires were completed.

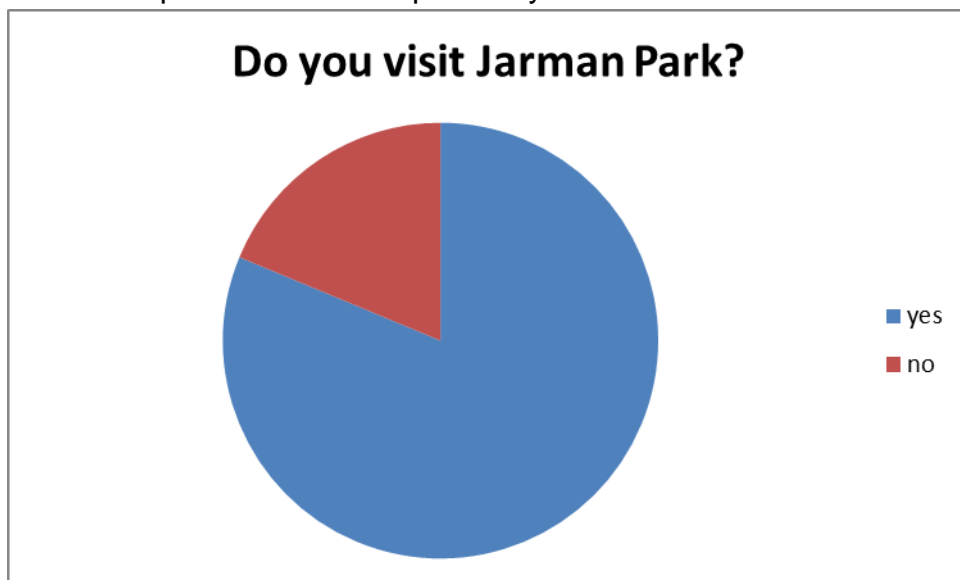
Finally the questionnaires were collected and collated and useful data extracted. Some responses were disregarded due to impracticality (a number suggested the use of a teleport network). Due to the nature of the questions the final results were in the form of percentages, which have been summarised in the next section.

Results

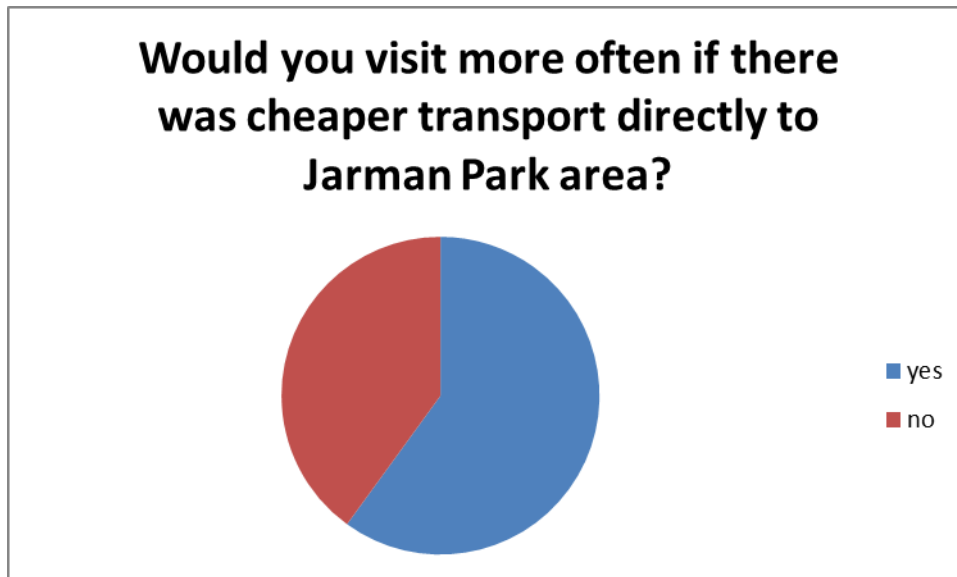
The first question asked whether the respondent used buses. 39% of respondents indicate positively.



The second question asked whether the respondent currently visited Jarman Park. 81% of respondents answer positively.



The third question asked whether the respondent would visit more often if there was cheaper transport to the Jarman Park area. 60% answered positively.



The fourth question asked what other means of transport the respondent would use to reach the park. The results are summarised in the following table:

Bus	26.25%
Car	33.75%
Walk	32.5%
Cycle	5%

The final question asked the respondent for any other ideas the respondent had as to improving transport to the area. Those that came up with a degree of frequency are listed below.

- A very frequent suggestion was the placement of a bus stop in the park and a higher number of buses in the area surrounding it.
- Another frequently quoted problem was the prices of buses, with many respondents indicating the current prices as prohibitive and a number suggesting free or heavily discounted travel for young people.
- Some respondents indicated a lack of parking spaces as a problem.
- Improvements to pedestrian access were commonly requested, including improved maintenance of footpaths, there were some complaints about potholes.
- In addition, improved monitoring at night was requested due to motor vehicles driving dangerously around the area, making access to the site hazardous.

Recommendations

As shown, a significant majority of respondents indicated that while they do not use buses, they would make use of public transport should it become cheaper. As a result, we obviously recommend that the transport links to Jarman Park be made more accessible, in particular with public transport. Those who are making use of the Connexions site must have a means to access those services without involving parents, the responses to the survey imply the most common means of accessing the site is by car, which, in the case of most of Connexions' clients would be a parent's car. In addition, with the planned expansion to the park, improved transport links would be highly valuable to cope with the higher level of traffic the expansion is likely to produce.

Bus links would be highly valuable, as they would make the area accessible from anywhere in the town. A bus stop within the park would probably be used by a large number of young people, particularly if priced suitably. A number of respondents complained about the high bus prices, and reducing them by some means would encourage young people of all means and from a wider attachment area to use bus transport.

Improvements to the pedestrian footpaths would be recommended, particularly as most of the development within walking distance is residential. Monitoring, perhaps via CCTV, of the area at night to curb some of the more dangerous driving and antisocial behaviour would encourage people to walk, as they would feel safer making the journey.

Our sincere thanks go to Krishna Thakur (One Stop Shop Project Manager), Roxana Noor, Paula Moor, Erin Dabbs, Briony Sones and the Youth Council who supported this project from beginning to end: Adlight Makayi, Elizabeth Dudson, Jack Lane, Shannon M Kelly, Danielle Brocklebank, Noor Khan, James Werts, Hannah Wells, Sam Blackband, Caitlin McElhinney, Nathan B Beirne, Salma Sahinur, Shawn Beirne and Abdulleh Hussain

This report was written by Sam Blackband

We have decided to publish this report in an electronic format in order to reduce the environmental impact.