Policy 1: Transport User Hierarchy

To support the creation of built environments that encourage greater and safer use of sustainable transport modes, the county council will in the design of any scheme and development of any transport strategy consider in the following order:

- **Opportunities to reduce travel demand and the need to travel**
- **Vulnerable road user needs (such as pedestrians and cyclists)**
- **Passenger transport user needs**
- **Powered two wheeler (mopeds and motorbikes) user needs**
- **Other motor vehicle user needs**

Policy 2: Influencing land use planning

The county council will encourage the location of new development in areas served by or with the potential to be served by, high quality passenger transport facilities so they can form a real alternative to the car, and where key services can be accessed by walking and cycling.

Policy 3: Travel Plans and Behaviour Change

The county council will encourage the widespread adoption of travel plans through:

a) Working in partnership with large employers, businesses and other organisations to develop travel plans and implement Smarter Choices measures.
b) Seeking the development, implementation and monitoring of travel plans as part of the planning process for new developments.
c) Supporting school travel plans, and working closely with parents, pupils, teachers and local residents to deliver a network of more sustainable transport links to school.

The application of personalised travel planning techniques, marketing and other behavioural change initiatives will be considered when delivering physical transport improvements to maximise the potential to achieve modal shift.

Policy 4: Demand Management

The county council considers greater traffic demand management to be essential in the county's urban areas in the next five years to achieve modal shift and improve sustainable travel provision. This can only currently be achieved efficiently and effectively through parking restrictions and charging applied to on-street, off-street and potentially at workplace parking. The county council will work with the district and borough councils and other key stakeholders to develop locally appropriate strategies.

Policy 5: Development Management

The county council will to work with development promoters and the district and borough councils to:

a) Ensure the location and design of proposals reflect the LTP Transport User Hierarchy and encourage movement by sustainable transport modes and reduced travel demand.
b) Ensure access arrangements are safe, suitable for all people, built to an adequate standard and adhere to the county council's Highway Design Standards.
c) Consider the adoption of access roads and internal road layouts where they comply with the appropriate adoption requirements and will offer demonstrable utility to the wider public. Where internal roads are not adopted the county council will expect suitable private management arrangements to be in place.
d) Secure developer mitigation measures to limit the impacts of development on the transport network, and resist development where the residual cumulative impact of development is considered to be severe.
e) Require a travel plan for developments according to the requirements of 'Hertfordshire's Travel Plan Guidance'.
f) Only consider new accesses onto primary and main distributor roads where special circumstances can be demonstrated in favour of the proposals.
g) Resist development that would either severely affect the rural or residential character of a road or other right of way, or which would severely affect safety on rural roads, local roads and rights of way especially for vulnerable road users.
h) Ensure new developments provide facilities for charging plug-in and other Ultra Low Emission vehicles, as well as shared mobility solutions such as car clubs.

Policy 6: Accessibility
The county council will seek to increase the ease with which people, particularly disadvantaged groups, can access key services, by:
a) Working in partnership with key stakeholders such as bus and rail operators, community transport operators, the voluntary sector and public service providers. b) Supporting transport services which could include providing resource for bus and other transport services. c) Addressing the barriers to accessibility particularly regarding active modes and for people with impaired mobility. d) Promoting travel options and facilitating accessible travel information provision, including open data initiatives. e) Improving travel choices and options, including support for the provision of shared mobility initiatives.

Policy 7: Active Travel – Walking
The county council will seek to encourage and promote walking by:
a) Implementing measures to increase the priority of pedestrians relative to motor vehicles, especially in town centres, and creating walking friendly town and neighbourhood centres. b) Delivering infrastructure to provide safer access to key services, and pedestrian facilities to enable and encourage walking. c) Identifying and promoting networks of pedestrian priority routes. d) Promoting walking as a mode of travel and for recreational enjoyment. e) Supporting the implementation of the Rights of Way Improvement Plan.

Policy 8. Active Travel - Cycling
The county council aims to deliver a step change in cycling, through:
a) Infrastructure improvements, especially within major urban areas to enable and encourage more cycling. b) Implementing measures to increase the priority of cyclists relative to motor vehicles. c) Improved safety for users including delivery of formal and informal cycle training schemes. d) Supporting promotion campaigns to inform, educate, reassure and encourage cycling provision and education, such as Bikeability. e) Facilitating provision of secure cycle parking.

Policy 9: Buses
The county council will promote and support bus services to encourage reduced car use by:
a) Supporting the delivery of infrastructure including bus priority measures, focussed on a core bus network, and by minimising bus service disruption from road congestion and the effects of road works. b) Providing and maintaining all bus stops, and other bus related highway infrastructure, to a consistent quality and standard across the county. c) Utilising new powers afforded to local authorities through the Bus Services Act 2017 as appropriate. d) Procuring and supporting cost effective and efficient bus services to improve accessibility and respond to existing and potential passenger needs. e) Working with a wide range of partners through the Intalink Quality Partnership to achieve improvements in facilities and services to improve multi-modal interchange, accessibility and the journey experience. f) Working with partners to develop appropriate passenger fares, encourage the development of smart ticketing and to improve the provision and accuracy of passenger information. g) Working with partners to promote bus services as an option for work and school journeys, and promote and publicise the passenger transport network through a variety of media.

Policy 10: Rail
The county council will support and promote rail use in the county, especially in order to reduce car use. To do this it will:
a) Work with the rail industry and other partners to seek improvements to train services in regards to capacity, journey times, frequency and range of destinations served. b) Work with the rail industry and other stakeholders to make rail travel more attractive through improved fares and ticketing, upgraded station facilities and better access and interchange by sustainable modes of transport. c) Support Community Rail Partnerships in the county. d) Publish a Rail Strategy setting out how the county council's objectives can be achieved.

Policy 11: Airports
The county council, working in partnership with neighbouring local authorities and airport operators, will seek improvements to surface access to Luton and Stansted Airports, and promote and where possible facilitate a modal shift of both airport passengers and employees towards sustainable modes of transport. **The county council is opposed to new runway development at Luton and Stansted Airports.**

Policy 12: Network Management
As part of its Network Management Duty the county council will seek to manage, and where feasible reduce traffic congestion, prioritising strategic routes. Activity will focus on making more efficient use of highway network capacity via:
a) Use of Intelligent Transport Systems and small scale traffic management interventions. **b) Maintaining a Network Management Strategy which will include the county council's road network hierarchy and associated policies.** **c) Reducing levels of single occupancy car use and encouraging travel by walking, cycling and passenger transport.** **d) Sharing data (open data) and supporting the use of technology to provide up to date and accessible information for all network users.** **e) Control of on-street vehicle parking in line with the Network Management strategy.** **f) Managing street works and minimising network disruption.**

Policy 13: New Roads and Junctions
The county council will design new transport infrastructure, following application of the Transport User Hierarchy, to manage existing demand and that of planned development. Future capacity that may be required beyond this could be safeguarded but should not be released until necessary to avoid inducing demand.

Policy 14: Climate Change Network Resilience
The county council, as part of its response to climate change adaptation, will design, construct, maintain and operate all infrastructures in the light of the risk from a hanging climate. The same principles will be applied to infrastructure provided by other organisations including developers.

Policy 15: Speed Management
The county council through its Speed Management Strategy, a joint working strategy with the Police, will seek to manage the network to achieve appropriate speeds in the interests of safety, other road users, and the environment.

Policy 16: Freight and Logistics
The county council will seek to manage freight and logistics traffic, by:
a) Encouraging HGV's to use the primary route network. **b) Providing clear advice to local planning authorities in respect of highways and freight implications of new development proposals.** **c) Encouraging a shift from road-borne freight to less environmentally damaging modes, including rail, water and pipelines.** **d) Supporting the formation of Quality Partnerships between interested parties.** **e) Monitoring changes in HGV and LGV activity to inform possible solutions which reconcile the need of access for goods and services with local environment and social concerns.** **f) Supporting improvements in HGV provision in the county, including overnight parking, in appropriate locations.** **g) Utilising traffic management powers, where appropriate to do so, to manage access and egress from specific locations.**

Policy 17: Road Safety
The county council will seek to continually improve safety on the county's roads, working towards an ultimate vision of zero fatalities and serious injuries, by:
a) Working with partners, in particular through the Hertfordshire Road Safety Partnership to deliver targeted, effective and appropriate road safety measures. b) The development of a 'Safe Systems' approach that seeks to co-ordinate a mix of safer roads, safer speeds, safer vehicles, safer road users and post-collision response with a focus on casualty reduction. c) Using latest data analysis and intelligence led techniques to target and evaluate measures.

Policy 18: Transport Safety and Security
The county council will seek to improve the perception of safety and security on Hertfordshire's transport system where this could deter people from travelling, particularly by active modes and passenger transport. This includes ensuring the county's transport system is resilient and prepared for instances of major alert.

Policy 19: Emissions reduction
The county council will reduce levels of harmful emissions by:
a) Promoting a change in people's travel behaviour to encourage a modal shift in journeys from cars to walking, cycling and passenger transport. b) Addressing any barriers to and supporting the uptake of ULEVs in the county, particularly where this can positively affect areas with identified poor air quality. c) Reducing emissions from its operations.

Policy 20: Air Quality
The county council will seek to reduce the impact of poor Air Quality on human health, by:
a) Investigating the use of Clean Air Zones. b) Working with district/borough councils to monitor and assess air pollution levels, and working in partnership with them to deliver any declared AQMA joint action plans. c) Implementing, monitoring and reviewing the county council's Air Quality Strategic Plan.

Policy 21: Environment
The county council will seek to:
a) Ensure the impacts of traffic and transport infrastructure on the natural, built and historic environment are minimised. b) Protect and enhance the quality of public spaces both in urban and rural areas. c) Minimise the visual intrusion of highway signage and number of signs in order to reduce clutter. d) Minimise light pollution and conserve energy from street lighting and signage illumination. e) Minimise noise issues arising from transport where practical to do so.
Where highway improvements are being undertaken the county council will:
f) Minimise and or mitigate the adverse physical impact on the landscape and environment and will try to secure significant and demonstrable environmental gains.

Policy 22: Asset Management
The county council will:
a) Ensure the Highway Infrastructure Asset Management Plan fully considers how it can support delivery of the LTP objectives & policies, such as with regard to safety, accessibility, active travel and environmental impact. b) Identify and apply industry-leading good practice to the management of all transport assets. c) Maximise the opportunity for investment to maintain and improve the condition of the transport network. d) Seek value for money for all transport assets and minimise future maintenance liabilities as far as possible.

Policy 23: Growth and Transport Plans
The county council will produce and maintain a series of Growth and Transport Plans (GTPs) covering different sub areas of Hertfordshire. Each plan will consider current and future challenges and identify interventions aligned to LTP objectives. The GTPs will also be informed by and in turn help to inform Local Plans and Infrastructure Delivery Plans which are prepared by the district/borough authorities in Hertfordshire.