

Hertfordshire Cycling Strategy 2007

– Some Key recommendations

the presumption will be that cyclists will remain on carriageway and that the speed and volume of traffic will be reduced to improve cyclist, pedestrian and all traffic user safety, and by implication, the safety of all road users.



Cyclists will be exempt from all traffic regulation orders banning turns or closing roads and physical provision will be made for cyclists where necessary as a result

All one-way streets will include contra-flow cycling.



Cyclists will not be excluded from vehicle restricted areas (including 'pedestrianised areas') when introduced to improve the amenity of town centres and other locations.

Cycle tracks will not be created through the conversion of footways, without a full assessment by reference to the hierarchy of solutions, a cycle audit and full consultation with all stakeholders



Advanced stop lines will be introduced at urban signalised junctions which will be accompanied by adequate length and width cycle lead-in lanes.

Cycle tracks or road crossings will not have barriers, chicanes or other obstructions.



All new developments should be permeable for cyclists, for example by the provisions of links between the heads of culs-de-sac, and have convenient direct connections to the wider cycle network

Where capacity considerations permit, all new urban roundabouts and major adaptations to existing roundabouts will be of “continental” style

