

STEVENAGE HELPS HERTFORDSHIRE RECORD STRONG SHOWING IN CYCLE RATINGS



24th June, 2025

The latest [City Ratings](#), a data analysis tool ranking global cities and towns for how amenable they are to cycling has been released - with thousands of locations across the globe analysed. The new annualised data shows that the gap between London and the rest of the United Kingdom persists, whilst the nation as a whole has shown no improvement from last year in relation to its performance compared to European countries.

This year, Stevenage has been rated for the first time. It has a strong rating of 75 which has helped Hertfordshire record a good average rating overall compared to other areas in the UK. Despite rating well, local insight from campaigners indicates that the area is known for having an expansive network that hasn't led to high usage rates. This is due to the original cycle network being focussed on radial commuter routes to the industrial area and to the town centre. This overlooked journeys to other destinations including schools, local shops and connections between neighbourhoods, with some key North-South Links missing.

City Ratings scores and rankings measure the quality and connectivity to local amenities of a city's bike network, including the efficacy of protected bike lanes, low-speed limits, and safe crossings. All ratings are out of 100.

The wider picture will be considerably worrying to those cycling, active travel campaigners, and the UK cycling industry as a whole - which continues to significantly lag behind Europe when it comes to sales ([source](#)). In 2024, a new Labour Government was elected in the UK. Whilst they have moved away from the transport 'culture war' which the previous Government had leaned into (cutting funding for active travel and countering a perceived 'war on motorists'), there has been limited signs of progress when it comes to delivery on cycling infrastructure.

Most concerning is the delay in the introduction of the third Cycling and Walking Investment Strategy (CWIS3). The Department for Transport (DfT) has confirmed that it missed the March deadline for publishing a strategy, with no consultation having taken place (a legal requirement).

Now five years on from the launch of [Gear Change](#), the previous Government's flagship approach to cycling, and two years since the establishment of Active Travel England, the data from [PeopleForBikes](#) highlights what little provision there is for safe cycling on the whole. The tool provides a ranking of cities and towns' cyclability, and has been calculated annually since 2017.

New locations rated

As with last year, the data includes ratings for London, Greater Manchester, the West Midlands, Yorkshire, Oxford, Cambridge and more. However, there are a number of new locations rated this year, as the City Ratings programme expands worldwide. These new locations include Brighton and Hove and Stevenage, and bring the total number in the United Kingdom to 107, up from 83 last year.

Hertfordshire

Other locations in Hertfordshire, including St Albans, Hertford and Letchworth have been included before, and this year they record scores of 63, 44 and 41 respectively. Stevenage as a new inclusion ranks far ahead, with a rating of 75. This brings the overall average of the area up to 56 - above both the West Midlands and Greater Manchester which sit on 50.

This is due to the significant network of separated and continuous cycling infrastructure that Stevenage has, as a legacy of its design as a post-war new town. Areas that rate highly tend to have fewer "high-stress" roads cutting up the overall cycling network, and feature low-speed limits (20mph).

Despite this, there are some issues in Stevenage with the network - particularly around maintenance and a lack of lighting on several key routes.

Gap between London and the rest of the nation continues

When looking at regional averages of those rated, London has a rating of 70, up ever so slightly from 69 last year. This is followed by Hertfordshire, which has an average rating of 56 - in part due to Stevenage scoring a high 75. One of the post-war New Towns, Stevenage has a high quality cycle network which is segregated and well-linked. The region with the third highest average rating is North Yorkshire with an average of 53, followed by Greater Manchester and the West Midlands both on 50.

This data helps to spotlight the best cities and towns for cycling, as well as providing politicians and campaigners with information that they can use to make improvements for cycling provision.

In order to understand the gap between London and the rest of the UK, it is important to look at the overall average ratings. As we know, London has an average rating of 70 (up from 69 last year), whilst the average rating for all locations outside of London is 57 (up slightly from 54 last year). The gap between the two has dropped ever so slightly, down from 15 to 14 - a negligible difference.

The UK continues to lag behind European neighbours

When looking at the ratings for European locations, four countries fill the top ten. Unsurprisingly, The Netherlands has six; Delft (89), The Hague (89), Nijmegen (86), Eindhoven (86), Utrecht (85), and Almere (85). France has two; Paris (89) and Lyon (86). Belgium has two; Brussels (87) and Leuven (85). Germany has one; Munich (85).

Paris continues to see the benefits of the significant transport policies introduced by Mayor Anne Hidalgo, as it comes in joint first place for European locations alongside The Hague and Delft. When compared to European cities, just two UK locations are ranked in the top 20 overall. Cambridge comes in 16th place with a rating of 84, and Hackney comes in 17th place with a rating of 83, down from 13th place last year. Both Islington and Southwark have dropped out of the top 20, having been ranked 15th and 19th respectively in 2024. This lack of representation in the top 20 European locations is a sign of the little progress that has been made overall in the UK.

This year, campaigners from PeopleForBikes contacted a wide range of Local Authority politicians and Members of Parliament to share the findings and offer further data and information.

Jenn Dice, PeopleForBikes President and CEO, said:

“This year’s City Ratings highlight the progress being made in parts of the UK and the ongoing need for greater investment in safe, connected cycling lanes nationwide. We know that when cities invest in better infrastructure, more people choose to ride, and that leads to wide-ranging benefits like reduced congestion and better health outcomes,”

“These findings give decision-makers and advocates the evidence they need to take bold, informed action to make bicycling a more accessible and appealing option for everyone.”

Teun van Leeuwen from Cycling UK Stevenage, who is an active campaigner and has lived in Stevenage for 2.5 years, said:

“I think our rating is fair. It reflects the incredible legacy of Stevenage’s network, which was once number one in the world. It provides us with huge potential, but it will remain untapped until the missing links and many maintenance issues are addressed.

“Key destinations remain out of reach for many. While some progress has been made, it’s not nearly fast enough to address these deep-rooted issues. I expect our ranking to drop in future ratings unless the pace of improvement accelerates dramatically.”

Jill Borchers from Cycling UK Stevenage, who has lived in Stevenage for 35 years, said:

“Stevenage's ranking confirms the value of ambitious infrastructure. For the new towns on the horizon, the challenge is to evolve this blueprint: replicating the initial vision while improving upon it with 80 years of real-world lessons.”

ENDS

For more information on City Ratings, please visit

<http://cityratings.peopleforbikes.org/uk>

Imagery

Please see a link imagery [HERE](#)

Tables showing the UK results / top & bottom 20 results from the UK + the top / bottom 20 results from the UK and Europe combined can be found

[HERE](#)

Hertfordshire

Location	2025 Rating	2024 Rating
Stevenage	75	
St Albans	63	61
Hertford	44	44
Letchworth	41	44

Wider Results

Region	2025 Average Rating	2024 Average Rating
Greater London	70	69
Hertfordshire	56	N/A
North Yorkshire	53	N/A
Greater Manchester	50	50
West Midlands	50	46

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More information on how scores are calculated

City Ratings scores measure the quality and connectivity of a city's bike network, which includes features such as protected bike lanes, bike paths, low speed limits, and safe crossings. The full methodology is described here: [Methodology | PeopleForBikes City Ratings](#)

About PeopleForBikes

PeopleForBikes is a national bicycle advocacy nonprofit and the U.S. bicycle industry's trade association representing more than 340 bicycle industry supplier members and nearly 1.4 million individual supporters. Through our three areas of influence — infrastructure, policy, and participation — we accelerate the construction of safe, fun, and connected places to bike, advance pro-bike and pro-bike-business legislation; and reduce barriers to welcome more people to the joys of riding a bike. Join us at peopleforbikes.org and [donate](#) to support our work.