

Cycling Strategy Review

24 February 2026



A Stevenage where people
enjoy happier, healthier
and greener lives through
safe, everyday cycling.

Objective Review: Implementation plan for cycle network improvements and maintenance



Incomplete network



Priority for cycling?



Cycleway surfaces
are not up to
standard



Legacy design is not
inclusive

Objective Review: Increase the provision of secure and accessible cycle parking across the town

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It was a negative answer, unfortunately. I felt that they did not care so much about just one person requiring it ... In the old town there are some rented houses, as the one where I live, that are not provided by any possibility of a safe bike storage... we don't have much room at home to store bikes properly ... the council has installed only one cycle hangar ... six [secure] bike spaces in the whole Old Town ... I cannot avoid feeling disappointed

Sergio

Volunteer with Cycling UK Stevenage

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I also cycled on St Georges Way when coming from ASDA and needing to go to [town centre], but I feel very unsafe getting onto the road where the cycle paths leads onto it, and drivers do not expect cyclists on the road. I also have no idea where I would be supposed to get back into the cycling network without having to go through a pedestrian area ... This is very poorly thought through, especially seen that the city centre is a place where lots of people go to or past.

Stevenage resident

Feedback provided through Cycling UK Stevenage residents panel in August 2025

Adopt a target to double the number of cycling trips measured in Stevenage over the next five years and publish annual monitoring against the Cycle Strategy



We can share the lived experience of cycling in Stevenage and provide constructive input on what works or does not work to improve cycling conditions

Time for questions

Summary of key challenges:

- Main problem: No monitoring or accountability mechanism in current strategy
- Destinations and homes not safe to cycle to
- Priority for cycling in policies, but not integrated across council
- Lack of secure cycle parking at home lowers cycling rates
- Minimum standards in planning makes cycling possible, but doesn't encourage it.
How to make cycling actually more convenient than driving?
- Poor surfaces and unnecessary gradients hurt convenience
- Cycle ban removes key benefit of cycling
- Setting a target and monitoring with automatic bike counters will create an accountability mechanism