

## Evidence note for Cycling Groups/invited representatives to E&E Select Committee 24 February 2026

### Organisation and presenter name:

Organisation: Cycling UK Stevenage  
 Presenters: Teun van Leeuwen, Jennifer Huygen

### Commentary on progress made against objective. Current status (one short paragraph), RAG and factual information about delivery concerns, areas of particular concern/investment need:

**Table 12.1 — Cycle Strategy Implementation Plan**

Objective	Impact / outcome	RAG Score	Areas of Concern/Investment Need
<p>Create an implementation plan for cycle network improvements and maintenance (including signage and wayfinding).</p>	<p>A world-class cycling infrastructure for Stevenage that is connected, convivial and safe to use and, together with behaviour change interventions, will lead to cycling around Stevenage becoming irresistible.</p>	<p>RED</p>	<p><u>Concerns:</u> No evidence of progress due to lack of monitoring and accountability mechanism; no long term <a href="#">planning</a> for cycling (e.g. re-gen); destinations and homes often not safe to reach (e.g. Chells homes, <a href="#">Roaring Meg</a>); <a href="#">poor maintenance</a> makes cycling uncomfortable (also on SBC land in FVP); frequent punctures due to limited path cleaning; <a href="#">lack of lighting</a>; cycle as a mobility aid is not seriously considered.</p> <p><u>Investment need:</u> Understanding of current cycle rates in Stevenage (bike counters can help); shift from min. standards focus to ambition at Local Planning Authority (LPA); increase LPA’s limited cycling understanding; currently pro-active outreach with questions to cycling groups by SBC very rare</p>
<p>Increase the provision of secure and accessible cycle parking across the town, including e-bike charging points</p>	<p>Address the concerns many people have about safe storage of bikes and make cycles more visible around Stevenage, acting as a 'nudge' to encourage others to cycle. Provision of cycle storage in the town centre will help to</p>	<p>RED</p>	<p><u>Concerns:</u> <a href="#">Secure station cycle parking not usable</a> by many due to poor 2-tier racking and booking system; no need for public e-bike charging due to e-bike 50+ mi range (convenience important at residence and work); cycle parking hangar applications are rejected (residents are told there is no budget available)</p> <p><u>Investment need:</u> Current town-centre ban <a href="#">hurts cycling convenience</a> which Stevenage cannot afford given limited cycling numbers; <a href="#">cycle hangar</a> installations need to be rolled out more widely across the town; Planning should consider secure cycle parking at all destinations including new homes</p>

	reinforce the lifting of the cycle ban in that area.		
--	--	--	--

### Concrete ask to Committee (single, specific ask):

Ask: Adopt a measurable target to double cycle trips measured in Stevenage **over the next five years**, and **publish annual monitoring** against the Cycle Strategy, with a **2026 baseline** established using agreed measures (e.g., bike counters and an annual resident travel survey).

Motivation: The 2018 Cycle Strategy and earlier strategies have not delivered significant increases in cycling; without a change in approach, this is likely to repeat. Clear targets and transparent monitoring will enable the Council to use the levers it controls to improve cycling convenience and safety, including reviewing incentives and disincentives for cycling uptake. Better access to town centre destinations by reviewing the ban is one of the most impactful levers that the council controls.

### Offer of support / delivery role (what the organisation can commit):

Our offer of support is the same as it has always been: 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. This includes our own experience as local residents who cycle, alongside evidence we gather from the wider cycling community through our [residents' panel](#) and [annual surveys](#), which capture insight on routes, maintenance, access to destinations and barriers to cycling. As the Council reviews its cycling strategy, we hope this offer can be taken up more routinely and earlier in decision-making, in line with the strategy objective to develop links with local cycle user groups.

[Cycling UK Stevenage](#) has no paid staff and is entirely volunteer-led, so our delivery role is limited. [Our advocacy](#) focuses specifically on securing better cycling conditions across Stevenage. We prefer to work collaboratively with SBC, and we would welcome being contacted to help integrate cycling considerations across the Council's portfolio, including health, environment and community.