

# Stevenage Town Centre Access for Cyclists

The following pictures explore the access to the Town Centre for those travelling by cycle within the area bounded by the 4 dual carriageways.

In relation to those dual carriageways, continuous cycleways are:

North – just outside Fairlands Way

South – just inside Six Hills Way.

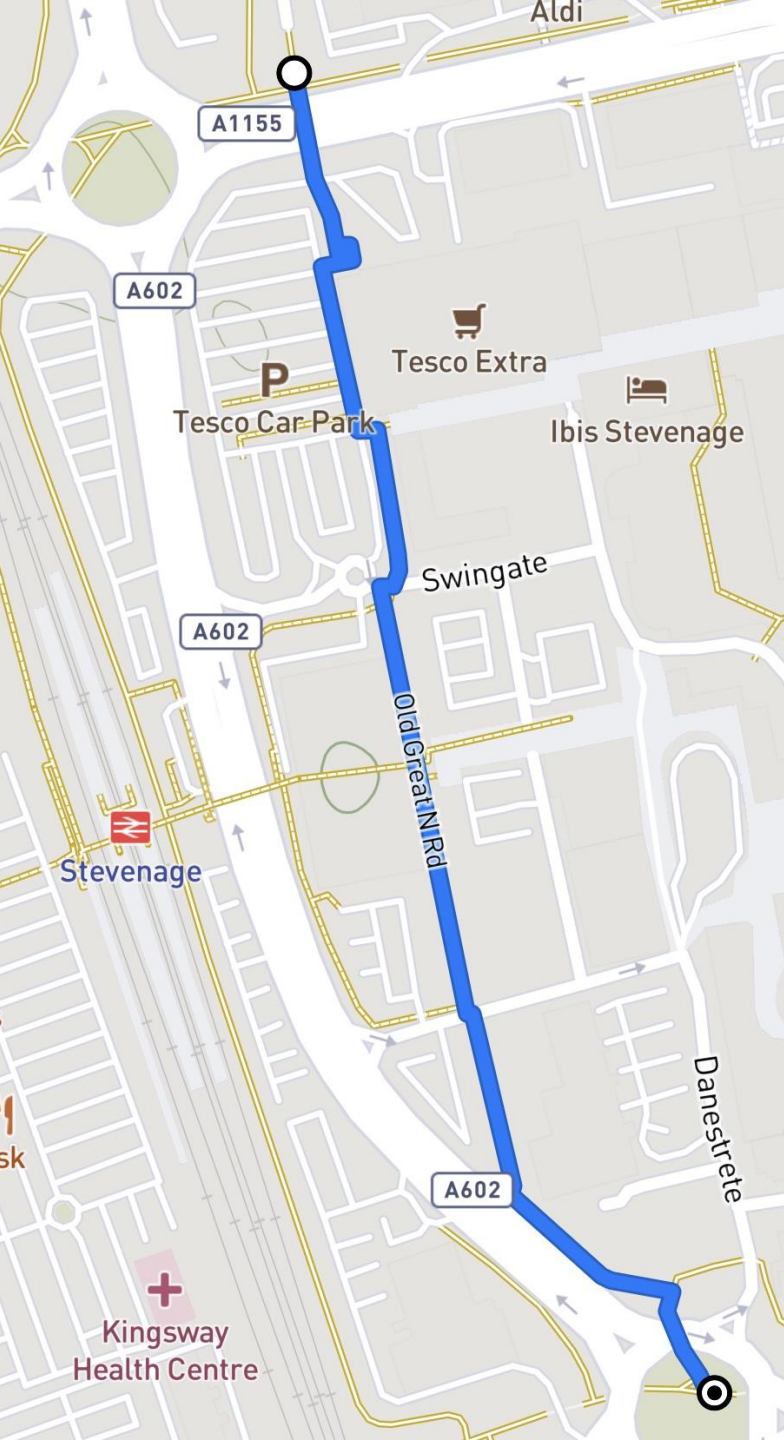
East – beyond Lytton Way, alongside railway line

West – no cycleway but route using Silam Road, shared use link, Penn Road.

Within these boundaries, there is no East-West route for cyclists.

All 3 potential North-South routes are interrupted by car park sharing, one way roads or pedestrian only sections.

Many of the current cycle parking points are a considerable distance from the nearest point that can be legally reached by cycling.



## North South Route 1

Shared use bridge from  
Ditchmore Lane over  
Fairlands Way to London  
Road roundabout.

**0.5 mile**

At bottom of shared use bridge, pavement and bollards





No signage or any other indication of cycle route  
– cyclists share car park road.



Give way at zebra crossing, route currently blocked by trolley park

Even if trolleys were not there, proceed through hatched markings between disabled parking spaces



# Cross pedestrian path and taxi queuing zone



Short link on carpark exit road then turn left whilst negotiating bollards onto shared use path.







Cross pavement, cross road between dashed white lines but then veer to left to use narrow marked cycle lane beside barrier.



Continue along service road, no signage or markings.



Proceed under bridge – currently laid out for socially distanced queuing for leisure centre. No indication of cycleway.

Continue along service road – no markings, left hand side disabled parking



# Cycle markings reappear, give way to cross Danesgate



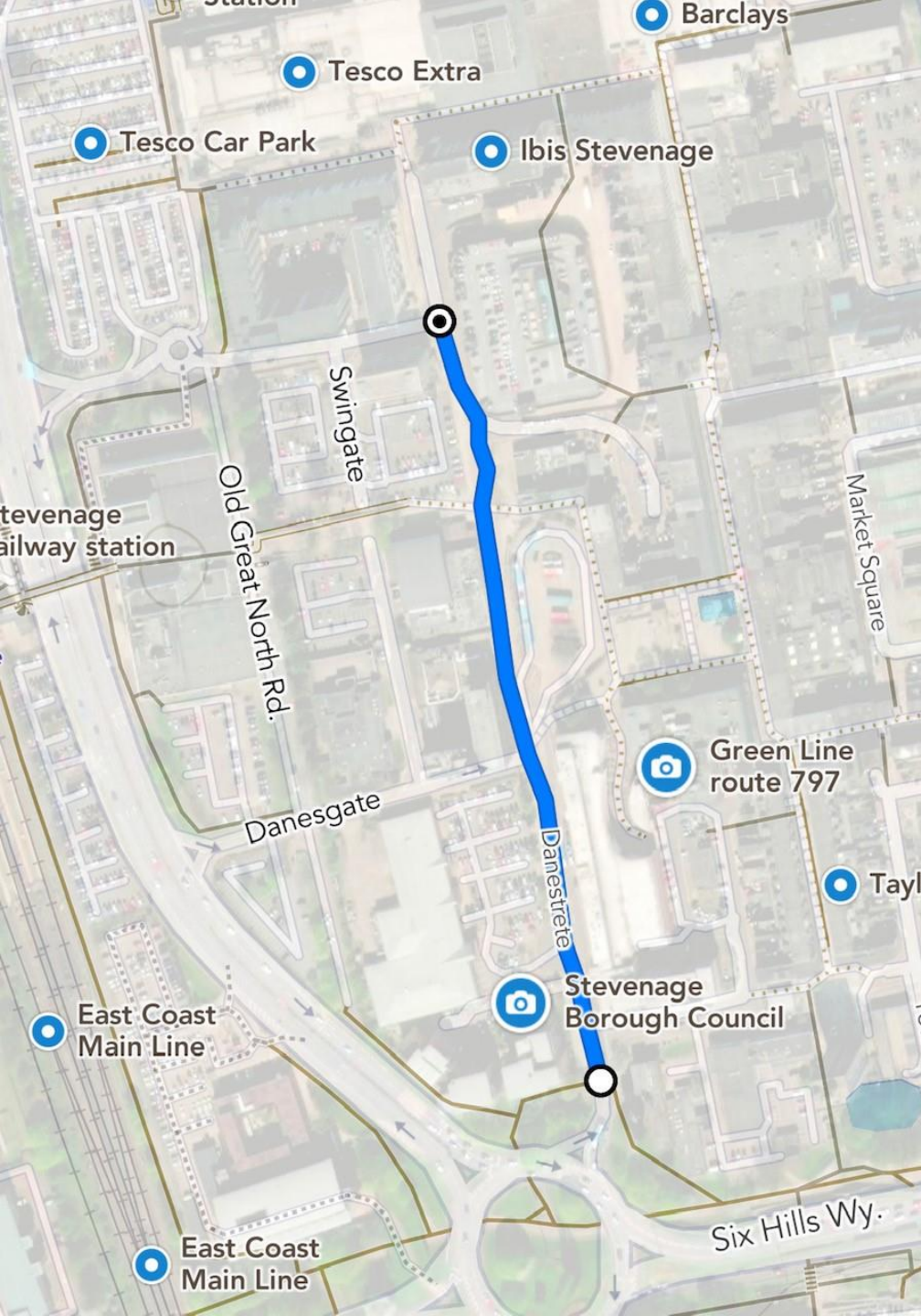
Proceed through gap beside barrier, faint markings for cycleway now appear on the left along the car park edge.

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Avoid drain cover where cycle way is marked to proceed through bollards and then join the standard cycleway to London Road roundabout.





## North South Route 2

Danestrete

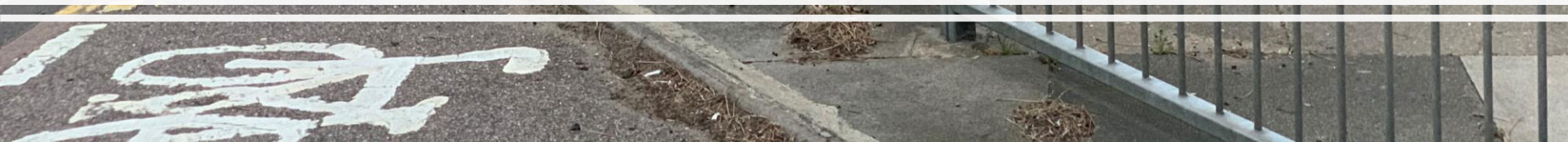
Would give cyclists closest access to Daneshill House, current bus interchange and central cycle parking at Town Square



# Northbound



Arriving at Danestrete no access across pavement here so a cyclist has to turn right twice to enter The Quadrant to the library or Queensway cycle parking.



Signage states No entry Except for buses and coaches.  
Road marking states Buses Only. Cyclist has to dismount and push cycle.





Sign states pedestrian zone except for after 6pm. A cyclist parking cycle here can only arrive from the West via Danesgate and can only leave to the South via Danestrete





Danesgate is one way so a cyclist cannot use it to get back to the cycleway network via main Old Great North Rd route. They have to walk and push cycle.



Southbound

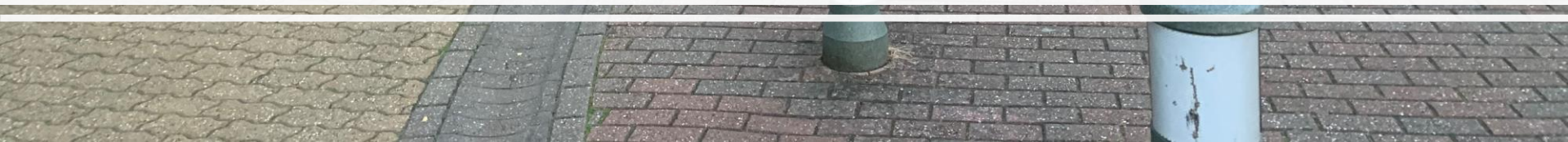


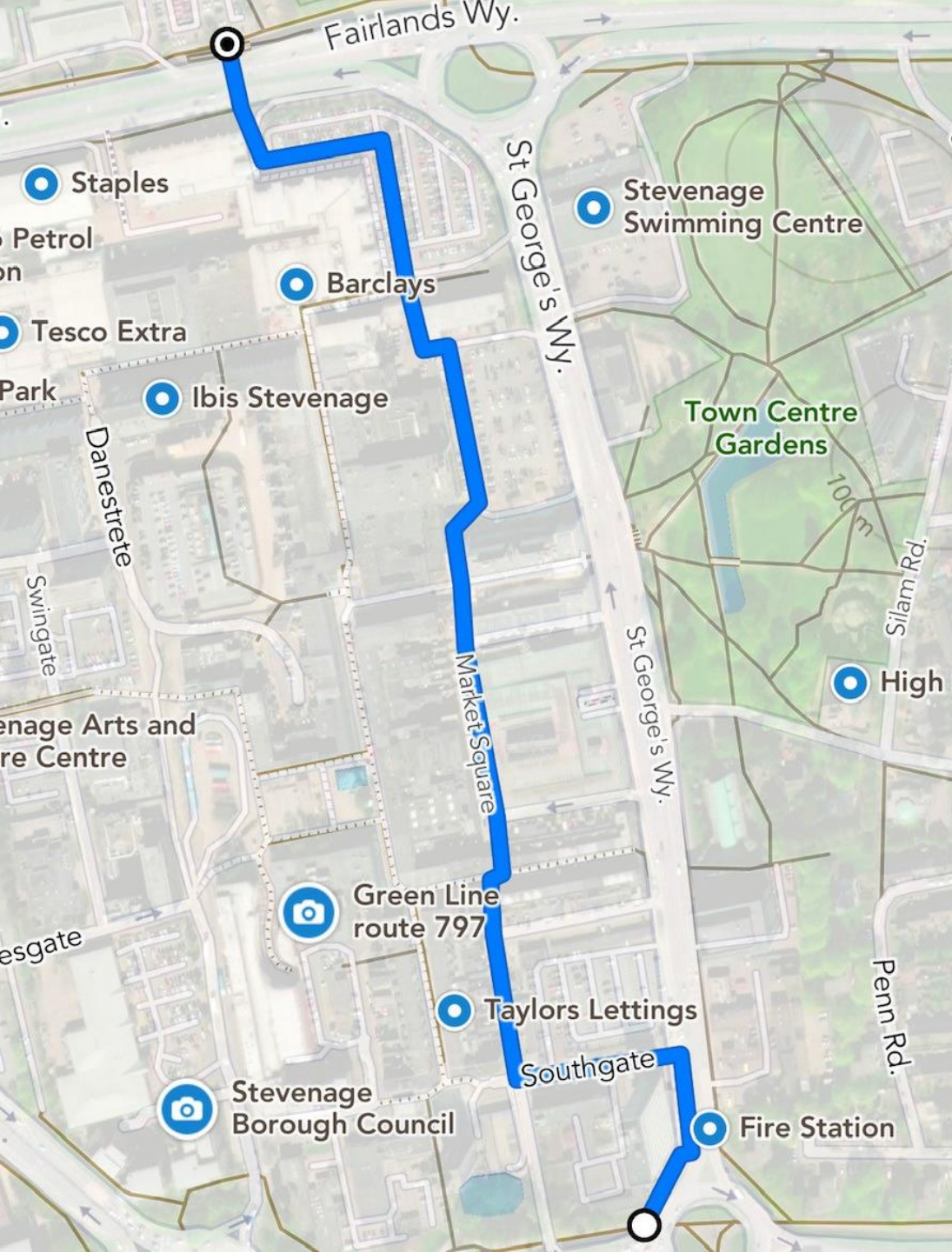
No Entry signage at start of road between bus interchange  
and Daneshill House





No Cycling sign alongside road indicates cyclists are definitely not to use yellow paved route.





## North South Route 3

Monkswood Way roundabout to St George's underpass.

Road sections are only possible in South North direction and there is walking required in either direction.

Allows access to market.

At end of cycleway, join dual carriageway just as vehicles leave roundabout. Nearside lane is often flooded and unusable.





Proceed for short distance along dual carriageway.  
Note many cyclists currently use this pavement section instead.





Turn left into Southgate. Many cyclists who previously used pavement to avoid dual carriageway continue to do so around here.

This is 2-way road – only part of this route that is.  
Turn right to go behind Southgate long stay carpark.





This road behind Southgate carpark is one way. It is therefore illegal to cycle in a North-South direction. There is no pavement to use instead.



Dismount and walk pushing cycle



Continue to walk pushing cycle through to Market Square

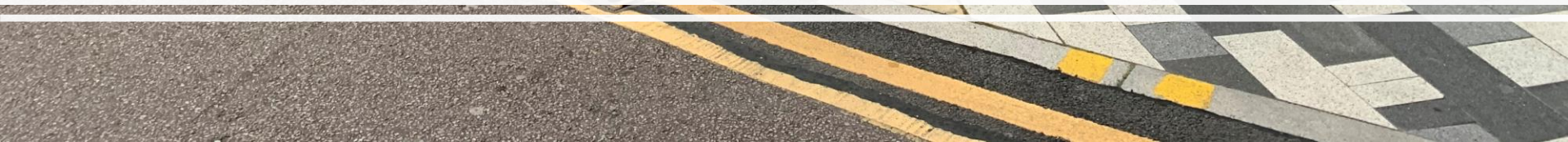




Market Square is one way. It is therefore illegal to cycle in a North-South direction. There is no pavement wide enough to use to push cycle instead.



Dismount again and push cycle through and across Park Place to Marshgate





At Marshgate, one way system gives choice of turning right here and then using dual carriageway around carpark or continuing to walk and push cycle.





Marshgate one way system allows only Southbound cycling so when proceeding North, a cyclist has to walk and push cycle or detour to use dual carriageway

Dismount now if dual carriageway detour used.  
Either way, walk and push cycle through to Forum carpark.





Proceed through Forum carpark, here a cyclist heading North from this cycle parking provision will be going in the opposite direction to the carpark road markings.





Turn left to proceed towards car park entrance.  
Again this will be against the marked flow of carpark traffic.



To get to cycleway in underpass, cyclist now has to negotiate bollards and pavement and the traffic coming into the car park.

**This 3rd route is particularly relevant for cyclists travelling to the Indoor Market.**

Consider customers who are leaving the Indoor Market from the current exit.

**Driver** – use lift to go straight to Market car park.

**Bus User** – walk 0.15 mile to bus station

**Southbound Cyclist** – Walk 0.27 mile pushing cycle back to join the cycleway where it meets the dual carriageway just to the south of Vista Tower.

**Southbound Cyclist unable to push cycle** – Complete a 1 mile minimum cycleway detour which includes some use of St George's Way dual carriageway.

### **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

Provision for these market customers is in direct contradiction to the Transport User Hierarchy published in the Hertfordshire County Council Local Transport Plan.

Meanwhile, elsewhere.....

Road made one way for all traffic except for cycles – with a marked cycle lane running in opposite direction to traffic. Junction of Long Acre and Endell Street

<https://goo.gl/maps/NJkmoBgMKF9To6gB6>





Cyclists allowed on just a short critical link section of otherwise pedestrian space. Pedestrians still have priority but a cyclist does not have to dismount and push cycle. Here link between Russell Square and Woburn Square.



Is this really the vision for accessing Stevenage Town Centre?  
Here the woman walks and pushes her cycle.

