



**ENVIRONMENT & ECONOMY SELECT COMMITTEE**

**12 DECEMBER 2023**

**SUPPLEMENTARY AGENDA**

**PART I**

**3. PRE-SCRUTINY OF THE STEVENAGE CYCLE HIRE SCHEME**

As a pre-scrutiny policy development item Members are invited to receive a presentation from Officers on a proposed cycle hire scheme for Stevenage, including locations and potential phases of the scheme.

Copy of the presentation slides attached – Pages 3 - 20

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Page 1

# Stevenage Cycle Hire Scheme

# Existing Transport in Stevenage

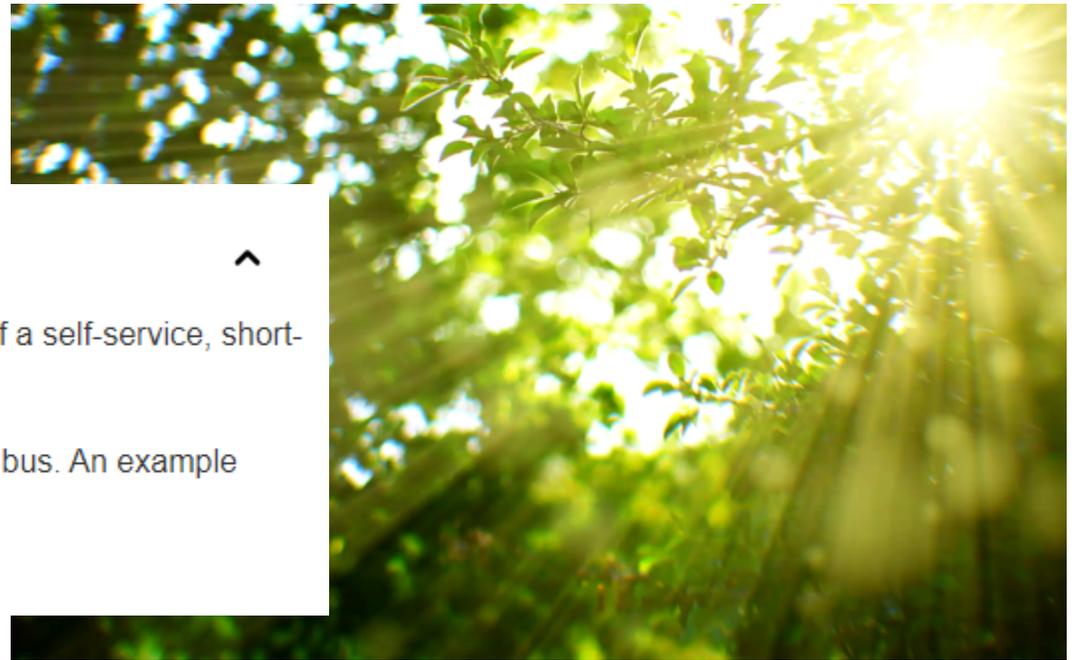
Currently, transport makes up nearly a third of Stevenage emissions and transport is one of the 8 key theme visions for Stevenage Climate Change Strategy. Recent data (2022) show in Stevenage, mode split for travelling to work is cycling 3%, and walking 11% in contrast car journeys account for around 68%. This means over half of all journeys to work trips are still being made by private car.

National active transport policy, as set out in the DfT's policy document Gear Change (2020), strongly supports the delivering increased cycling and walking. Gear Change sets out a target of significantly higher levels of cycling by 2025. Bike share has been shown to be one way of helping to deliver this. CoMo UK has carried out annual surveys on the role of bike share in delivering active travel.

## What is a cycle share scheme?

A cycle share scheme is a bike scheme where bikes or e-bikes are provided by way of a self-service, short-term rental for multiple users.

The idea is that anyone can hire a cycle to make short trips rather than use the car or bus. An example might maybe travelling to the office, station, retail areas or local amenities.



## How does a cycle share scheme work?

Schemes typically fall into one or both categories:

- Docked schemes, where bikes are hired from and returned to formal docking stations; and
- Dockless schemes, where bikes are parked on-street, usually utilising a in-built smart lock.
- There are two types of membership. Pay as you go, or membership (daily/monthly/annual).



# Objectives

Encourage a change in the way we use local transport by providing an efficient complement to public transport.

Offer an alternative to driving for short trips, reducing congestion and air pollution.

Make cycle share available to the public at low cost.

Improve access to jobs, education, and amenities with “first/last mile” connectivity.

Increased number of people cycling, leading to improved health and wellbeing.

# Project Timeline



# Stevenage Cycle Hire Consultation

[Have Your Say Today - Stevenage Cycle Hire - Commonplace](#)





## Add a comment on our Map Survey!

Comments 165  
Agreements 51

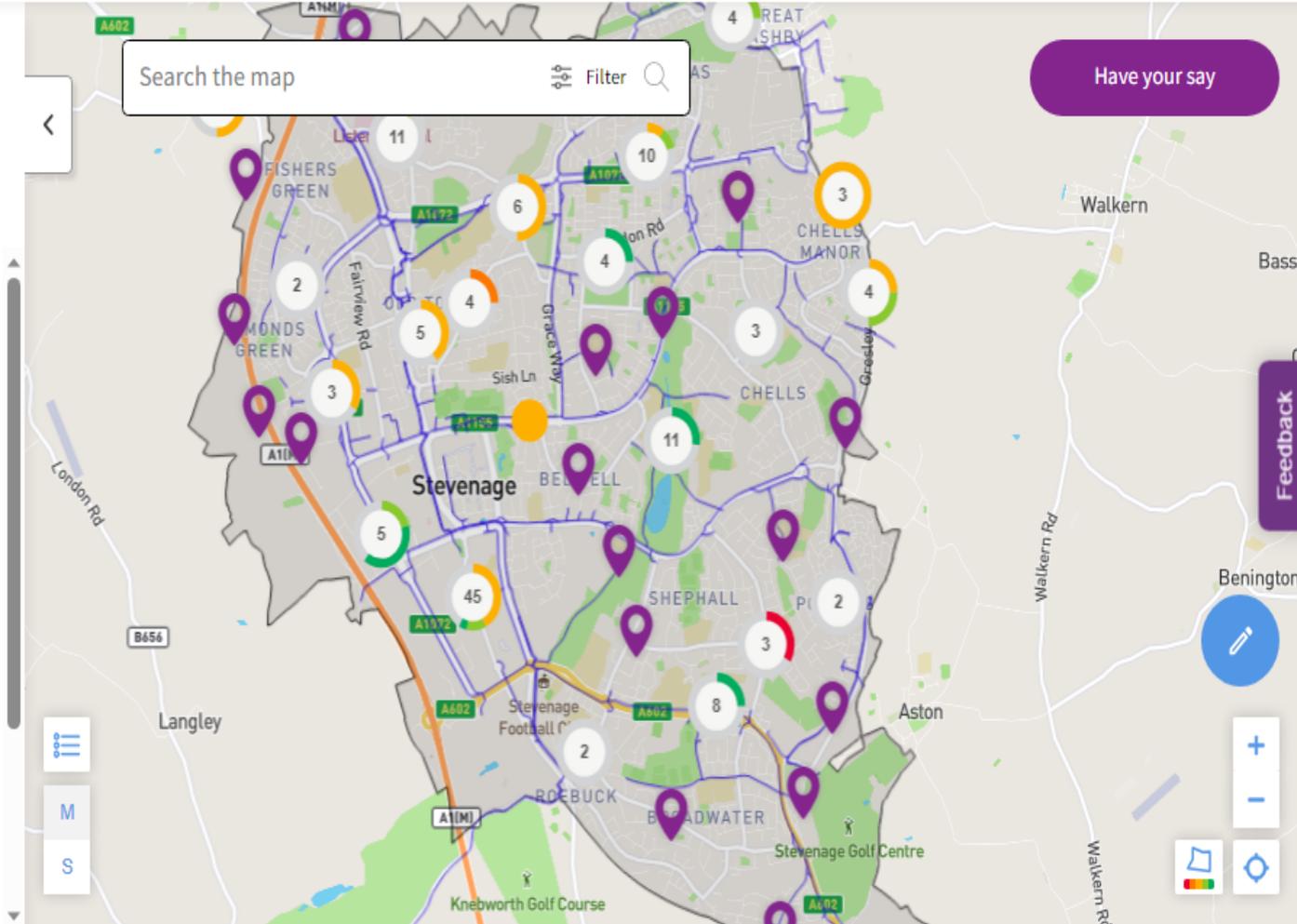


Click on the 'Have your say' button, drop your pin on the map and tell us where you'd like to see cycle hire docking stations and cycle storage in Stevenage, and how safe you feel to cycle.

**You can return to the map and add as many pins as you like within the boundary!**

The blue lines show the existing cycle routes.

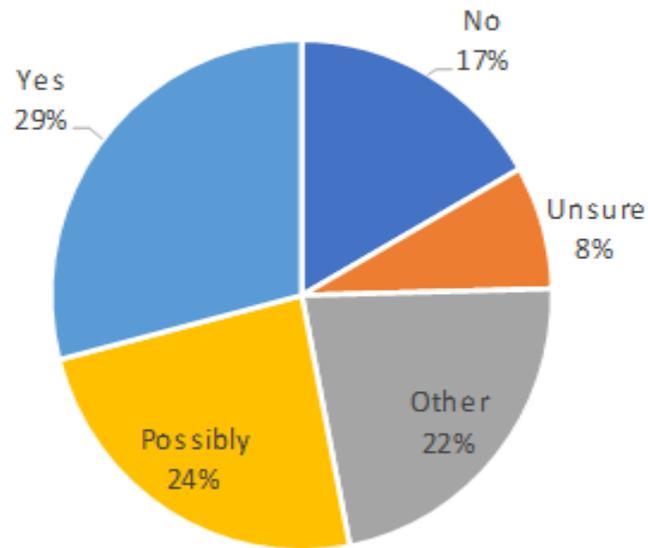
[Learn more about Stevenage Cycle Hire](#)



# Consultation feedback

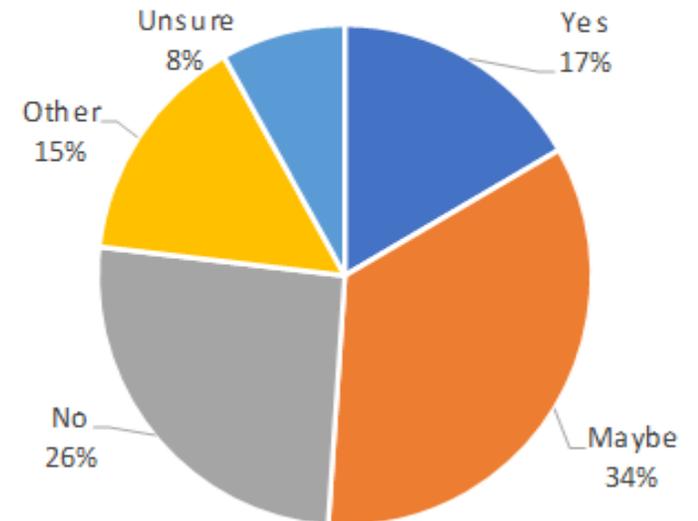
## Cycle Hire Survey

Would you consider using a cycle scheme?



## Youth Survey

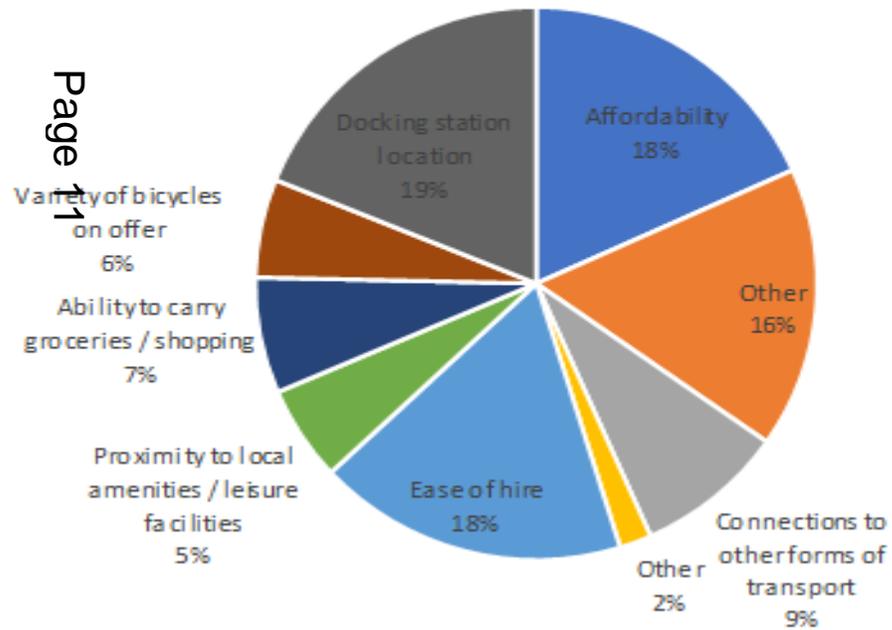
Would you consider hiring a bike in Stevenage?



# Consultation feedback

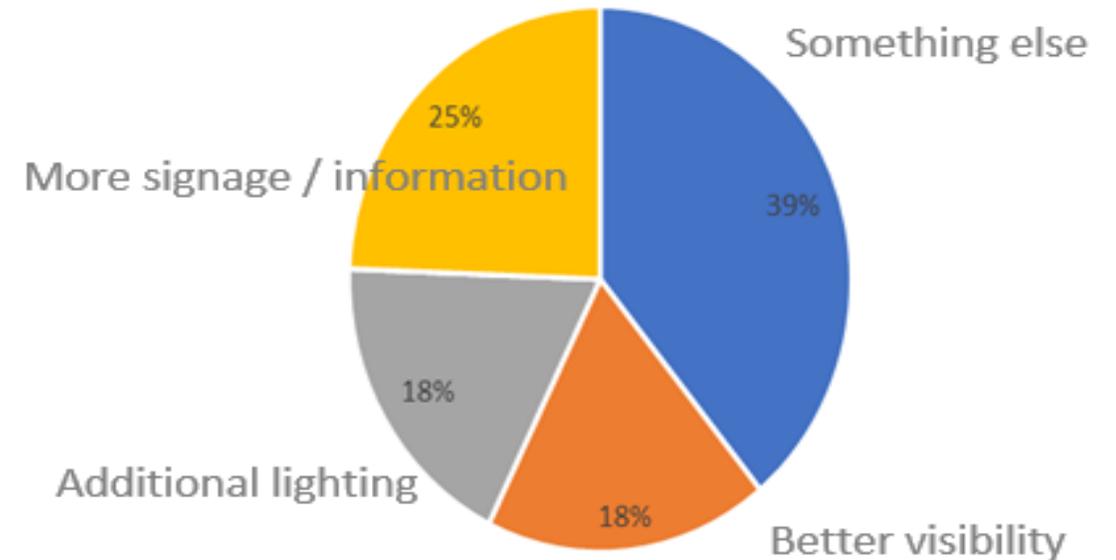
## Cycle Hire Survey

What would be most important to you



## Map Survey

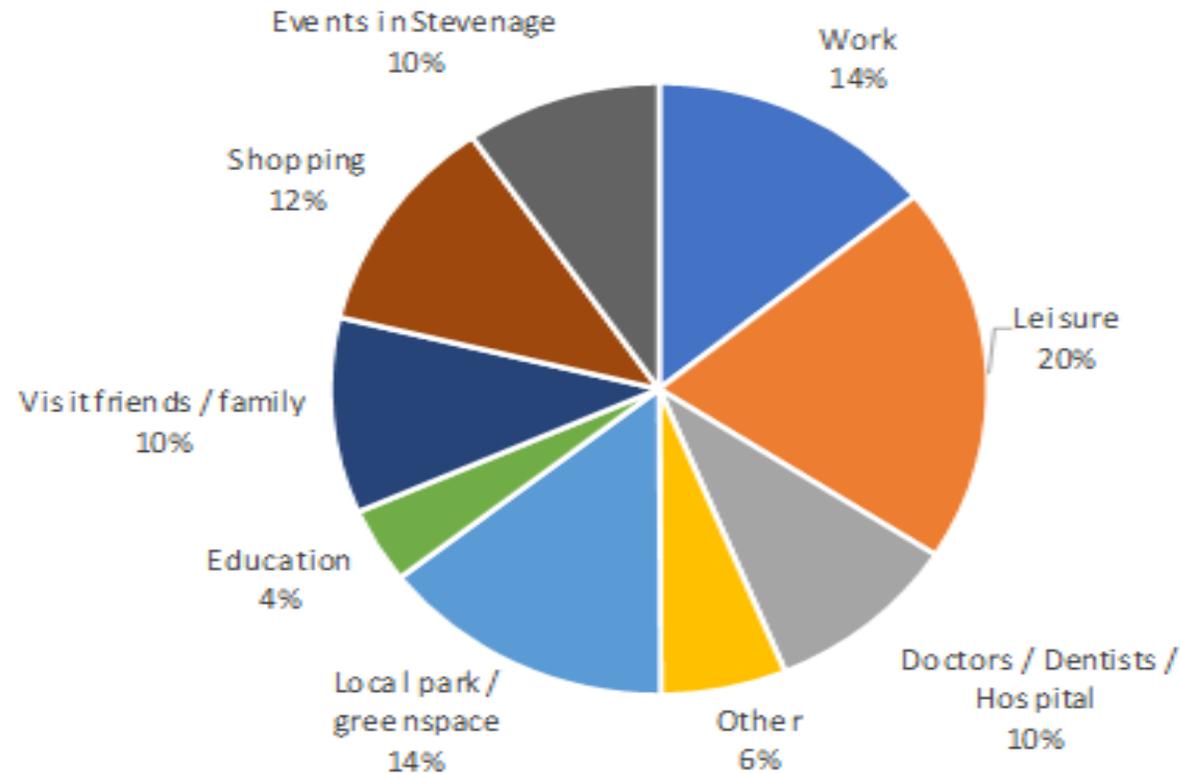
What would help you feel safe cycling in Stevenage

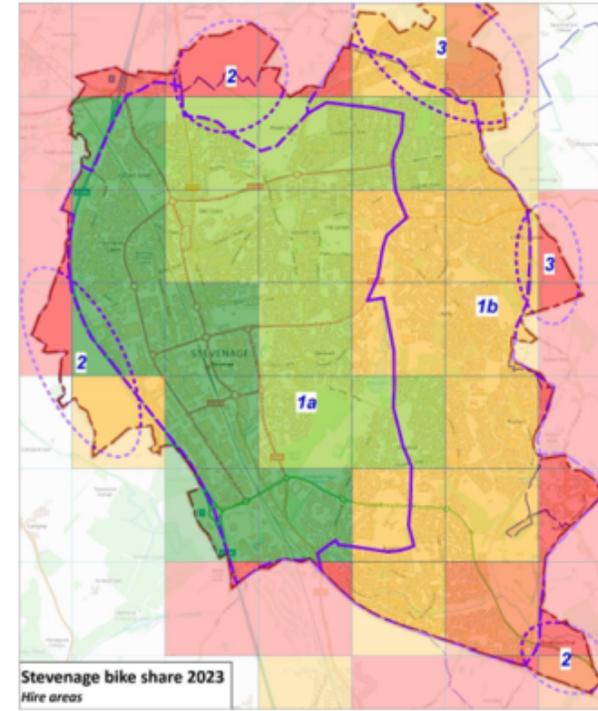
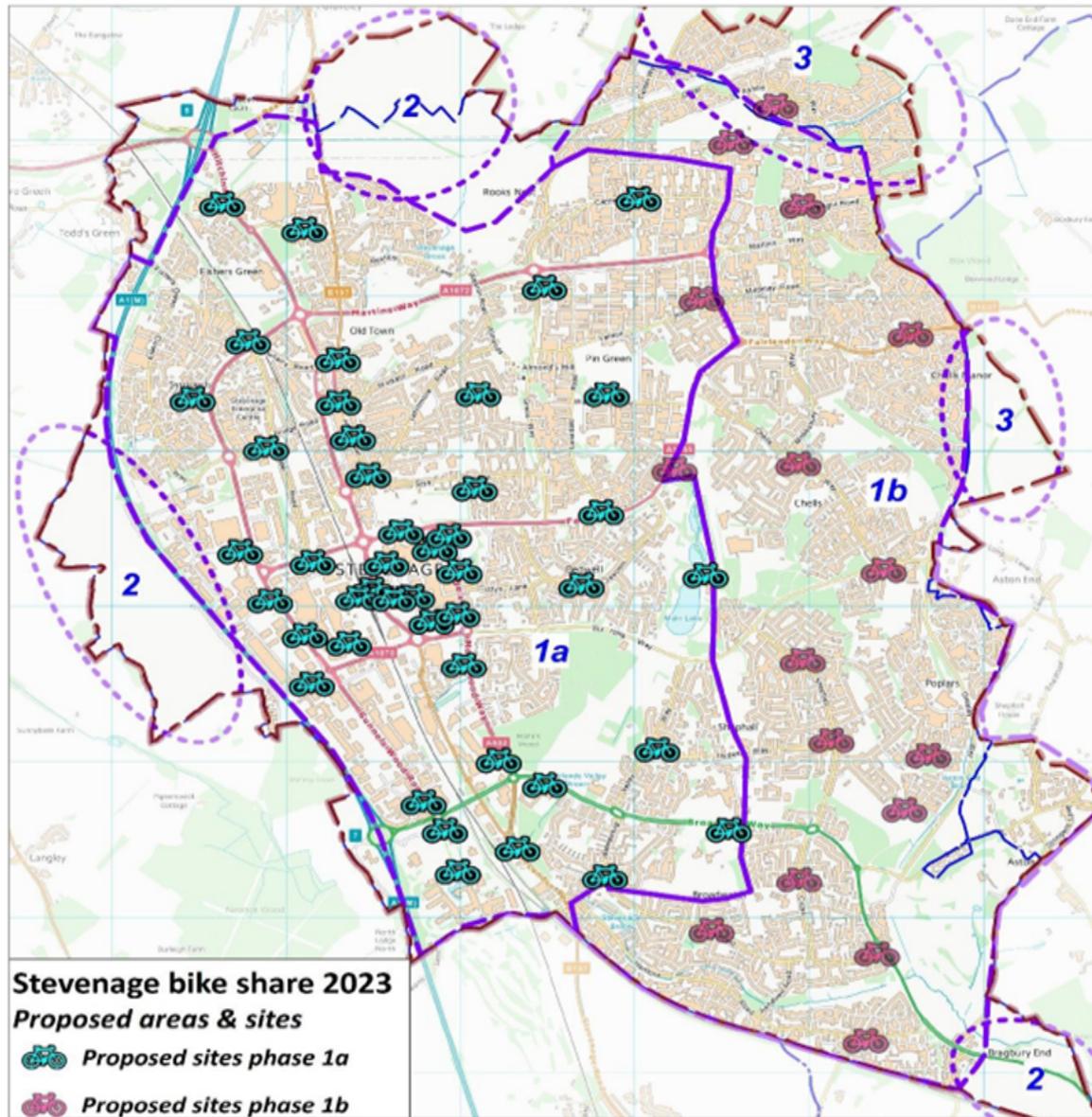


# Consultation feedback



Cycle destinations





Factor	Score
A. Existing key destinations/attractions and major trip generators	8 / 6 / 4 / 2 / 0
B. Propensity to cycle (based on socio-demographic data)	4 / 2 / 0
C. Potential for increased cycling (based on PCT tool)	4 / 2 / 0
D. Main cycle routes	4 / 2 / 0
E. Significant areas of future development	4 / 2 / 0
F. Public transport / park & ride provision	2 / 1 / 0
G. Levels of cycling	2 / 1 / 0
H. Population density	2 / 1 / 0

# Stevenage Cycle Hire Model

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Stevenage cycle hire scheme (upper)	2024–25	2025–26	2026–27	2027–28	2028–29
	Year 1	Year 2	Year 3	Year 4	Year 5
Hubs	49	50	51	52	53
Nominal no. of bikes	240	248	256	264	272

# Capital Cost

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TOTAL CAPITAL COST	2024–25	2025–26	2026–27	2027–28	2028–29
	Year 1	Year 2	Year 3	Year 4	Year 5
OPTIMISM BIAS/CONTINGENCY	10%	10%	10%	10%	10%
OVERALL TOTAL	834,325	59,800	62,100	62,100	62,100
CUMULATIVE CAPITAL COST YEAR 5					1 million

Upper core model

## Capital Costs and Viability

Lower scale scheme – £0.833m  
Core scheme – £0.957m  
Upper scale scheme – £1.08m





# Sustainability

## Case study

- ❖ 400,000 cycling trips across over 33,000 users
- ❖ Averaged over 1.4 rides per bike per day;
- ❖ 26% of journeys remove a vehicle from the network, equating to 104,000 vehicles
- ❖ 44 tonnes of carbon saved so far

# Project Timeline





Page

**Thank you**

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