

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

Organisation and presenter name:

Wheels for Wellbeing
Dr Kay Inckle

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 (Red, Amber, Green)	Areas of Concern/Investment Need
Create an implementation plan for cycle network improvements and maintenance (including signage and wayfinding).	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.	Amber	Fort cycle infrastructure to be fully accessible for the whole population it must meet the best practice standards of LTN1/20 and have no critical fails. Budget for ongoing maintenance and repair is an essential part of this, otherwise infrastructure deteriorates and quickly becomes inaccessible for Disabled cyclists and others using non-standard cycles such as cargo and family cycles e.g. https://wheelsforwellbeing.org.uk/inclusive-cycle-infrastructure-guide-planting-vegetation-management/
Increase the provision of secure and accessible	Address the concerns many people have about	Red – most cycle parking is not accessible for Disabled	Accessible, safe and secure cycle parking at home and key destinations is essential if

cycle parking across the town, including e-bike charging points	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 reinforce the lifting of the cycle ban in that area.	cyclists, or others using non-standard cycles such as family and cargo cycles. Two tier cycle racks are also inaccessible for many women and older people, e-bike users, those with child carriers as well as Disabled people.	people are going to switch to cycling for utility journeys. This is particularly important for Disabled people given the cost of non-standard cycles (circa £8,000) and the difficulty in accessing repairs, maintenance and replacement cycles.
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Concrete ask to Committee (single, specific ask):

Ensure that all residents have access to accessible, secure cycle parking at their home and key/essential destinations.

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

WfW offer training and design consultancy in accessible cycle parking, as well as a range of free resources to help local authorities deliver best practice <https://wheelsforwellbeing.org.uk/guide-to-inclusive-cycle-parking/>

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Organisation and presenter name:

Mark Street of invis-Ability CIC

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

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Create an implementation plan for cycle network improvements and maintenance (including signage and wayfinding).	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.		That the signage would be visible enough for people with Visual impairments. Along side to access to the cycleways and off as some are either too steep or too narrow and on occasions both. Which has occasionally caused issue with trying to get to my final destination. i.e Roaring meg, Dunhelm, Halfords & Cancer Research. We have held several events highlighting some issues mobility users suffer.
Increase the provision of secure and accessible cycle	Address the concerns many people have about safe		Would request that parking would be able to hold bike trailers 3

parking across the town, including e-bike charging points	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 reinforce the lifting of the cycle ban in that area.		wheeled cycles & that they are placed in areas that would enable easy access for disabled users with accessible entry and exit security.
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Concrete ask to Committee (single, specific ask):

To ensure that all provisions are accessible for all!

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

Would be willing to work with all departments of the local planning and council to ensure that disability access is taken into account.

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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

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Create an implementation plan for cycle network improvements and maintenance (including signage and wayfinding).	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.	RED	<u>Concerns:</u> No evidence of progress due to lack of monitoring and accountability mechanism; no long term planning for cycling (e.g. re-gen); destinations and homes often not safe to reach (e.g. Chells homes, Roaring Meg); poor maintenance makes cycling uncomfortable (also on SBC land in FVP); frequent punctures due to limited path cleaning; lack of lighting; cycle as a mobility aid is not seriously considered. <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
Increase the provision of secure and accessible cycle	Address the concerns many people have about safe storage of bikes and make cycles more visible around Stevenage,		<u>Concerns:</u> Secure station cycle parking not usable 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)

parking across the town, including e-bike charging points	acting as a 'nudge' to encourage others to cycle. Provision of cycle storage in the town centre will help to reinforce the lifting of the cycle ban in that area.	RED	<u>Investment need:</u> Current town-centre ban hurts cycling convenience which Stevenage cannot afford given limited cycling numbers; cycle hangar installations need to be rolled out more widely across the town; Planning should consider secure cycle parking at all destinations including new homes
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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.

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Organisation and presenter name:

Stevenage Cycling Hub CIC
Tina Walker - Director

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

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Create an implementation plan for cycle network improvements and maintenance (including signage and wayfinding).	A world-class cycling infrastructure for Stevenage that is connected, convivial and safe to use and, together with behaviour change interventions, will lead to	RED	The network is tired. Showing its age. Does not meet current regulations for cycle infrastructure. Wayfinding is terrible. Maintenance is poor and response to requests for cleaning/repair are met with platitudes or its not us... Eg reports of glass are responded

	cycling around Stevenage becoming irresistible.		to with: it will be cleared on the regular maintenance schedule (every 13 weeks!) a puncture is likely to stop a rider choosing to cycle.
Increase the provision of secure and accessible cycle parking across the town, including e-bike charging points	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 reinforce the lifting of the cycle ban in that area.	RED	More covered, secure and well lit cycle parking spots around the whole town. Neighbourhood shops, leisure sites, medical facilities, churches, etc as well as the town centre. Ideally with charging facilities too. These must be accessible for all and with an eye to the future must be usable by all kinds of cycles including cargo bikes trailers etc Don't forget residential parking for both council tenants and residents of private housing. More cycle hangers replacing parking spaces will be a huge win in the long term as well as dedicated parking for non-standard cycles. Planning must require building with e-bike charging in safe secure accessible places – to discourage charging inside flats and houses.

Concrete ask to Committee (single, specific ask):

Our aims mirror your aims.

Help us to help you achieve them by improving the Stevenage Cycling Hub's visibility to the public. This can be achieved by providing a tarmac training location adjacent to our building and making our "shop" window look

inviting and welcoming.

Even when we are open – from the outside it looks forbidding and closed up.

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

Keep doing what we are doing gradually expanding our offer as we get more support/funding from funders.

Our training teaches people to ride safely.

Our workshop helps get new riders onto cycles and keep those cycles on the road.

Our children's club inspires our young people. Fairlands Cycling Club.

Our rides teach people their way around town.

Our example of cycling for utility (getting to places) carrying equipment, shopping, cycles to events etc will help to encourage more cycling by modelling everyday cycling.