

**THE BOROUGH OF STEVENAGE (DANESTRETE, STEVENAGE)  
(PEDESTRIAN ZONE AND PROHIBITION OF WAITING)  
AND (REVOCATION) ORDER 2022**

**Cycling UK Stevenage response to Formal consultation**

**Schedule 1: Pedestrian Zone and Prohibition of Waiting – effecting that section of road herein listed and as set out in the Order and its accompanying plan: Part of Danestrete. Exemptions will apply as specified within the Order.**

Cycling UK Stevenage strongly object to the proposal to prevent people from cycling along the yellow paved section of Danestrete between Danesgate and Westgate known informally as the “Yellow Brick Road” (YBR).

On page 20 of the BDP(90)RPT001 Landscape and public realm design and access statement this was clearly identified as a spine to “Establish a connection between arrival zones” and “Allow access for pedestrians and **cyclists** and emergency vehicles”.

When Cycling UK met with SBC and HCC officers at Daneshill House on 8<sup>th</sup> February 2022, BDP presented the latest information available from Town Centre Regeneration Public Realm Guide. This indicated that in the longer term, the Danestrete route between Danesgate and Westgate is intended to be a cycle route. Following this meeting, we understand that a TRO was drafted and consulted on informally to include the removal of one-way restrictions on Danesgate and the “Yellow Brick Road”, the removal of the no-vehicles before 6pm restriction and the making of a new no-motor-vehicles at any time restriction (allowing cycles) on the Yellow Brick Road.

There is only one other north-south cycling route within the Town Centre dual carriageway ring and that includes the new section of shared use path alongside the new interchange. This section is shared by people cycling, walking, and using mobility equipment using the interchange as well as those travelling past it. This area will become even busier if this becomes the only north-south route that people cycling are permitted to use.

We were therefore very surprised and disappointed that, with no warning, and thus no consultation process, the Planning and Development committee decided at the actual planning meeting, that the yellow brick lane should not be used by cyclists.

The reason given to ban cyclists was “to safeguard pedestrians and other road users”. Cycling UK would like to express extreme disappointment that this statement implies that people riding cycles are inherently a danger to people who are walking. Throughout Stevenage and elsewhere, responsible cyclists share space safely with pedestrians; banning this responsible majority will not necessarily prevent dangerous and anti-social behaviour by a few individuals.

The multi-use space can be accessed from all directions on foot. The yellow brick road is the only possible cycle route to the event space - and had been identified as the access spine for cyclists and pedestrians in the original planning documents.

The event space is not going to be heavily used throughout every day and night. LTN1 para 6.5.9 states: “Research shows that cyclists alter their behaviour according to the density of pedestrians – as pedestrian flows rise, cyclists tend to ride more slowly and where they become

very high cyclists typically dismount.” (Davies DG et al. (2003) Cycling in Vehicle Restricted Areas: TRL583).

On a dark evening, or early morning, using the Danestrete route is a well-lit and open option, where people cycling may feel safer than on the darker more enclosed alternative route alongside the bus interchange, under the leisure centre steps and along the service road beside the leisure centre. There are residential properties in the locality, people use the yellow brick road as a safe access route to and from their homes.

The pedestrians accessing the event space from the West who need to negotiate the yellow brick road will also have to cross the Old Great North Road shared path - which will be busier if all cyclists must use that.

Cycling in a northbound direction is currently allowed along the Danestrete yellow brick road section after 6pm and has been while the whole bus station area has been inaccessible to pedestrians. Redevelopment gives considerably more space for pedestrians adjacent to the yellow brick road and so its use by cyclists in both directions now would seem reasonable. By its very nature and design, the yellow brick road looks like a cycle route, feels like a cycle route and many people think it is a cycle route. This contrasts with the newly established Old Great North Road shared path which goes alongside the busy bus interchange, the leisure centre entrance, and links to the station on both sides of Lytton Way. In all these sections, pedestrians, cyclists and those using mobility equipment are sharing paved space with no segregation, and no markings.

The proposal to ban cycling goes directly against the SBC Local Plan IT4 to support and encourage increasing mobility by sustainable and inclusive modes and IT5 making safe, direct, and convenient routes within developments for cyclists. Para 7.5.2 of the planning application states that the Highway Authority considers the proposed use of the space is easily accessible for trips by sustainable modes. The decision to remove cycle access along the spine means this is no longer the case – yellow brick road is the only access route avoiding the pedestrian only Town Square. Pushing a cycle, especially if loaded with shopping, or with a child in a child seat is difficult and potentially hazardous. Some people who can cycle quite efficiently find it difficult to walk any distance; others use adapted cycles and are unable to dismount. Banning people from cycling at a prestigious new public realm facility in the Town Centre appears to be completely at odds with Stevenage status as a Sustainable Transport Town.

Cycling UK Stevenage request that this proposal is reconsidered and that people cycling are allowed to use the yellow brick road in both directions.

**Schedule 2: Revocation of Restriction of Use – effecting that section of road herein listed and as set out in the Order: Part of Danestrete**

We support this revocation for cycles and would like it enacted with immediate effect.

**Schedule 3: Revocation of One Way Traffic – effecting that section of road herein listed and as set out in the Order: Part of Danesgate**

We support this revocation for cycles and would like it enacted with immediate effect.

**5<sup>th</sup> October 2022**