

# Stockton-on-Tees

## Local Transport Plan 2006 to 2011: Cycling Strategy

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## Chapter 1: Introduction

### Background

Cycling provides a real alternative for many short local car journeys, and is proven to provide benefits against all five of the themes of the Central Government/Local Government Association's Shared Priority for Transport.

This Strategy sets out to show how we will encourage the development of cycling as a legitimate and valued transport mode. It details the context in which it is set, considers the strategic issues that need to be addressed and outlines an Action Plan for its delivery.

### Aim and Objectives

The overall **Aim** of this Strategy is:

***“More people cycling, more often, and more safely”***

To meet this aim, the **Objectives** of this Strategy are:

- To develop a seamless hierarchy of cycle routes, allowing cyclists to access all parts of the Borough;
- To reintroduce and reformulate an officers' cycling group consisting of representatives for Regeneration and Neighbourhood Development, Road

Safety, Traffic Management, Transport Planning, Development Control, Sustrans, Tourism, Leisure and Countryside, and Highways Maintenance

- To develop and implement a robust planning and design process to deliver cycle-friendly infrastructure as an integral part of the Borough's transport network;
- To develop and implement a suite of 'soft' measures including promotion and training;
- To increase the number of cycling trips throughout the Borough through a campaign of awareness and education;
- To provide a safe, efficient and well maintained cycling network;
- To reduce the actual and perceived dangers to cyclists;
- To provide more and better cycle facilities, to remove theft as a barrier to cycling as a transport mode choice;
- To provide for the needs of cyclists at all stages of the land use planning and development control processes; and
- To ensure that the Authority adopts hierarchies of users and infrastructure which prioritise the travel choices available to promote sustainable modes of travel.

## Chapter 2: Context

Since the publication of the National Cycling Strategy in 1996 a great deal more focus has been placed on the development of a policy framework designed to support and promote cycling. This Chapter summarises the key National, Regional, Sub-Regional and Local policies that set the context within which this Strategy has been developed.

### National Context

#### *The Future of Transport: a network for 2030*

Published in 2004, 'The Future of Transport: a network for 2030' sets out the Government's strategy for transport over the next 25 years. Key to this strategy is the way in which travel is changing across the country.

A key part of the Government's environmental objectives, walking and cycling need to be made a real alternative for local trips. In turn it is considered that this will reduce car use and congestion and increase social inclusion, improving safety and air quality. It will also increase levels of physical fitness.

#### *National Cycling Strategy*

Heralded as a breakthrough in transport thinking in the UK the National Cycling Strategy (NCS) was published in 1996 and aimed for a doubling of cycle use by 2002 and a quadrupling by 2012.

In the review of the Delivery of the NCS in 2005 it was conceded that despite significant levels of investment, the heralded increase in cycling trips has, in general, not been forthcoming. In fact cycling nationally has decreased by a fifth. Subsequently the original targets of the NCS have been dropped in favour of soundly based local targets.

#### *Walking and Cycling: An Action Plan*

'Walking and Cycling: An Action Plan' (DfT, 2004) is directly related to initiatives run by the Department of Health and is driven by public health intervention as much as transport policy. The action plan is broken down into:

- Improving the walking and cycling environment – through land use planning, transport planning, improving liveability, designing streets for people, Home Zones and Quiet Lanes, and tackling anti social behaviour;
- Better facilities for walking and cycling – through creating a safer road environment, access to public transport, improving access to inland waterways; and
- Influencing travel behaviour, through tackling public perceptions, education, training, marketing and promotion campaigns.

### Regional/Sub-Regional Context

#### *'Gearing Up For Growth' – A Cycle Tourism Strategy for the North East*

The North East Cycle Tourism Strategy is a regional plan to develop cycling as a product for marketing inside and outside the region. It identifies a range of 'hard' and 'soft' measures designed to increase the attractiveness of the Region as a destination for cycle tourism.

The Strategy also contains guidance on issues such as route maintenance:

*'...effective maintenance of routes will be a key priority if they are to achieve their potential. Current maintenance regimes for some existing urban routes appear to be failing to deliver the quality of ride experience that is needed'*

and the development of new routes:

*'...the development of safe and attractive cycle routes that link places to visit and things to do is a key priority for developing recreational cycle day visits'*

### *Tees Valley Cycling Strategy*

The Tees Valley Cycling Strategy highlights the need for both 'hard' and 'soft' measures to improve accessibility to cycling and to allow individual members of the public to make informed travel and lifestyle choices. The Strategy also highlights the importance of cycling in meeting national, regional and local objectives for the environment, social improvement, health care and the economy, and provides the Sub-Regional context within which this Strategy has been developed.

### **Local Context**

#### *Stockton-on-Tees Local Transport Plan, 2006 to 2011*

The Second Stockton-on-Tees Local Transport Plan (LTP) covers the five-year period from April 2006 to March 2011, and sets out the Council's strategy for

the future development of the Borough's transport network. The LTP draws upon the national, regional, sub-regional and local contexts to develop a series of aims and objectives set against the five themes of the Central Government/Local Government Association's Shared Priority for Transport, namely:

- **Congestion;**
- **Accessibility;**
- **Road Safety;**
- **Air Quality;** and
- **Other Quality of Life.**

The LTP also includes a set of indicators and targets against which progress towards the delivery of the aims and objectives will be measured over the lifetime of the Plan.

## Chapter 3: Strategic Issues

### Overview

The Council's Long-Term Transport Strategy, as set out in the Second Stockton-on-Tees Local Transport Plan (LTP), is based on the set of Core Aims and Objectives set out in [Table 3.1](#).

Cycling will play a key role in meeting many of these Aims and Objectives, particularly those highlighted in green within the Table.

The remainder of this Chapter considers the Policy Areas within which cycling's contribution to meeting the Core Aims and Objectives of the LTP will be focused.

Shared Priority Theme	Core Aims	Objectives
Accessibility	To improve opportunities for all to access health, education, jobs, leisure and retail outlets.	Improved public transport network coverage.
		More integrated transport links.
		Better travel information.
		Increased reliability of transport systems.
		Reduced cost of travel.
Congestion	To reduce the rate of traffic growth in the Borough.	Encouragement of more walking and cycling trips.
		Increased use of more sustainable alternatives to the private car.
		Promotion and awareness of more sustainable alternatives to the private car.
Road Safety	To reduce the incidence and severity of casualties on the Borough's roads.	More efficient management and use of existing infrastructure.
		Ensure that all new and improved highways infrastructure adopts best practice in 'safe by design' principles.
		Take into account the greater incidence of casualties in priority neighbourhoods.
Air Quality	To reduce the risk posed to health by traffic related pollution.	Promote road safety education within the community.
		Maintain statutory air quality objectives across the Borough.
Other Quality of Life	To improve transport's contribution to our community's quality of life.	Implement measures designed to reduce PM10 levels across the Borough.
		Implement measures designed to enhance safety and reduce the fear of crime.
		Address noise and climate change issues.
		Enhance the landscape and biodiversity.
		Enhance the quality of the public realm.
		Improve community transport.
Promote healthier communities.		
		To provide recreational opportunities for a wider range of people, especially those without cars

**Table 3.1: Cycling's Contribution to Meeting the Core Aims and Objectives of the Long-Term Transport Strategy**

## Policy Areas

### 1) Cycling Facilities

- *Hierarchy of Cycle Routes*

We are creating a seamless hierarchy of cycle routes across the Borough. This will comprise Routes 1 and 14 of the National Cycle Network, strategic local cycleway links and advisory signed on-road routes where traffic levels are low.

- *Cycle Route Network*

A full GIS-based cycle route audit has been undertaken. This data is being used to identify gaps in the existing cycleway network, and prioritise the implementation of additional facilities discussed later in this strategy. It will also lead to the reclassification of the local network, a local identification system and the addition of the cycle network to the Council's street gazetteer. This audit will be repeated on a three-yearly basis.

- *Design and Maintenance Standards*

There are a number of publications that provide design guidance for cycle infrastructure, including the Tees Valley Authorities own Design Guide and Specification. The Borough has adopted the approach recommended in the following guidance:

- 'Cycle Friendly Infrastructure – Guidelines on Planning and Design' (IHT, 1996); and
- 'National Cycle Network Guidelines and Practical Details' (Sustrans, 1997).

- *Cycle Parking Facilities*

We will, through a planned programme of implementation, provide a mix of cycle storage facilities in every town centre in the Borough over the lifetime of the strategy, and will in 2006, undertake a feasibility study into the provision of a staffed cycle centre for Stockton on Tees.

### 2) Cyclists' Needs

- *Cycle Audits, incorporating SAPs (Scheme Assessment Process)*

We need to ensure consistency in the design and implementation of cycle facilities to give cyclists confidence that their needs have been fully considered during the scheme design process. Cyclists should play an active role within the audit and assessment process.

- *Road Junctions and Cyclists*

Cyclists are particularly vulnerable at road junctions, especially roundabouts. We will actively seek out and incorporate best practice in design and implementation wherever possible.

- *Traffic Calming and Cyclists*

Although cyclists can benefit from sympathetically designed traffic calming measures, such measures can also act as a barrier to cycling if their design is poor.

- *Cycle Parking at New Developments*

The planning process is an excellent means by which new cycle facilities can be integrated seamlessly into new developments. We will work in partnership with developers to ensure that we capitalise upon all such opportunities.

- *Integration with Public Transport*

We will encourage cycling as part of multi-modal journeys that include the use of public transport. This will require the provision of appropriate cycle parking facilities at public transport interchanges and the implementation and promotion of cycle links to such locations.

### 3) Promotion, Awareness and Safety

- *Promotion of Cycling Facilities*

We must be proactive in promoting cycling, both as a leisure tool and, crucially, as an attractive alternative for journeys currently made by the private car. Accordingly, we will use all available communication channels (e.g. Council publications, direct advertising, the internet and other media) to reach as wide a market as possible.

- *Promotion of Cycle Routes for Recreation*

Cycling is a rapidly expanding leisure activity within the Borough. The promotion of leisure cycling is a major contributor to the health agenda and will play a key role in improving the health and fitness of the Borough's communities.

- *Travel Awareness Campaigns*

Cycling will play a major role within the Tees Valley Travel Awareness Campaign. In addition to participating fully in this campaign, we will actively promote cycling within the Borough through a series of local initiatives such as the annual Guided Cycle Rides programme.

- *Cyclist Training*

Survival on our busy roads requires special skills. We will, therefore, employ a dedicated team of cycle instructors to provide programmes of practical training to National Standard Level 3, with the emphasis placed on real traffic situations. These instructors will also provide adapted training for SEN schools where appropriate in support of personalised travel planning.

### 4) Workplace Cycling

- *Cycle Parking and Changing Facilities at Council Buildings*

Cycling will form an important element of the measures to be rolled out as part of the Council's Workplace Travel Plan. We will, therefore, provide cycle parking and changing facilities at or near Council workplaces wherever practicable.

- *Cycle User Mileage Allowance*

The Council currently pays staff a mileage allowance when travelling by cycle for business purposes. We will review this policy, and look for ways in which the use of cycles for such purposes can be incentivised. This review will include cycling to and from work.

- *Provision of Pool Bikes*

The Council provides pool cycles through the Stockton Cycle Training & Loan for Employees (SCTLE) scheme, to allow staff to replace and/or supplement journeys currently made by car. This scheme will be progressively rolled out across the authority over the lifetime of the Cycling Strategy.

- *Assisted Cycle Purchase*

Assisted cycle purchase should be part of the Council's commitment to cycling. We will investigate the practicality of introducing such a scheme as part of the emerging Council Workplace Travel Plan.

- *Working Practices*

The Council will actively explore issues such as the current dress code, time allowance for changing/showering and an additional time allowance for attending meetings by cycle with a view to better accommodating the needs of cyclists.

## 5) Consultation and Involvement

The Council takes into account the views, needs and aspirations of cyclists by means including:

- **Stockton Cycle Users' Group** – a web-based e-group for cyclists within the Borough;
- **Tees Valley Cycle Forum** – a forum bringing together Council cycling officers, Sustrans, representatives of local cycling groups and members of the public;
- **Transport-related focus groups**, as part of the Local Transport Plan preparation and review process;
- The two **Stockton Road Safety Fora**;
- The 'Comments and Feedback' facility hosted within [www.doitbycycle.com](http://www.doitbycycle.com);

- Reporting of cycleway cleansing, faults and maintenance defects via the **Council's 'Care for Your Area' Telephone Hotline**; and
- The launch of a **Council staff cycle users' group**.

## 6) Cycle Monitoring

Over the life of the Strategy, we will develop an expanded and robust monitoring regime, designed to evaluate our success in meeting the objectives set out above. This will include:

- An **improved network of automatic cycle count sites**, to ascertain total cycle use across the Borough; and
- **Path-side surveys of cyclists**, to identify cyclists' needs and wants and to evaluate perceptual change through time.

## Chapter 4: Action Plan

The Council's **Five-Year Cycling Action Plan** is illustrated in [Table 4.1](#).

Policy Area	Issues	Actions	Timescale				
			2006/07	2007/08	2008/09	2009/10	2010/11
Cycling Facilities	<ul style="list-style-type: none"> <li>Hierarchy of Cycle Routes.</li> <li>Cycle Route Network.</li> <li>Design and Maintenance Standards.</li> <li>Cycle Parking Facilities.</li> <li>Cycle Tourism facilities.</li> </ul>	<ul style="list-style-type: none"> <li>We will ensure all traffic management schemes are audited using the SAPs process to ensure appropriate provision for cyclists (see <a href="#">Appendix 1</a>).</li> </ul>					
		<ul style="list-style-type: none"> <li>We will create a strategic network of local cycleway links and advisory signed on-road routes where traffic levels are low through a rolling programme of implementation through the lifespan of the Strategy. In 2006/07, we will implement a minimum of 2 segregated cycleway schemes – e.g. Durham Lane, Marrick Road to Elton</li> </ul>					
		<ul style="list-style-type: none"> <li>We will identify the cycleway network through an appropriate route numbering system, to:                             <ul style="list-style-type: none"> <li>(i) Identify and clarify the hierarchy of routes; and</li> <li>(ii) Improve the defect reporting and maintenance procedures.</li> </ul> </li> </ul>					
		<ul style="list-style-type: none"> <li>We will agree appropriate criteria for the adoption, cleansing and maintenance of non-standard cycleways.</li> </ul>					
		<ul style="list-style-type: none"> <li>We will institute and carry out a three-yearly audit of the Borough's cycle network, and publish the first revision of the GIS-based Stockton Cycle Map in June 2006.</li> </ul>					
		<ul style="list-style-type: none"> <li>We will continue to develop and adopt best practice in design and maintenance wherever possible.</li> </ul>					
		<ul style="list-style-type: none"> <li>We will provide a mix of cycle parking and storage facilities in every town centre in the Borough over the lifetime of the Strategy, and through the Travel Plan process for school and workplaces provide match funding for improved cycle facilities – e.g. we will provide funding for cycle storage for 3 travel plan schools, and one business in 2006/7: The Glebe Primary, Eggescliffe Primary, The Links Primary, one business to be identified.</li> </ul>					
		<ul style="list-style-type: none"> <li>We will further develop facilities attractive to leisure cyclists.</li> </ul>					
		<ul style="list-style-type: none"> <li>We will undertake a feasibility study into providing a staffed cycle centre facility for Stockton, and other urban centres</li> </ul>					

Policy Area	Issues	Actions	Timescale				
			2006/07	2007/08	2008/09	2009/10	2010/11
<b>Cyclists' Needs</b>	<ul style="list-style-type: none"> <li>Engineering and Cyclists.</li> <li>Cycle Parking at New Developments.</li> <li>Integration with Public Transport.</li> </ul>	<ul style="list-style-type: none"> <li>We will ensure consistency in the design and implementation of cycle facilities.</li> </ul>					
		<ul style="list-style-type: none"> <li>We will actively seek out and incorporate best practice in design and implementation wherever possible.</li> </ul>					
		<ul style="list-style-type: none"> <li>We will ensure that the design of traffic calming measures is sympathetic to the needs of cyclists.</li> </ul>					
		<ul style="list-style-type: none"> <li>We will work in partnership with developers to ensure that we capitalise upon opportunities to seamlessly integrate cycling into new developments.</li> </ul>					
		<ul style="list-style-type: none"> <li>We will encourage cycling as part of multi-modal journeys that include the use of public transport.</li> </ul>					
<b>Promotion, Awareness and Safety</b>	<ul style="list-style-type: none"> <li>Promotion of Cycling Facilities.</li> <li>Promotion of Cycle Routes for Recreation.</li> <li>Travel Awareness Campaigns.</li> <li>Cyclist Training.</li> </ul>	<ul style="list-style-type: none"> <li>We will use all available communication channels to proactively promote cycling.</li> </ul>					
		<ul style="list-style-type: none"> <li>We will work with partners in the Health Sector to identify opportunities through the use of recreational cycling routes improving the health and fitness of the Borough's communities.</li> </ul>					
		<ul style="list-style-type: none"> <li>We will actively promote cycling within the Borough through a series of local initiatives such as the annual Guided Cycle Rides programme.</li> </ul>					
		<ul style="list-style-type: none"> <li>We will employ a dedicated team of cycle instructors to provide programmes of practical training to National Standard Level 3.</li> </ul>					
<b>Workplace Cycling</b>	<ul style="list-style-type: none"> <li>Cycle Parking and Changing Facilities at Council Buildings.</li> <li>Cycle User Mileage Allowance.</li> <li>Provision of Pool Bikes.</li> <li>Assisted Cycle Purchase.</li> <li>Working Practices.</li> </ul>	<ul style="list-style-type: none"> <li>We will provide cycle parking and changing facilities at or near Council workplaces wherever practicable.</li> </ul>					
		<ul style="list-style-type: none"> <li>We will develop an incentive programme to increase usage of bicycles on Council business</li> </ul>					
		<ul style="list-style-type: none"> <li>We will roll out the SCTLE scheme across the authority from 2006/07 onwards.</li> </ul>					
		<ul style="list-style-type: none"> <li>We will continue to press for assisted cycle purchase as part of the emerging Council Workplace Travel Plan.</li> </ul>					
		<ul style="list-style-type: none"> <li>We will investigate the practicalities of a range of issues as they relate to cycling – changes to dress code rules, time allowances for cycling through the emerging Council Workplace Travel Plan.</li> </ul>					

Policy Area	Issues	Actions	Timescale				
			2006/07	2007/08	2008/09	2009/10	2010/11
Consultation and Involvement	<ul style="list-style-type: none"> <li>Effective Consultation and Involvement.</li> </ul>	<ul style="list-style-type: none"> <li>We will continue to consult and involve cyclists and other user groups in the development of cycling in the Borough through means including: <ul style="list-style-type: none"> <li>Stockton Cycle Users Group;</li> <li>Tees Valley Cycle Forum;</li> <li>LTP Focus Groups;</li> <li>Road Safety Fora;</li> <li>Feedback facilities through the Council website and <a href="http://www.doitbycycle.com">www.doitbycycle.com</a>; and</li> <li>The 'Care for Your Area' cycle network fault reporting hotline.</li> </ul> </li> </ul>					
Cycle Monitoring	<ul style="list-style-type: none"> <li>A robust Monitoring Regime.</li> <li>Pathside Interviews and Data Collection.</li> </ul>	<ul style="list-style-type: none"> <li>We will develop and expand a robust cycle monitoring regime through the use of: <ul style="list-style-type: none"> <li>An improved network of automatic counters; and</li> <li>Pathside interviews and data collection.</li> </ul> </li> </ul>					

**Table 4.1: Cycling Action Plan, 2006/07 to 2010/11**

### Five-Year Capital Expenditure Profile

Table 4.2 illustrates the Council's proposed capital expenditure on cycling initiatives over the lifetime of the Second LTP. It should be stressed that the figures shown are indicative, and that the actual cycling budget in each year will be dependent on the Council's annual Local Transport Capital Expenditure Settlement. The detailed Capital Programme in each year will be agreed in consultation with the Cabinet Member for Development and Regeneration.

As the above table shows, information on capital expenditure for the lifetime of the strategy is available only as indicative amounts for each year. With this in mind, below are the actions that we intend to carry out in the period 2006/07 and 2007/8. It is intended that this summary, taken with the Action Plan above, will provide a guide to the direction in which the Council's vision for cycling will develop, subject to the requisite funding being available up to the end of the period 2010/11.

Financial Year	2006/07	2007/08	2008/09	2009/10	2010/11
Expenditure (£000s)	278	247	265	285	306

**Table 4.2: Indicative Capital Expenditure on Cycling Initiatives 2006/07 to 2010/11**

## Chapter 5: Indicators, Targets and Trajectories

The Council recognises the need for a robust monitoring regime to be put in place to ensure that the rate of progress towards the aims and objectives set out in this Strategy can be accurately assessed. Targets and trajectories for three indicators (two mandatory and one supplementary) covering key areas of cycling delivery have been, or will be set within the Second Stockton-on-Tees Local Transport Plan (LTP), and these are described in detail below.

### LTP Cycling Targets

#### Mandatory Indicators

##### LTP 3: Cycling Trips

The number of cycling trips at six locations across the Borough has been monitored throughout the First LTP period. Despite the small number of count sites and, as a result, the susceptibility of the data to annual fluctuations, the overall trend has been upwards, with a 17% increase in the number of trips recorded between 2002 and 2005.

For the Second LTP, a baseline year of 2004/05 has been selected. This will allow data from an additional 12 monitoring sites to be used, thereby reducing the annual variations inherent in any small dataset. Based on the recent upward trend, and the Council's ongoing investment in infrastructure improvements, promotion and training, **we feel that we can 'stretch' our target** for this indicator to a 50% increase over the lifetime of the Second LTP against the new baseline.

Figure 5.1 illustrates both the historical trend and the predicted increase in trips over the period of the Second LTP.

##### LTP 4: Mode Share of Journeys to School

The Council has invested in 'schooltravelplan.net', an electronic data collection system that is currently being rolled out across the Borough's schools. As almost 50% of these schools are currently covered by Authorised Travel Plans

(see Supplementary Target **SUP 8** later in this Chapter), the data collected using schooltravelplan.net will, when combined with the data collected by the DfES's PLASC system, allow a credible baseline for this indicator to be set. Subject to the timescale for the release of the PLASC data, it is intended to set this baseline during 2006/07, with a target and trajectory developed over the lifetime of the Second LTP once a reliable trend has been established.

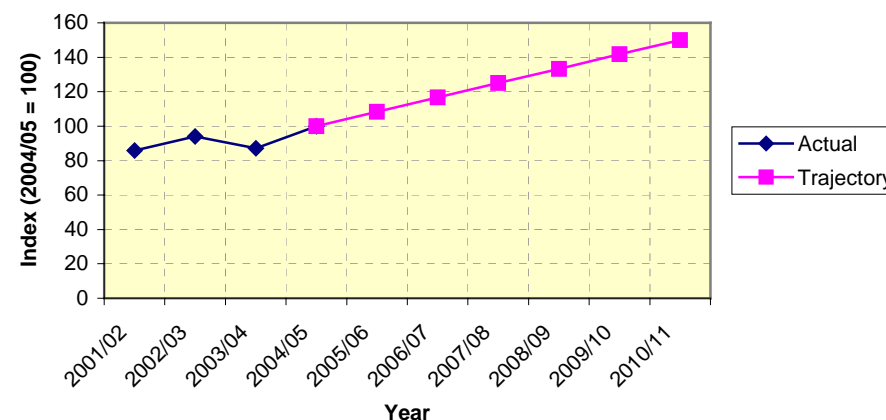


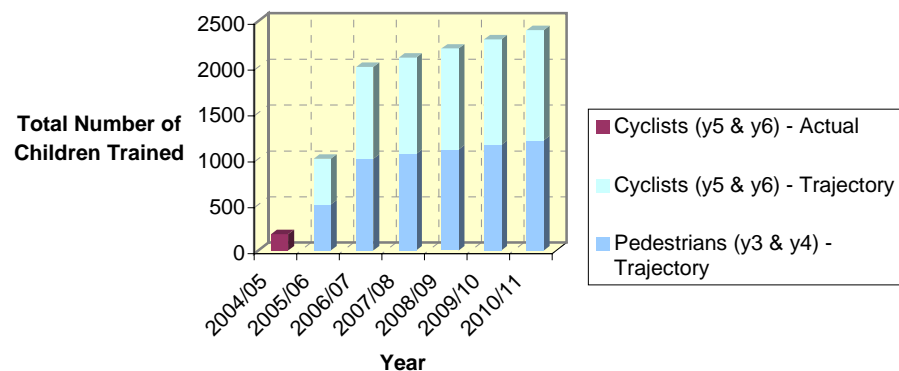
Figure 5.1: Index of Actual and Predicted Cycling Trips 2001/02 to 2010/11

#### Supplementary Indicator

##### SUP 9: Number of Children Given Pedestrian and Cycle Training

Having recently completed the recruitment of a team of dedicated instructors, the Council now offers pedestrian and cycle training to local schools. A programme of practical pedestrian training is offered to year 3 and 4 pupils, with National Standard cycle training at Levels 1 and 2 offered to pupils in years 5 and 6. Subject to capacity, this training is offered to all schools that have

successfully completed a school travel plan. Training to national standard Level 3 is also being offered to older children and adults.



**Figure 5.2: Actual and Predicted Number of Children Given Pedestrian and Cycle Training, 2004/04 to 2010/11**

Part-funded by a successful PSA bid until October 2006, and 'mainstreamed' within the Council's revenue budget thereafter, this initiative is designed both to address the high incidence of pedestrian and cycle casualties within the Borough's Priority Neighbourhoods and to equip all young people with the skills necessary to make local journeys on foot and by cycle in safety. Given the

predicted increase in the total number of cycling trips within the Borough, as detailed under Mandatory Indicator **LTP3**, the progressive roll-out of cycle training in schools and across the community as a whole will also play a key role in ensuring that this rise in cycle use does not lead to a corresponding rise in cycle casualties.

The Council's provisional target, to be confirmed during 2006/07 following a review of the performance of the instructor team, is to roll out this initiative over the lifetime of the Second LTP so that, by 2010/11, a total of 2,400 children will receive pedestrian or cycle training. This target and its associated trajectory are illustrated in [Figure 5.2](#).

### Local Cycling Target

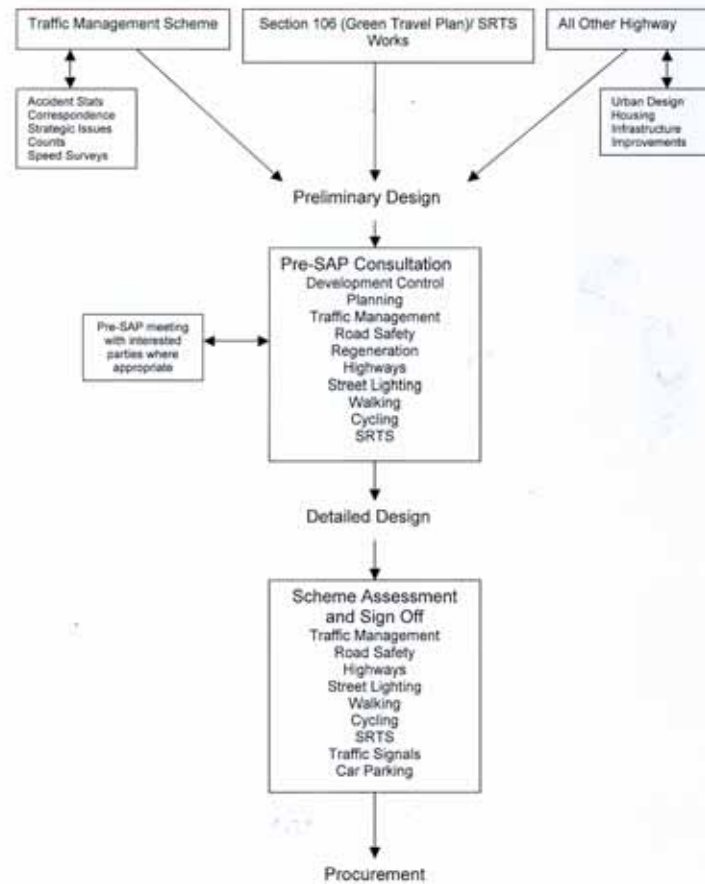
#### Cycle Tourism

The Regional Cycle Tourism Strategy (see [Chapter 2](#)) contains a number of recommendations and targets for the development of cycle tourism in Teesside, in order to 'develop attractive and accessible recreation cycling opportunities for local people and their visitors'. To achieve this objective, cycle tourism will be actively promoted on the Council website and via other communication channels.

Through the lifetime of the Strategy, we will work with our partners in this area to develop a target for increasing levels of cycle tourism.

### Scheme Assessment Process (SAP)

A methodology for Scheme Appraisal, consultation and pre implementation planning



Appendix 1: Scheme Assessment Process (SAP)