

Appendix 5 - Evaluation Justification (Northern Section)

Option	Corridor section	Assessment criteria					
		Access & connectivity	Safety	Infrastructure impacts	Environmental impacts	Alignment with user profiles	Funding application potential
1	Northern	<ul style="list-style-type: none"><li>- Good connectivity to surrounding paths</li><li>- Poor accessibility to eastern shared path for cyclists on west (road crossing/s required)</li></ul>	<ul style="list-style-type: none"><li>- Separation from vehicle traffic</li><li>- Cyclists on west required to cross road to access shared path</li></ul>	<ul style="list-style-type: none"><li>- Minor impact to parking on eastern side only</li><li>- Impact to services on eastern side, especially power. Undergrounding may be required</li></ul>	<ul style="list-style-type: none"><li>- Upgrade of existing path. Limited impact to environment</li><li>- Drainage upgrade works likely at Bangalow Rd/Old Bangalow Rd</li></ul>	Good alignment with user profiles – separation from vehicle traffic; sufficient path width; legible and continuous path	Moderate-good funding potential – Connects local cycle network; forms a spine for network expansion; located on or adjacent to existing road; improves user safety; provides a direct route
2	Northern	<ul style="list-style-type: none"><li>- Good connectivity to surrounding paths</li><li>- Good accessibility as cycle provision on both sides of road</li></ul>	<ul style="list-style-type: none"><li>- Cycle travel aligns with vehicle travel direction. Cyclists only required to cross if wanting to travel in opposite direction</li><li>- Cycle separation from pedestrian and vehicle traffic</li><li>- Improved pedestrian safety and reduce potential for conflict</li><li>- Cyclists cross driveways and intersections but easy to establish cyclist priority</li><li>- Potential issues with refuse collection if western cycle provision is on-road (as opposed to widening of existing verge)</li></ul>	<ul style="list-style-type: none"><li>- Impact to parking on western side only</li><li>- Existing eastern shared path not to be widened. Little to no impact to services</li><li>- New western cycle provision east of existing footpaths and power poles to reduce infrastructure impacts</li></ul>	<ul style="list-style-type: none"><li>- Drainage upgrade works likely at Bangalow Rd/Old Bangalow Rd</li><li>- Some tree removal and earthworks required south of Old Bangalow Rd</li></ul>	Moderate alignment with user profiles – On-road cycle lanes cater to more confident cyclists but have potential to reduce demand on shared path Potential for physical separation (e.g. kerb) from vehicles. Legible and continuous path on both sides	Moderate funding potential – Complete gaps in existing network; connects local cycle network; connects residents/ tourists to attractors; forms a spine for network expansion; located on or adjacent to existing road; improves user safety overall but on-road cycle may affect cyclist safety; provides a direct route
3	Northern	<ul style="list-style-type: none"><li>- Legible path with connectivity at either end of centre-running cycleway</li><li>- Potential difficulty in accessing cycleway for cyclists on eastern or western side of road</li></ul>	<ul style="list-style-type: none"><li>- Two-way separated cycleway in central median. Cyclists separated from pedestrians and vehicle traffic (generally). Vehicles to cross cycleway at road intersections</li><li>- Relatively new concept. Potential for misuse. Requires education</li><li>- Improved pedestrian safety and reduce potential for conflict</li><li>- Improves pedestrian safety and ability to cross road informally (one lane at a time)</li><li>- No impact on refuse collection</li></ul>	<ul style="list-style-type: none"><li>- Impact to parking on both sides of road</li><li>- Potential works required to improve road surface closer to kerbs if road re-linemarking/ alignment undertaken</li><li>- Existing eastern shared path not to be widened. Little to no impact to services</li></ul>	<ul style="list-style-type: none"><li>- Potential drainage works required on centre-running cycle lanes and adjacent roadway</li><li>- Drainage upgrade works likely at Bangalow Rd/Old Bangalow Rd</li></ul>	Moderate-good alignment with user profiles – separation from vehicle traffic but with vehicle crossings as required; potential to reduce demand on shared path; legible path; sufficient path width. Significantly improves pedestrian ability to cross road informally	Poor-moderate funding potential – forms a spine for network but requires cyclists to cross road at each end of centre running section; located on or adjacent to existing road; improvements but offset by vehicle crossings; relatively new concept could be seen as risky
4	Northern	<ul style="list-style-type: none"><li>- Path not located immediately adjacent existing dwellings. Limited direct connectivity</li><li>- Links provided to connect to Bangalow Rd to the east</li><li>- More convenient, direct and pleasant connection for travel between Byron Bay CBD and south</li></ul>	<ul style="list-style-type: none"><li>- Shared path completely separate from vehicle traffic</li><li>- Relatively isolated location. Potential issues with Crime Prevention Through Environmental Design (CPTED) (e.g. passive surveillance)</li></ul>	<ul style="list-style-type: none"><li>- Infrastructure required to build new shared path but generally limited impact to existing infrastructure</li></ul>	<ul style="list-style-type: none"><li>- Re-vitalisation of disused rail corridor</li><li>- Surrounded by existing bushland. Potential for some environmental impacts, especially during construction</li></ul>	Good alignment with user profiles – separation from vehicle traffic; no conflict with driveways; sufficient path width; legible and continuous path; pleasant environment	Moderate funding potential – Strategic link; partially connects local cycle network; connects residents/ tourists to attractors; improves user safety; not located on or along road corridor; provides a direct route for travel between Byron Bay CBD and south; ties into future Byron Bay Bypass and proposed railway re-vitalisation further north. BSC controlled land means reduced funding potential

Appendix 5 - Evaluation Justification (Central Section)

Option	Corridor section	Assessment criteria					
		Access & connectivity	Safety	Infrastructure impacts	Environmental impacts	Alignment with user profiles	Funding application potential
1	Central	<ul style="list-style-type: none"><li>- Provides (on-road) cycling options on side opposite to shared path</li><li>- Improved formal connectivity to existing path network</li><li>- New formal access for tourists and residents between The Byron @ Byron resort and Beech Dr (north)</li><li>- New crossing provided near The Byron @ Byron resort</li></ul>	<ul style="list-style-type: none"><li>- Separation from vehicle traffic</li><li>- On-road cycle lanes not appropriate for all users</li><li>- Improved and DDA-compliant access to bus infrastructure</li><li>- Improved crossing near Byron Holiday Park</li><li>- New crossing provided near The Byron @ Byron resort</li><li>- Shared path users required to make additional road crossing to continue on new shared path</li></ul>	<ul style="list-style-type: none"><li>- Widening of existing western shared path. Potential impact to a power pole near golf course. Undergrounding may be required</li><li>- Potential requirement to widen road seal south of The Byron @ Byron resort</li><li>- Limited impact to parking. Parking formalisation may be required between The Byron @ Byron resort and Beech Dr (north)</li></ul>	<ul style="list-style-type: none"><li>- Potential impacts to vegetation due to on-road cycle lane on eastern side between golf club and The Byron @ Byron resort. Existence and extent of impacts subject to available road width</li></ul>	Moderate-good alignment with user profiles – separation from vehicle traffic; continuous path but with additional road crossing. On-road cycle lanes cater to more confident cyclists but have potential to reduce demand on shared path	Moderate funding potential – Complete gaps in existing network; forms a spine for network expansion; located on or adjacent to existing road; limited direct connection to attractors within section
2	Central	<ul style="list-style-type: none"><li>- Provides (on-road) cycling option on western side south to Byron Holiday Park</li><li>- Improved connection for cyclists from Bangalow Road (at Broken Head Rd/Bangalow Rd intersection)</li></ul>	<ul style="list-style-type: none"><li>- Cyclists required to cross road from Bangalow Rd leg of Broken Head Rd/Bangalow Rd intersection to access shared path</li><li>- Cyclists on western shared path redirected to local road network (Redgum Pl, Teak Cct, Beech Dr). Low speed local roads but mixing with vehicles required</li><li>- No infrastructure provided between The Byron @ Byron resort and Beech Dr (north). Cyclists may decide to continue on-road regardless</li></ul>	<ul style="list-style-type: none"><li>- Widening of existing western shared path. Potential impact to a power pole near golf course. Undergrounding may be required</li><li>- Generally limited impact to infrastructure</li></ul>	<ul style="list-style-type: none"><li>- Little to no impact to environment</li></ul>	Poor-moderate alignment with user profiles – On-road cycle lanes cater to more confident cyclists but have potential to reduce demand on shared path. Potential for physical separation (e.g. kerb) from vehicles. Mixing with vehicles could be seen as unfavourable, despite only on low speed local roads	Poor-moderate funding potential – Connects local cycle network; indirect route; limited connections to attractors; only minor improvements to user safety
3	Central	See Option 1	See Option 1	See Option 1	See Option 1	See Option 1	See Option 1
4	Central	<ul style="list-style-type: none"><li>- Less direct but more convenient and pleasant path</li><li>- Provides direct access to beach and bushland</li><li>- Improves connectivity and access for residents/tourists in Tallow Beach</li></ul>	<ul style="list-style-type: none"><li>- Shared path completely separate from vehicle traffic</li><li>- Relatively isolated location. Potential CPTED issues</li><li>- Reduces need to travel on or adjacent to Broken Head Rd for residents/tourists in Tallow Beach</li><li>- Cyclists required to mix with vehicles on low speed local roads – Redgum Pl, Teak Cct, Beech Dr to west and Alcorn St to east</li><li>- No infrastructure provided between The Byron @ Byron resort and Beech Dr (north). Cyclists may decide to continue on-road regardless</li></ul>	<ul style="list-style-type: none"><li>- Infrastructure required to build new eastern shared path but generally limited impact to existing infrastructure</li></ul>	<ul style="list-style-type: none"><li>- Formalising existing eastern path. Surrounded by existing bushland. Potential for some environmental impacts, especially during construction</li></ul>	Moderate-good alignment with user profiles – separation from vehicle traffic (generally); shared path reduces conflict with driveways; sufficient path width; legible and continuous path; scenic and pleasant environment; access to key attractor (beach/ bushland). Mixing with vehicles could be seen as unfavourable	Moderate funding potential – Strategic link for access to Tallow Beach; connects local cycle network; connects residents/ tourists to attractors; some improvements to user safety; partially located on or along road corridor but only minor roads

Appendix 5 - Evaluation Justification (Southern Section)

Option	Corridor section	Assessment criteria					
		Access & connectivity	Safety	Infrastructure impacts	Environmental impacts	Alignment with user profiles	Funding application potential
1	Southern	<div>- Complete gaps in existing network</div> <div>- Connects to surrounding paths</div> <div>- Poor accessibility to new eastern shared path for cyclists on west (road crossing/s required)</div> <div>- New formal access for tourists and residents between Beech Drive roundabouts</div> <div>- New/upgraded crossings to improve east-west connectivity</div> <div>- No mid-block crossings provided between Beech Dr intersections</div>	<div>- Separation from vehicle traffic</div> <div>- New/upgraded crossings at intersections to improve east-west connectivity</div> <div>- Shared path users required to make additional road crossing to continue on new shared path</div>	<div>- New shared path to be constructed on east. New footpath on west</div> <div>- Potential need to widen existing foot bridge to avoid impact to power pole near BP</div> <div>- Limited impact to parking. Parking formalisation may be required between Beech Drive roundabouts</div>	<div>- Little to no impact to environment</div>	<div>Good alignment with user profiles – separation from vehicle traffic; sufficient path width; legible and continuous path</div>	<div>Moderate funding potential – Complete gaps in existing network; connects local cycle network; forms a spine for network expansion; located on or adjacent to existing road; improves user safety; provides a direct route</div>
2	Southern	<div>- Good accessibility as cycle provision on both sides of road</div> <div>- Complete gaps in existing network</div> <div>- No mid-block crossings provided between Beech Dr intersections</div>	<div>- New/upgraded crossings at intersections to improve east-west connectivity</div> <div>- Cycle travel aligns with vehicle travel direction. Cyclists only required to cross road if wanting to travel in opposite direction</div> <div>- Potential issues with refuse collection</div>	<div>- Potential requirement to widen road seal to accommodate cycle lanes between Beech Dr intersections</div>	<div>- Little to no impact to environment</div>	<div>Poor-moderate alignment with user profiles – On-road cycle lanes cater to more confident cyclists. Potential for physical separation (e.g. kerb) from vehicles</div>	<div>Poor funding potential – Connects local cycle network; complete gaps in existing network; forms a spine for network expansion; located on or adjacent to existing road; relatively minor improvements to user safety</div>
3	Southern	See Option 1	See Option 1	See Option 1	See Option 1	See Option 1	See Option 1
4	Southern	<div>- Good connectivity to surrounding paths with wider network benefits</div> <div>- Improves access for significant population on both sides of Broken Head Rd</div> <div>- Less direct network</div>	<div>- Substantial sections of shared path completely separate from vehicles</div> <div>- Cyclists required to mix with vehicles on low speed local roads</div> <div>- Road crossing of Broken Head Rd required but at existing intersection (crossing to be upgraded)</div>	<div>- New cycle bridge required to cross Tallow Creek near BP service station</div> <div>- Potential 3-4m land resumption of northern boundary of BP service station to construct shared path</div>	<div>- Potential environmental impact of new shared path through park east of BP service station and over Tallow Creek</div>	<div>Moderate-good alignment with user profiles – some separation from vehicle traffic; sufficient path width; continuous path with multiple route options; access to key attractor (beach/ bushland). Mixing with vehicles could be seen as unfavourable</div>	<div>Moderate funding potential – connects significant population areas; connects local cycle network; connects residents/ tourists to attractors; some improvements to user safety; partially located on or along road corridor but only minor roads</div>