

Estimated Funding Score - Connecting Centres Program

Criteria	Possible score	Estimated score	Comments
Is the proposal located within a 5km cycling catchment of a major centre?			
Yes, the proposal is located within a 5km catchment	8	8	Entire corridor located within 5km of Byron Bay CBD
No, the proposal is located outside a 5km catchment	0		
Is the proposal identified in Council Plans? (can select multiple plans)			
Identified in a Council Community Strategic Plan	5		
Identified in a Council Delivery Program	3	3	Identified in 2017-18 Capital Works Budget
Identified in a Council Operational Plan	3		
Identified in a Council bike plan	1		
Not identified in a Council Plan	0		
Does the proposal connect to a <i>Priority Cycleway</i> ?			
Connects to a <i>Priority Cycleway</i>	5		
No connection to a <i>Priority Cycleway</i>	0	0	
Does the proposal link to a public transport interchange?			
Directly connects to a public transport interchange	6		
Within 400m of a public transport interchange	4		
Within 800m of a public transport interchange	2		
Within 400m of a local public transport stop	1	1	Improves access to four bus stops
Does not connect to a public transport interchange or local public transport stop	0		
Does the proposal link to major trip attractors? (can receive multiple scores – maximum of 14 points)			
Within 400m of other pedestrian generating land uses, e.g. university, TAFE, school, hospital, commercial/retail area, aged care facility, park, stadium, community centre, pool. 2 Points for each, e.g. 2 schools + 1 hospital = 6 points	2 for each	14	3 x schools; 1 x English language school; 1 x child care centre; 3 x major sports complexes; 1 x community centre; 2 x commercial/retail areas; 2 x aged care facilities; 1 x major caravan park
Proposal addresses major missing links or identified barriers (can receive multiple scores)			
Connects multiple routes in bicycle network or completes a major missing link in network	3	3	Completes major missing links south of The Byron @ Byron resort
Provides new access beyond an existing major barrier	3		
Upgrades/widens an existing section of the bicycle network	2	2	Upgrades and widens existing shared path and upgrades on-road cycle lan
Does the proposal provide a direct route?			
Most direct route	4	4	Follows existing road alignment
Slight detour compared to the road network (<500m)	3		
Moderate detour compared to the road network (500m to 1km)	2		
Large detour compared to the road network (>1km)	1		
What percentage of State Government Funding is required for your proposal?			
Development stage - State funding required < 50%	5		
Development stage - State funding required 50% - 75%	3		
Construction stage - State funding required < 25%	5		
Construction stage - State funding required 25% - 50%	3	3	
How feasible is the proposal?			
Very straightforward, feasible proposal with no major obstacles, e.g. no land acquisition, no heritage issues and strong community support	5		
Moderately straightforward and feasible proposal with minor obstacles, e.g. no land acquisition, few or no heritage issues or good community support	4	4	Requires relocation of power poles and undergrounding of power. No land acquisition or heritage issues. Good community support
Complex proposal with some difficult obstacles, e.g. requires some land acquisition, some heritage issues or has little community support	2		
Very complex proposal with significant obstacles, e.g. requires significant land acquisition, heritage issues and has little community support	1		
TOTAL SCORE	67	42	

Estimated Funding Score - Priority Cycleways Program

Criteria	Possible score	Estimated score	Comments
Is the proposal located within a 5km cycling catchment of a major centre?			
Yes, the proposal is located within a 5km catchment	8	8	Entire corridor located within 5km of Byron Bay CBD
No, the proposal is located outside a 5km catchment	0		
Is the proposal identified in Council Plans? (can select multiple plans)			
Identified in a Council Community Strategic Plan	5		
Identified in a Council Delivery Program	3	3	Identified in 2017-18 Capital Works Budget
Identified in a Council Operational Plan	3		
Identified in a Council bike plan	1		
Not identified in a Council Plan	0		
Is the proposal located on a State Road?			
Proposal is completely (100%) on a State Road	5		
Proposal is predominantly on a State Road	4		
Proposal is predominantly on local roads	0		
Proposal is not on a State Road	0	0	
State <i>Priority Cycleway</i> proposals			
Proposal is one of the <i>Priority Cycleways</i> identified in a NSW Government Plan	8		n/a
Proposal is a <i>Priority Cycleway</i> (other than above)	4		n/a
Proposal is part of a Local Bicycle Route that connects a <i>Priority Cycleway</i>	2		n/a
Does the proposal link to a public transport interchange?			
Directly connects to a public transport interchange	6		
Within 400m of a public transport interchange	4		
Within 800m of a public transport interchange	2		
Within 400m of a local public transport stop	1	1	Improves access to four bus stops
Does not connect to a public transport interchange or local public transport stop	0		
Does the proposal link to major trip attractors? (can receive multiple scores – maximum of 14 points)			
Within 400m of other pedestrian generating land uses, e.g. university, TAFE, school, hospital, commercial/retail area, aged care facility, park, stadium, community centre, pool. 2 Points for each, e.g. 2 schools + 1 hospital = 6 points	2 for each	14	3 x schools; 1 x English language school; 1 x child care centre; 3 x major sports complexes; 1 x community centre; 2 x commercial/retail areas; 2 x aged care facilities; 1 x major caravan park
Proposal addresses major missing links or identified barriers (can receive multiple scores)			
Connects multiple routes or completes a missing link in a <i>Priority Cycleway</i>	3		
Upgrades/widens an existing section of <i>Priority Cycleway</i>	3		
Provides new access beyond an existing major barrier	3		
Connects two existing local routes in the cycle network	2	2	Completes major missing links between The Byron @ Byron resort and Beech Dr (southern end)
Upgrades/widens an existing section of the local bicycle network	1	1	
Does the proposal provide a direct route?			
Most direct route	4	4	Follows existing road alignment
Slight detour compared to the road network (<500m)	3		
Moderate detour compared to the road network (500m to 1km)	2		
Large detour compared to the road network (>1km)	1		
How feasible is the proposal?			
Very straightforward, feasible proposal with no major obstacles, e.g. no land acquisition, no heritage issues and strong community support	5		
Moderately straightforward and feasible proposal with minor obstacles, e.g. no land acquisition, few or no heritage issues or good community support	4	4	Requires relocation of power poles and undergrounding of power. No land acquisition or heritage issues. Good community support
Complex proposal with some difficult obstacles, e.g. requires some land acquisition, some heritage issues or has little community support	2		
Very complex proposal with significant obstacles, e.g. requires significant land acquisition, heritage issues and has little community support	1		
TOTAL SCORE	74	37	

Estimated Funding Score - Cycling Towns Program

Criteria	Possible score	Estimated score	Comments
Is the proposal located within a 5km cycling catchment of a major centre?			
Yes, the proposal is located within a 5km catchment	8	8	Entire corridor located within 5km of Byron Bay CBD
No, the proposal is located outside a 5km catchment	0		
Is the proposal identified in Council Plans? (can select multiple plans)			
Identified in a Council Community Strategic Plan	5		
Identified in a Council Delivery Program	3	3	Identified in 2017-18 Capital Works Budget
Identified in a Council Operational Plan	3		
Identified in a Council bike plan	1		
Not identified in a Council Plan	0		
Does the proposal complete a cycle network and address major missing links? (can receive multiple scores)			
Connects multiple routes along strategic network links	10	10	Forms a continuous spine for the cycle network between Byron Bay and Suffolk Park. Improves connectivity with surrounding network
Completes major cycle link connecting to a town centre	8	8	Provides a continuous cycle link between Byron Bay and Suffolk Park
Provides new access beyond an existing major barrier or completes a missing link	6	6	Completes a number of missing links between Byron Bay and Suffolk Park
Upgrades/widens an existing section of the network	2	2	Upgrades and widens existing shared path and upgrades on-road cycle lanes
Does the proposal link to a public transport interchange?			
Directly connects to a public transport interchange	6		
Complete a missing link along the route that connects to a public transport interchange (within 400m)	4		
Does the proposal link to major trip attractors? (can receive multiple scores – maximum of 14 points)			
Cycleway connects to (within 400m radius of) trip attractors, e.g. a school, university, TAFE, hospital, commercial/retail area, aged care facility, park, stadium, community centre, pool (2 points for each). For example: 2 schools + 1 hospital = 6 points	2 for each	14	3 x schools; 1 x English language school; 1 x child care centre; 3 x major sports complexes; 1 x community centre; 2 x commercial/retail areas; 2 x aged care facilities; 1 x major caravan park
Does Council have an identified complementary non-infrastructure proposal(s)?			
Yes, the proposal(s) have been demonstrated to increase bicycle mode share	5		n/a
Yes, however there is no evidence that the proposal(s) increased bicycle mode share	2		n/a
No, Council has identified and confirmed funding for other proposal(s) with demonstrated links to this proposal	4		n/a
No, Council has identified other proposal(s) with demonstrated links to this proposal (although funding is not yet confirmed)	2		n/a
How feasible is the proposal?			
Very straightforward, feasible proposal with no major obstacles, e.g. no land acquisition, no heritage issues and strong community support	5		
Moderately straightforward and feasible proposal with minor obstacles, e.g. no land acquisition, few or no heritage issues or good community support	4	4	Requires relocation of power poles and undergrounding of power. No land acquisition or heritage issues. Good community support
Complex proposal with some difficult obstacles, e.g. requires some land acquisition, some heritage issues or has little community support	2		
Very complex proposal with significant obstacles, e.g. requires significant land acquisition, heritage issues and has little community support	1		
TOTAL SCORE	76	55	