



Walking and Cycling Program Guidelines

2018-19



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Date: August 2017
Version: 7.0
Reference:
Division: Freight, Strategy and Planning
Review Date: August 2017

Introduction

The NSW Government is committed to working with councils to make walking and cycling a more convenient, safe and enjoyable transport option. By targeting investment to improve walking and cycling in the areas where most short trips occur. The NSW Government supports more accessible, liveable and productive towns, cities and centres by:

- **Reducing** congestion on our roads
- **Freeing up** capacity on the public transport system for long distance travellers
- **Encouraging** walking and cycling as the best choice for short local trips.

The Walking and Cycling Funding Guidelines are in line with:

- The *NSW Long Term Transport Master Plan* (LTTMP)
- *Sydney's Walking Future*
- *Sydney's Cycling Future*
- The ten *Regional Transport Plans*.

All of these focus on improving walking and cycling connections within centres. They aim to:

- **Assess** the eligibility of projects for NSW Government State funding
- **Prioritise** eligible projects for delivery
- **Provide** guidance to councils and stakeholders on planning cycles and funding
- **Provide** accountability and transparency.

These guidelines outline the priority weighting system that will be used to assess walking and cycling proposals submitted to the NSW Government for funding.

The guidelines will now allow the NSW Government to enter into multiyear funding agreements with councils. These agreements will last up to four years and will confirm the funding available to councils during the specified period. The agreements will be at the discretion of the NSW Government.

Principles

Based on *Sydney's Walking Future* and *Sydney's Cycling Future*, these are the guiding principles for the prioritisation process to:

- Prioritise cost effective solutions
- Deliver in collaboration with partners
- Create and support a walking and cycling culture
- Support urban renewal
- Ensure initiatives are based on sound evidence.

These guidelines have been updated to incorporate feedback from stakeholders. To submit any further input, please email activetransport@rms.nsw.gov.au

Programs

These guidelines cover the following NSW Government walking and cycling programs —

For walking:

1. Walking Communities Council Partnership Program
2. Walking Communities Capital Program.

For cycling:

3. Connecting Centres Council Partnership Program
4. Priority Cycleways Program
5. Cycling Towns Program.

Table 2 (See page 9) lists a breakdown of five programs with:

- Project examples
- Eligibility requirements
- Level of State funding available.

Funding may be made available in stages over a number of years. However, confirmation of funding will be provided on a year by year basis.

Please note:

1. Approved funding does not translate to automatic approval for the next milestone. Discussions with Roads and Maritime Services is required before, during and at each milestone.

Program Categories

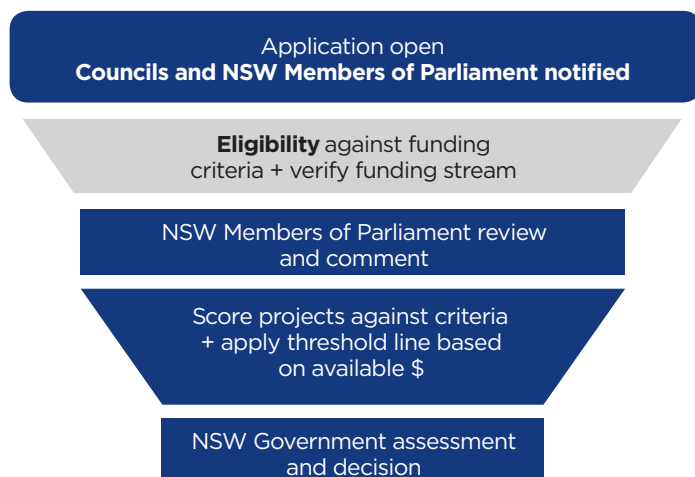
Councils and state government authorities may apply for funding for one or more of the following categories:

- Infrastructure projects
- Non-infrastructure projects
- Projects in metropolitan areas
- Projects in regional areas
- Development projects (inclusive of planning and design stages)
- Implementation and construction projects
- Evaluation projects.

The budget dedicated to each category may vary each year. Councils can refer to eligibility criteria for each funding program to determine whether projects would be eligible for consideration.

Overview of Process

The Walking and Cycling Programs are summarised in Table 2 and scheduled according to the following process and timeframes:



Application period - During the application period, Local Members of Parliament and community groups may wish to talk with councils about projects to submit to the program. Councils, Local Members of Parliament and NSW Government Agencies will be able to submit project proposals using the online portal.

Eligibility assessment - An initial eligibility assessment will be undertaken by Roads and Maritime Services and Transport for NSW to ensure projects are consistent with these guidelines and do not critically impact on the broader road and transport network. During this time further detail may be sought from the project proponents.

Local Members of Parliament review and comment - The list of eligible projects for each electorate will be provided to Local Members of Parliament for review and comment within a set period of time. These comments will be provided to the Minister for Transport and Infrastructure and the Minister for Roads, Maritime and Freight to inform their decision.

Prioritisation score - Roads and Maritime and Transport for NSW give a prioritisation score to eligible projects using the criteria outlined in these guidelines. Funding will be notionally allocated to each Roads and Maritime region.

NSW Government decision - Final NSW Government assessment of applications will consider the prioritisation score, comments from Local Members of Parliament and the Government priorities.

Council notification - Councils will be informed as to the status of their application at the end of this process and receive formal notification after the announcement of the 2018-19 programs.

Table 1 | Assessment process and timeframes

Timeframe (financial year)	Key Milestones
1st Quarter	Walking and Cycling project nomination period.
2nd Quarter	Roads and Maritime regions undertake eligibility review of applications received.
	Provide list of projects to NSW Members of Parliament for review and comment.
	Roads and Maritime and TfNSW technical review and ranking of project proposals.
3rd Quarter	NSW Government program final assessment and announcement.
	Roads and Maritime to notify councils of NSW Government approved projects.
4th Quarter	Formal advice to councils of project allocations following release of the NSW State Budget.
	Walking and Cycling Programs council workshops for next funding budget period.

Local Members of Parliament Involvement

To assist projects which have strong community support, Local Members of Parliament will be involved in the assessment process in the following ways:

Opening of application period – Local Members of Parliament and community groups will be informed when the online application portal is open. During this time, Local Members of Parliament and community groups may speak with councils about projects eligible for submission to the walking and cycling programs.

Project application – Local Members of Parliament will be able to nominate projects within their electorate through the online application process by completing the application form themselves and including evidence that the relevant asset owner such as council will deliver the works required, or endorse a project which a council is submitting. This will allow Local Members of Parliament to nominate projects on behalf of the community in partnership with councils. Written evidence of the partnership between the relevant council and Local Members of Parliament must be attached at the time of application.

Program Review – Local Members of Parliament will be provided with a list of eligible projects submitted in their electorate. Members will be invited to comment on the list of projects within a specified period. Comments will be submitted to the Minister for Transport and Infrastructure and the Minister for Roads, Maritime and Freight.

General Eligibility Criteria

Infrastructure Projects

Infrastructure projects must specifically involve the construction of new infrastructure. Maintenance work or recreation-based proposals are not eligible.

These projects should also comply with relevant Australian Standards and Roads and Maritime technical directions as well as be consistent with Austroads and other relevant guidance e.g. Planning Guidelines for Walking and Cycling, NSW Bicycle Guidelines.

Prior to construction, infrastructure projects must:

- Obtain required road safety audits and address any issues raised in these audits
- Obtain all necessary warrants approved by Roads and Maritime
- Obtain local traffic committee approval.

Note: Traffic control signal proposals should include concept designs approved by the relevant Roads and Maritime Network Operations Officer.

Value for money:

- For 100 per cent NSW Government funded projects, the procurement process should be documented and must adhere to NSW procurement processes and funding thresholds
- For 50-50 Council Partnership funded projects, the procurement process should be documented and must adhere to local government procurement processes and funding thresholds.

During and post-delivery, infrastructure projects must adhere to the NSW Government messaging and incorporate the style guide in all media.

Projects with an estimated total construction cost above \$10 million must undergo the NSW Government Assurance review process.

Non-Infrastructure Projects

All non-infrastructure projects need to adhere to the following:

- **Support** behaviour change and/or educate and inform customers about walking and/or cycling for transport. Recreation-based projects are not eligible
- **Acknowledge** NSW Government financial support, use logos and styles that comply with Transport for NSW Style Guidelines, and incorporate Transport for NSW campaign materials and messaging.

Note: If proposals do not meet the above eligibility criteria, Councils may apply to other NSW Government programs. For example, proposals with a crash history may be eligible for funding under the NSW Government Pedestrian and Cycling Safety programs.

During and post-delivery, infrastructure projects must adhere to the NSW Government messaging and incorporate the style guide in all media.

Roads and Maritime Services and Council Project Management Process

This flow chart outlines the process which Councils and Roads and Maritime will work through for approved projects.

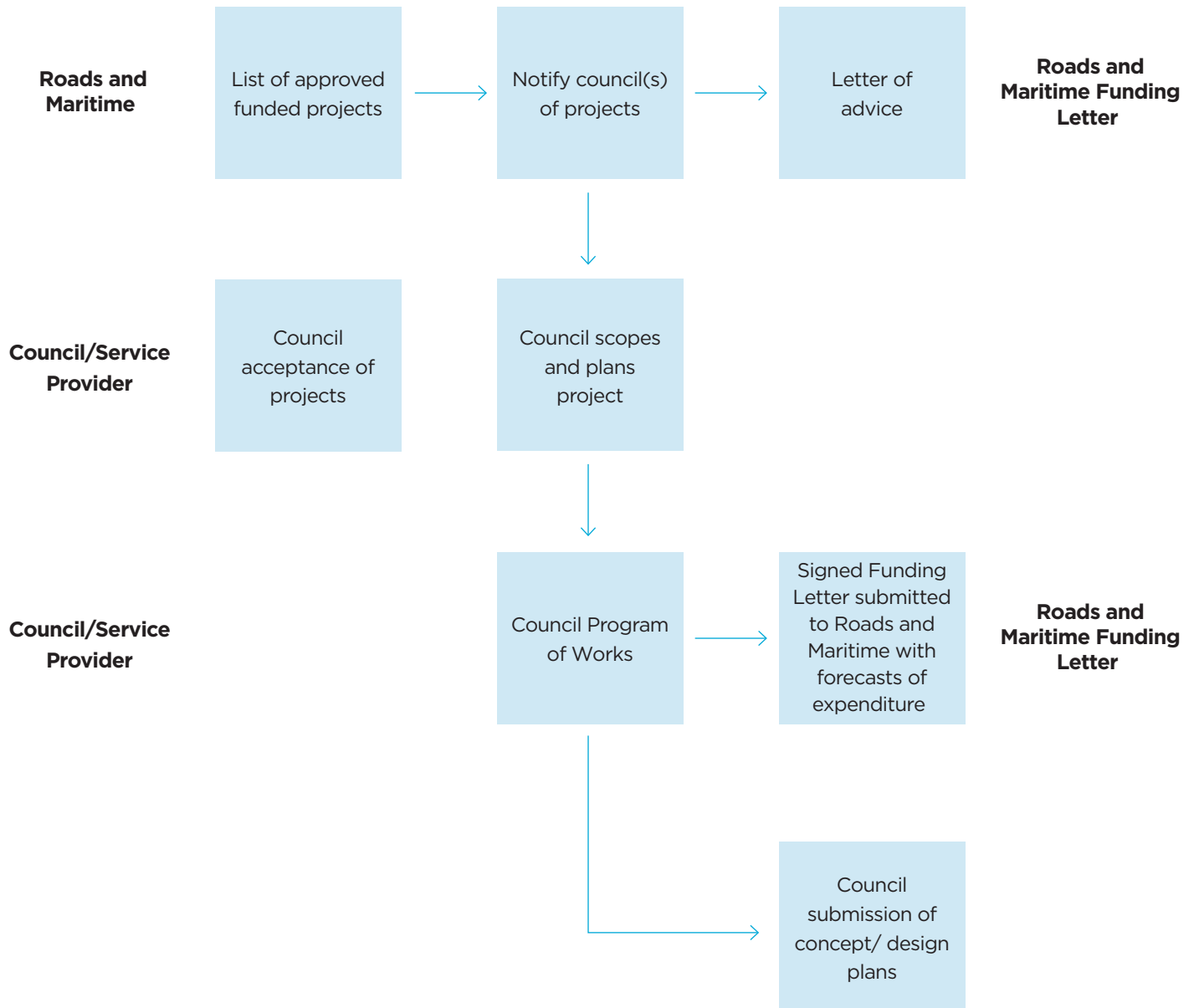


Table 2 | Funding Programs and Eligibility

Funding Program			Eligible projects	Eligibility		Maximum Level of State Funding		
				Local & Regional Roads	State Roads	Development	Construction/implementation	Evaluation (non-infrastructure only)
Walking	Walking Communities	Council partnership funding	Infrastructure projects: One or more projects that will improve pedestrian amenity. Eligible projects include: scramble crossings, raised crossings, marked zebra crossings, installation/realignment of kerb ramps, kerb blisters. (Footpaths are not eligible under this program). Non-infrastructure projects: Campaigns, social media, advertising, community engagement that breaks down barriers to walking.	✓		75%	50%	75%
		NSW Government priority funding	One or more projects to improve pedestrian amenity on state-owned assets (e.g. state roads). Eligible projects include: scramble crossings, raised crossings, marked zebra crossings, installation/realignment of kerb ramps, kerb blisters, signal timing changes, signalised crossings and removal of slip lanes.		✓	100%	100%	
Cycling	Connecting Centres	Council partnership funding	Infrastructure projects: Local bicycle infrastructure that connects local bicycle networks to key destinations. Projects include on road and off road bicycle infrastructure as defined in the Austroads Guides. Projects must be part of an identified transport network. Closed recreational circuits will not be considered. Non-infrastructure projects: Eligible projects include: bicycle network maps, campaigns, social media, advertising, community engagement, bicycle rider confidence courses and travel behaviour change programs.	✓		75%	50%	75%
	Priority Cycleways	NSW Government priority funding	Projects that are identified in a NSW Government plan as a <i>Priority Cycleway</i> or cycleways on state owned assets. These routes connect major generators of bicycle traffic within each region e.g. universities, commercial centres and public transport interchanges. Priority cycleways will generally be under the care and control of councils when completed.	✓	✓	100%	100%	
	Cycling Towns	NSW Government priority funding	Bicycle infrastructure proposals that complete a primary safe network of cycleways to a range of destinations within a 5km catchment of the town centre. Project examples could include: construction to complete a bicycle network; bicycle parking facilities; construction of a bicycle end of trip facility or centre. Councils must demonstrate supporting complementary cycling promotion initiatives to encourage use of the infrastructure.	✓	✓	100%	100%	100%

Walking Programs

Walking Communities Council Partnership Program

Infrastructure Proposals

Infrastructure proposals which will be funded by the Walking Communities program include local walking infrastructure that will connect communities to key destinations and improve walking amenity. Priority will be given to proposals within a two kilometre catchment of busy centres and those that will improve access to transport interchanges. Preference will be given to proposals that provide area wide improvements and package up smaller infrastructure works. For instance, works that may include kerb ramps, kerb blisters, and pedestrian refuges should be submitted as a single application.

Eligible projects are new infrastructure assets on the local and regional road network which address a missing link. Eligible infrastructure types could include the following:

- Unsignalised crossings e.g. wombat crossing, zebra crossing, raised pedestrian crossing
- Kerb ramps e.g. installation/realignment
- Kerb blisters
- Pedestrian refuges
- Pedestrian shared zone.

Infrastructure currently not eligible include:

- Maintenance of existing assets
- Footpaths
- Pedestrian fencing
- Kerb extensions that don't address a missing link
- Pedestrian refuges that don't address a missing link
- Facilities primarily for a recreation purpose.

All walking infrastructure project deliverables must incorporate NSW Government messaging for all promotion and media opportunities and adhere to the Transport for NSW style guide.

Non-Infrastructure Proposals

Non-infrastructure proposals include those that promote the benefits of walking for transport. These proposals must promote, educate and/or inform customers about walking for a purpose other than for recreation. For example, walking to schools, workplaces, the shops or other local trip generators.

Eligible non-infrastructure types could include the following:

- Behaviour change programs e.g. community engagement for walking events, campaigns that encourage walking for transport
- Education material e.g. material to promote walking for transport
- Walking information e.g. walking maps
- Pedestrian Mobility and Accessibility Plan
- Pedestrian surveys / counters.

Campaigns and printed materials should do the following:

- Acknowledge NSW Government financial support
- Use logos and styles that comply with Transport for NSW Style Guidelines
- Use Transport for NSW campaign materials and messaging, where required.

The delivery of non-infrastructure projects are also required to comply with NSW Government messaging and style guides.

Walking Communities Capital Program

Priority funding for the Walking Communities Program consists up to a maximum of 100 per cent of NSW Government capital funds to deliver walking transport infrastructure. The program is aimed at improving connectivity to key destinations and enhancing walking amenity on NSW Government owned assets.

Eligible proposals could include:

- Adjustments to, or installation of traffic control signals with a warrant (where there is a missing link)
- Any non-signalised pedestrian crossing on a state road (where there is a missing link)
- A walking connection within a NSW Government operated rail corridor.

Eligible infrastructure types could include the following:

- Signalised crossings e.g. Traffic Control Signal adjustments, kerb ramps, pedestrian lantern installation, audio tactile push buttons
- Unsignalised crossings e.g. wombat crossing, zebra crossing, raised pedestrian crossing
- Kerb ramps e.g. installation/realignment
- Kerb blisters
- Pedestrian refuges.

Types of infrastructure not currently eligible include:

- Maintenance of existing assets
- Footpaths
- Pedestrian fencing
- Kerb extensions that do not address a missing link
- Pedestrian refuges that do not address a missing link
- Facilities for a recreational purpose.

All walking infrastructure project deliverables must incorporate NSW Government messaging and adhere to the style guide reference document for all promotion and media opportunities.

Is the project an infrastructure project or a non-infrastructure project?

Infrastructure	<i>Continue below</i>
Non-infrastructure	<i>Go to next heading</i>

Infrastructure Proposals – Walking Communities

Stage	Maximum level of funding	
Road category	Local / regional roads	State roads
Development	75%	100%
Construction	50%	100%

Criteria			Score
Is the proposal located within a 2km walking catchment area of a busy centre?			
Yes, the proposal is located within a 2km catchment			8
No, the proposal is located outside a 2km catchment			0
Is the proposal identified in Council Plans (can receive multiple scores)?			
Identified in a Council Community Strategic Plan			5
Identified in a Council Delivery Program			3
Identified in a Council Operational Plan			3
Identified in a Council Pedestrian Access and Mobility Plan			1
Not identified in a Council Plan			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
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
Are the suite of inter-related proposals designed to improve amenity and connectivity for pedestrians?			
A combination of inter-related pedestrian infrastructure proposals (≥ 5 proposals)			5
A combination of inter-related pedestrian infrastructure proposals (2-4 proposals)			4
A combination of inter-related infrastructure proposals from a council that has also applied for a non-infrastructure proposal that covers this area			3
Is a stand-alone proposal			2
What percentage of State Government Funding is required for your proposal?			
<i>Development stage:</i>		<i>Construction stage:</i>	
State funding required < 50%	5	State funding required < 25%	5
State funding required 50% - 75%	3	State funding required 25% - 50%	3
How feasible is the proposal?			
Very straightforward, feasible project with no major obstacles, e.g. no land acquisition, no heritage issues and strong community support			5
Moderately straightforward and feasible project with minor obstacles, e.g. no land acquisition, few or no heritage issues or good community support			4
Complex project with some difficult obstacles, e.g. requires some land acquisition, some heritage issues or has little community support			2
Very complex project with significant obstacles, e.g. requires significant land acquisition, heritage issues and has little community support			1
TOTAL SCORE			

Non-Infrastructure Proposals – Walking Communities

Stage	Maximum level of funding
Development	75%
Implementation	50%
Evaluation	75%

Criteria			Score
Does the proposal address Walking for Transport?*			
Yes, the proposal addresses Walking for Transport			3
No, the proposal does not address Walking for Transport			0
Is the proposal identified in a Council Plans? (can receive multiple scores)			
Identified in a Council Community Strategic Plan			5
Identified in a Council Delivery program			3
Identified in a Council Operational Plan			3
Identified in a council Pedestrian Access and Mobility Plan			1
Not identified in a Council Plan			0
What is the purpose of proposal?			
To encourage behaviour change			3
To provide education			2
To provide information			1
What percentage of State Government Funding is required for your proposal?			
<i>Development and evaluation stages:</i>		<i>Implementation stage:</i>	
State funding required < 50%	5	State funding required < 25%	5
State funding required 50% - 75%	3	State funding required 25% - 50%	3
What is the area of influence of the proposal?			
Proposal covers multiple local government areas			5
Proposal covers all of one local government area			3
Proposal covers part of one local government area			1
TOTAL SCORE			

*The project must promote, educate or inform customers about walking for a purpose other than for recreation alone. For example walking to schools, workplaces, the shops or other local trip generators.

Cycling Programs

Connecting Centres Council Partnership Program (Cycling)

Infrastructure Proposals

Infrastructure proposals for the Connecting Centres (Cycling) program includes local bicycle infrastructure that connects the local bicycle networks to key destinations. Proposals must be part of an identified transport network.

Up to a maximum of 50 per cent council partnership funding is available to deliver eligible local cycling projects aiming to improve cycle infrastructure for local communities. Up to a maximum of 75 per cent of council partnership funding is available to develop these projects.

Eligible proposals include new infrastructure on local government managed roads, parks and open spaces such as:

- On road and off road bicycle infrastructure as defined in the Austroads Guidelines
- Bicycle parking facilities
- Widening an existing bicycle network section

Infrastructure not currently eligible include:

- Maintenance of existing assets
- Closed recreational circuits.

All infrastructure project deliverables must incorporate NSW Government messaging and adhere to the style guide reference document.

Non-Infrastructure Projects

Up to a maximum of 50 per cent council partnership funding will be dedicated to deliver local cycling projects. These will promote cycling for transport in local communities. The proposal must promote, educate and/or inform customers on cycling for a purposes other than recreation. For example, cycling to schools, workplaces, public transport, the shops or other local trip generators. Up to a maximum of 75 per cent council partnership funding will be available to develop these projects.

Eligible projects could include:

- Campaigns e.g. social marketing that encourages cycling for transport
- Community engagement e.g. events, bicycle library, rider confidence courses
- Information e.g. local bicycle maps.

Note: Campaigns and printed materials should acknowledge NSW Government financial support, use logos and styles that comply with Transport for NSW Style Guidelines and incorporate Transport for NSW campaign materials and messaging.

The delivery of non-infrastructure projects must adhere to NSW Government messaging and style guide.

Is the project an infrastructure project or non-infrastructure project?

Infrastructure	Continue below
Non-infrastructure	Go to next heading

Infrastructure Proposals – Connecting Centres (Cycling)

Stage	Maximum level of funding
Development	75%
Construction	50%

Criteria	Score
Is the proposal located within a 5km cycling catchment of a major centre?	
Yes, the proposal is located within a 5km catchment	8
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
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
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
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
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
Provides new access beyond an existing major barrier	3
Upgrades/widens an existing section of the bicycle network	2
Does the proposal provide a direct route?	
Most direct route	4
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

Criteria				Score
What percentage of State Government Funding is required for your proposal?				
Development stage:		Construction stage:		
State funding required < 50%	5	State funding required < 25%	5	
State funding required 50% - 75%	3	State funding required 25% - 50%	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	
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				

Non-Infrastructure Proposals - Connecting Centres for Cycling

Stage	Maximum level of funding
Development	75%
Implementation	50%
Evaluation	75%

Criteria				Score
Does the proposal address Cycling for Transport?*				
Yes, the proposal addresses Cycling for Transport				3
No, the proposal does not address Cycling for Transport				0
Is the proposal identified in Council Plans? (can receive multiple scores)				
Identified in a Council Community Strategic Plan				5
Identified in a Council Delivery program				3
Identified in a Council Operational Plan				3
Identified in a Council Bike Plan				1
Not identified in a Council Plan				0
What is the purpose of the proposal?				
To provide behaviour change				3
To provide education				2
To provide information				1
What percentage of State Government Funding is required for your proposal?				
<i>Development and evaluation stages:</i>		<i>Implementation stage:</i>		
State funding required < 50%	5	State funding required < 25%	5	
State funding required 50% - 75%	3	State funding required 25% - 50%	3	
What is the area of influence of the proposal?				
Proposal reaches multiple local government areas				5
Proposal covers all of one local government area				3
Proposal covers part of one local government area				1
TOTAL SCORE				

*The proposal must promote, educate or inform customers about cycling for a purpose other than for recreation alone. For example cycling to schools, workplaces, the shops or other local trip generators.

Priority Cycleways Program

The focus of the Priority Cycleways Program is to improve cycling access on major routes within five kilometres of major centres.

Up to a maximum of 100% of NSW Government capital funding is available to bicycle infrastructure proposals identified in a NSW Government plan as a *Priority Cycleway* or on a NSW Government owned asset. NSW owned assets typically include:

- Bridges maintained by Roads and Maritime Services
- Adjustments to or installation of traffic control signals
- Bicycle infrastructure within a NSW Government state road reserve
- Proposals within a NSW Government operated rail corridor
- Widening an existing section of a Priority Cycleway

Infrastructure not currently eligible:

- Maintenance of existing assets
- Proposals not identified in a NSW Government plan or that are not a NSW Government asset
- Closed recreational circuits.

The delivery of infrastructure projects must adhere to NSW Government messaging and the style guide.

Stage	Maximum level of funding
Development	100%
Construction	100%
Evaluation	100%

Criteria	Score
Is the proposal located within a 5km cycling catchment of major centre?	
Yes, the proposal is located within a 5km catchment	8
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
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 predominately on a State Road	4
Proposal is predominately on local roads	0
Proposal is not on a State Road	0

Criteria	Score	
State <i>Priority Cycleway</i> proposals		
Proposal is one of the <i>Priority Cycleways</i> identified in a NSW Government Plan	8	
Proposal is a <i>Priority Cycleway</i> (other than above)	4	
Proposal is part of a Local Bicycle Route that connects a <i>Priority Cycleway</i>	2	
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	
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)		
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	
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 a <i>Priority Cycleway</i>	3	
Provides new access beyond an existing major barrier	3	
Connects two existing local routes in the cycle network	2	
Upgrades/widens an existing section of the local bicycle network	1	
Does the proposal provide a direct route?		
Most direct route	4	
Slight detour compared to road network (<500m)	3	
Moderate detour compared to road network (500m-1km)	2	
Large detour compared to 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	
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		

Cycling Towns Program

The Cycling Towns initiative aims to support local councils in the completion of a primary safe network of cycleways. These will lead to a range of destinations within a five kilometre catchment of the town centre. Councils must demonstrate their support of complementary cycling promotion initiatives that encourage the use of new infrastructure.

Eligible proposal examples could include:

- Bicycle network construction
- Bicycle parking facilities
- Construction of a bicycle end of trip facility
- Wayfinding e.g. bicycle directional signage and maps.

Complementary promotion activities that councils can incorporate into their proposal include:

- Bicycle confidence courses
- Campaigns that encourage cycling for transport
- Local area bicycle maps.

The delivery of infrastructure projects must adhere to NSW Government messaging and the style guide.

Stage	Maximum level of funding
Development	100%
Construction	100%
Evaluation	100%

Cycling Towns funding is open to Major Regional Centres as defined in the NSW Government Regional Transport Plans and listed below:

Regional Transport Plan	Eligible for Cycling Towns funding					
	Town	Page	Town	Page	Town	Page
Central Coast	Gosford	34	Wyang	36		
Central West	Orange	42	Lithgow	48	Mudgee	54
	Dubbo	44	Parkes	50	Forbes	56
	Bathurst	46	Cowra	52		
Hunter	Newcastle	50	Raymond Terrace	56	Singleton	62
	Maitland	52	Morisset	58	Muswellbrook	64
	Cessnock	54	Forster-Tuncurry	61		
Illawarra	Wollongong	36	Kiama	38	Nowra-Bomaderry	40
Mid North Coast	Coffs Harbour	36	Grafton	40	Kempsey	44
	Port Macquarie	38	Taree	42		
Murray-Murrumbidgee	Albury	36	Griffith	40		
New England North West	Tamworth	34	Inverell	38	Narrabri	42
	Armidale	36	Moree	40	Gunnedah	44
Northern Rivers	Tweed Heads	34	Ballina	38	Murwillumbah	42
	Lismore	36	Casino	40	Byron Bay	44
Southern	Goulburn	40	Queanbeyan	42	Moss Vale-Bowral	44
Western	Broken Hill	28				

Criteria	Score
Proposal is within 5km cycling catchment of regional centre – see catchment maps	
Yes, the proposal is located within a 5km catchment	8
No, the proposal is located outside a 5km catchment	0
Is the proposal identified in Council Plans?	
Identified in a Council Community Strategic Plan	5
Identified in a Council Delivery Program	3
Identified in a Council Operational Plan	3
Identified in a Council Pedestrian Access and Mobility 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
Completes major cycle link connecting to a town centre	8
Provides new access beyond an existing major barrier or completes a major missing link	6
Upgrades/widens an existing section of the network	2
Proposals that increase accessibility to bicycle facilities (can receive multiple scores)	
Provision of a “bicycle hub” (i. e. centrally located building with end of trip facilities such as showers, lockers, bicycle storage facilities, etc.)	4
Increases accessibility to bicycles (e.g. bicycle hire schemes)	2
Increases bicycle parking opportunities	2
Does the proposal link to a public transport interchange?	
Directly connects to public transport interchange	6
Complete a missing link along the route that connects to a public transport interchange (within 400m over interchange)	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
Does Council have an identified complementary non-infrastructure proposal(s)?*	
Yes, the proposal(s) have been demonstrated to increase bicycle mode share	5
Yes, however there is no evidence that the proposal(s) increased bicycle mode share	2
No, Council has identified and confirmed funding for other proposal(s) with demonstrated links to this proposal	4
No, Council has identified other proposal(s) with demonstrated links to this proposal (although funding is not yet confirmed.)	2
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
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
*Council should provide examples from elsewhere in Australia or overseas	TOTAL SCORE

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ISBN 978-1-925659-75-7-0