

Transport for NSW

Walking and Cycling Program

2020–2021 Funding Guidelines

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1 Introduction

1.1 The NSW Government's commitment to walking and cycling

Walking and cycling are integral to our transport system. Walking and cycling are the basis for place-making and access to public transport. Over 1.1 billion trips a year in NSW are made on foot or by bicycle, including around 600 million trips associated with a public transport journey. Over a million people in NSW ride a bike at least once a week (13 per cent of the population) and 2.6 million people ride a bike at least once a year.

The NSW Government is committed to encouraging people to walk or cycle as part of their everyday travel. Walking and cycling for commuting and short trips relieve pressure on our roads and public transport networks, and are part of a healthy lifestyle for our communities.

The NSW Government has committed to investing a further \$197 million into walking and cycling infrastructure over the next four years. This brings the NSW Government's total commitment to walking and cycling infrastructure to well over \$600 million, the largest commitment in the State's history.

The NSW Government is focused on delivering projects that align with *Future Transport Strategy 2056*. The strategy identifies the NSW Government's 40-year vision for transport planning to meet the demands of the predicted population growth in NSW. It prioritises the delivery of connected cycling networks within 10 kilometres of metropolitan city centres by 2026, and within five kilometres of strategic centres by 2036. It also prioritises walking access to public transport and key destinations.

1.2 Future Transport 2056

Future Transport 2056 is Transport for NSW's long-term strategy, a 40-year vision for our transport system, supported by a suite of plans.

Future Transport 2056 outlines six state-wide outcomes to guide investment, policy, reform and service provision. The six outcomes are Customer Focused, Successful Places, A Strong Economy, Accessible Services, Sustainability and Safety and Performance. These provide a framework for planning and investment aimed at harnessing rapid change and innovation to support a modern, innovative transport network.

Future Transport 2056 aims for more efficient transport options – public transport, shared transport, walking and cycling – to have a greater role. This is enabled through new transport links, better use of existing capacity, prioritisation, and ensuring that the transport network balances the efficient movement of people and goods with the liveability and sustainability of places for our communities.

Future Transport 2056 embeds the 'Movement and Place' framework in transport planning decisions. Movement and Place is an integrated land use and transport planning tool that balances competing demands for the road network, to promote enhanced liveability and amenity of places, with safe and efficient journeys.

Movement and Place supports cycling and walking by providing a framework by which streets can be designed and assessed to prioritise quality spaces for people and active transport infrastructure. The framework sets principles that work to prioritise different transport customers for different street environments.

1.3 Objectives of the Program

By 2056, NSW will have more than 12 million residents which will result in 28 million trips being undertaken on the passenger network each day. Walking and cycling play a key role in ensuring the sustainability of the transport network, with Future Transport 2056 encouraging more people to undertake active (walking and cycling) trips.

Currently, around one in eight NSW residents ride a bicycle in a typical week¹. People in metropolitan areas also undertake 3.5 million walking-only trips and 448,000 cycling trips on an average week day. Across Regional and Outer Metropolitan areas, 6 per cent of people walk or cycle to work, however the percentage is much higher in many regional centres. Nearly every public transport journey starts or ends with a walking trip, and active transport is a key means to access public transport.

People traveling by active transport improves network outcomes overall, in addition to delivering positive health, wellbeing and environmental outcomes. Increasing the number of people using active transport for short trips to their local and city centres requires us to provide safe, well connected infrastructure such as bike paths and walking routes.

To support this, the Walking and Cycling Program will focus on delivering the following objectives:

SUCCESSFUL PLACES	CUSTOMER FOCUSED	Ensure walking and cycling are the most convenient option for short trips to key destinations and within centres
A STRONG ECONOMY	SUSTAINABILITY	Reduce congestion on our roads and public transport networks by delivering projects that encourage walking and cycling mode shift
SUCCESSFUL PLACES	SAFETY AND PERFORMANCE	Enable efficient, safe and reliable journey times by prioritising infrastructure that supports pedestrian or cycling movement on certain corridors, consistent with the Movement and Place Framework
	ACCESSIBLE SERVICES	Deliver projects that make walking and cycling safe, comfortable and convenient transport modes that are accessible to a wide range of users
	SUSTAINABILITY	Encourage active transport trips to improve transport network outcomes as well as delivering positive health, wellbeing and environmental outcomes

¹Australian Bicycle Council 2017 National Cycling Participation Survey, available at bicyclecouncil.com.au/publication/national-cycling-survey-2017

1.4 Ministerial Discretion

Any final decision as to the eligibility or funding of a project is at the Minister for Transport and Roads’ discretion. Notwithstanding anything to the contrary in these guidelines, the Minister for Transport and Roads, as the Cluster lead, maintains the discretion to provide funding for projects which will deliver a key strategic outcome and/or vision of the NSW Government despite the project not meeting particular eligibility criteria set out in these guidelines, including as to the minimum funding threshold for investment.

1.5 Timeline

The key timeframes for the Walking and Cycling Program are as follows:

NOV 2019	NOV 2019 - FEB 2020	FEB-APR 2020	MAY-JUNE 2020
<p>Council workshops to discuss revised Walking and Cycling Funding Guidelines</p>	<p>Walking and cycling project Nomination Period</p>	<p>Review of submissions against guidelines</p> <p>Technical review of submissions</p> <p>Determination of projects approved for funding including project funding allocation</p>	<p>Notification to councils of NSW Government approved projects following release of NSW State Budget</p>

1.6 Changes to the Walking and Cycling Program

Since the commencement of the Walking and Cycling (Active Transport) Program, Transport for NSW has received a high volume of funding submissions every year. To ensure that the NSW Government’s continued investment in walking and cycling infrastructure remains targeted to deliver on the Government’s priorities the funding eligibility and assessment criteria have been revised for 2020/21.

The NSW Government is committed to delivering more walking and cycling infrastructure. As a result, this year’s Program will focus on delivering ready-to-proceed construction projects to get more infrastructure on the ground. A minimum funding threshold has also been introduced in the Program to encourage the delivery of network defining and place-making projects. The different funding threshold for Greater Sydney and Regional and Outer Metropolitan regions is a reflection of the cost of delivering projects (taking into consideration complexities, etc.) and will not influence overall funding allocations between Greater Sydney and Regional and Outer Metropolitan Regions.

Projects will be assessed against their construction feasibility and against the Movement and Place Framework which focuses on delivering projects that support safe, efficient and reliable journeys for customers whilst enhancing the liveability and amenity of places.

Completed projects will be also asked to report on key performance indicators/ benchmarks to assess the delivery of outcomes.

The key changes to the Walking and Cycling Program from previous years are:

ELIGIBILITY



Deliver projects that align with State Government strategic direction

SUBMISSIONS



Less data entry fields for applicants

CUSTOMER DEMANDS



Deliver projects that support high movement functions and create successful places

CLEARER FUNDING AVENUES



Reduce 7 funding streams to 4 streams: Greater Sydney Cycling, Greater Sydney Walking, Regional and Outer Metropolitan Cycling and Regional and Outer Metropolitan Walking

CONSTRUCTION FOCUSED PROGRAM



Focus on delivering ready-to-proceed construction projects

FUNDING LIMITS



Projects with a minimum funding threshold to ensure a network and place-making approach

2 Program Details

2.1 Who can apply

The Walking and Cycling Program will welcome project submissions from:

- Local councils
- All state Government agencies

2.2 Funding specifications

Projects under the Walking and Cycling Program are categorised into the following streams:

- Greater Sydney Cycling
- Greater Sydney Walking
- Regional and Outer Metropolitan Cycling
- Regional and Outer Metropolitan Walking

2.3 Greater Sydney Cycling

2.3.1 Objective

To deliver projects that are on or connect to the **Co-Designed Bicycle Network Blueprint** (password protected) and improve the sustainability of the transport network by encouraging more short trips to be made, especially for school age children.

The Co-Designed Bicycle Network Blueprint was developed in consultation with approximately 140 NSW Government and 33 local government stakeholders between late 2018 and mid 2019. The co-designed network was built from the base of the endorsed Bike Plans for each Council. The eight month long process of developing the network also included an independent peer review of the network.

2.3.2 Projects eligible for funding

Eligible projects include the construction of:

- Infrastructure projects located on the Co-Designed Bicycle Network Blueprint
- Infrastructure projects that link to the Co-Designed Bicycle Network Blueprint or
- Infrastructure projects that provide a direct access to a school (within 200m of a school access point).

Eligible infrastructure projects include:

- On-road and off-road bicycle infrastructure, limited to bicycle paths, separated paths, bicycle lanes, bicycle boulevards and shared paths (and wayfinding and adjustments to or installation of traffic signals for bicycle use required to be delivered as part of same). Note that for major cycling infrastructure, bike counters will be required to be incorporated as part of the project evaluation process.

- Widening or improvements to existing bicycle route on or accessing the Co-Designed Bicycle Network Blueprint where substantial improvements to safety or meeting the cycling movement demand can be achieved
- Bike parking facilities at key transport hubs and interchanges.

Note: Subject to Ministerial Discretion as outlined in **Section 1.4 Ministerial Discretion**

2.3.3 Projects ineligible for funding

The following standalone projects are ineligible for funding:

- Evaluation projects
- Work associated with the design of a project
- Maintenance of existing assets
- Recreational or tourism projects
- Non-infrastructure projects such as campaigns, events, promotions, plans, maps or studies
- Projects that predominately focus on vehicular traffic improvements.

Note: Subject to Ministerial Discretion as outlined in **Section 1.4 Ministerial Discretion**

2.3.4 Maximum level of NSW Government funding contribution

Construction projects: 100%

Note: projects that propose greater contribution from local government will score favourably in comparison to those requesting greater state government funding.

2.3.5 Minimum funding threshold

\$50,000

Note: Minimum funding thresholds have been included as part of the Program with an aim to focus on delivering network-defining project. This may include the bundling of projects in cases where the projects demonstrate an overall aggregate network improvement.

Note: Subject to Ministerial Discretion as outlined in **Section 1.4 Ministerial Discretion**

2.4 Greater Sydney Walking

2.4.1 Objective

To deliver new walking routes that will improve the connectivity and liveability of our places and that improve the sustainability of the transport network by encouraging more short trips, including access to public transport, schools and other key destinations.

2.4.2 Projects eligible for funding

Eligible infrastructure projects including the construction of new pedestrian paths/routes that improve the connectivity and liveability directly into places. Eligible infrastructure projects must include the construction of either:

- New footpaths or widening of existing footpaths that are part of a wider place making project or provide a direct access to a school (within 200m of a school access point)
- Continuous footpath treatments, or
- Shared zones.

As part of the above eligible infrastructure projects, the following may also be included:

- Construction of new crossings or upgrades to existing crossings that are part of a wider place making project
- Construction of Traffic Control Signals (TCS) adjustments
- Construction of kerb ramps and extensions.

Note: Subject to Ministerial Discretion as outlined in **Section 1.4 Ministerial Discretion**

2.4.3 Projects ineligible for funding

The following standalone projects are ineligible for funding:

- New or upgraded crossings and footpaths that are not part of a wider place making project
- Evaluation projects
- Work associated with the design of a project
- Maintenance of existing assets
- Recreational or tourism projects
- Non-infrastructure projects such as campaigns, events, pedestrian access and mobility plans (PAMPs), maps or other studies
- Projects that predominantly focus on vehicular traffic improvements.

Note: Subject to Ministerial Discretion as outlined in **Section 1.4 Ministerial Discretion**

2.4.4 Maximum level of State Government funding contribution

Construction projects: 100%

Note: projects that propose greater contribution from local government will score favourably in comparison to those requesting greater state government funding.

2.4.5 Minimum funding threshold

\$50,000

Note: Minimum funding thresholds have been included as part of the Program with an aim to focus on delivering network-defining and place-making projects. This may include the bundling of projects in cases where the projects demonstrate an overall aggregate network improvement.

Note: Subject to Ministerial Discretion as outlined in **Section 1.4 Ministerial Discretion**

2.5 Regional and Outer Metropolitan Cycling

2.5.1 Objective

Deliver projects that improve the sustainability of the transport network by encouraging more short trips to be made that directly connect to the main centres, community transport hubs and schools.

2.5.2 Projects eligible for funding

Eligible construction or infrastructure projects include:

- On-road and off-road bicycle infrastructure, limited to bicycle paths, separated paths, bicycle lanes, bicycle boulevards and shared paths (and wayfinding and adjustments to or installation of traffic signals for bicycle use required to be delivered as part of same). Note that for major cycling infrastructure, bike counters will be required to be incorporated as part of the project evaluation process.
- Widening an existing bicycle network section where substantial improvements to safety or meeting the cycling movement demand can be achieved
- Bike parking facilities at key transport hubs and interchanges
- Infrastructure projects that provide a direct access to a school (within 200m of a school access point).

Note: Subject to Ministerial Discretion as outlined in **Section 1.4 Ministerial Discretion**

2.5.3 Projects ineligible for funding

The following standalone projects are ineligible for funding:

- Evaluation projects
- Work associated with the design of a project
- Maintenance of existing assets
- Recreational or tourism projects
- Non-infrastructure projects such as campaigns, events, bike plans, maps or other studies
- Projects that predominantly focus on vehicular traffic improvements.

Note: Subject to Ministerial Discretion as outlined in **Section 1.4 Ministerial Discretion**

2.5.4 Maximum level of State Government funding contribution

Construction projects: 100%

Note: projects that propose greater contribution from local government will score favourably in comparison to those requesting greater state government funding.

2.5.5 Minimum funding threshold

\$35,000

Note: Minimum funding thresholds have been included as part of the Program with an aim to focus on delivering network-defining projects. This may include the bundling of projects in cases where the projects demonstrate an overall aggregate network improvement. The different funding threshold for Greater Sydney and Regional and Outer Metropolitan regions is a reflection of the cost of delivering projects (taking into consideration complexities, etc.) and will not influence overall funding allocations between Greater Sydney and Regional and Outer Metropolitan Regions.

Note: Subject to Ministerial Discretion as outlined in **Section 1.4 Ministerial Discretion**

2.6 Regional and Outer Metropolitan Walking

2.6.1 Objective

To deliver new walking routes that will improve the connectivity and liveability of our places and that improve the sustainability of the transport network by encouraging more short trips on foot, including into and within towns, to access community transport hubs and to schools.

2.6.2 Projects eligible for funding

Eligible infrastructure projects, including the construction of new pedestrian paths/routes that improve the connectivity and liveability directly into places. Eligible infrastructure projects must include the construction of either:

- New footpaths or widening of existing footpaths that are part of a wider place making project or provide a direct access to a school (within 200m of a school access point)
- Continuous footpath treatments, or
- Shared zones.

As part of the above projects, the following may also be included:

- New crossings or upgrades to existing crossings that are part of a wider place making project
- Traffic Control Signals (TCS) adjustments
- Kerb ramps and extensions.

Note: Subject to Ministerial Discretion as outlined in **Section 1.4 Ministerial Discretion**

2.6.3 Projects ineligible for funding

The following standalone projects are ineligible for funding:

- New or upgraded crossings and footpaths that are not part of a wider place making project
- Evaluation projects
- Work associated with the design of a project
- Maintenance of existing assets
- Recreational or tourism projects

- Non-infrastructure projects such as campaigns, events, pedestrian access and mobility plans (PAMPs), maps or other studies
- Projects that predominantly focus on vehicular traffic improvements.

Note: Subject to Ministerial Discretion as outlined in **Section 1.4 Ministerial Discretion**

2.6.4 Maximum level of State Government funding contribution

Construction projects: 100%

Note: projects that propose greater contribution from local government will score favourably in comparison to those requesting greater state government funding.

2.6.5 Minimum funding threshold

\$20,000

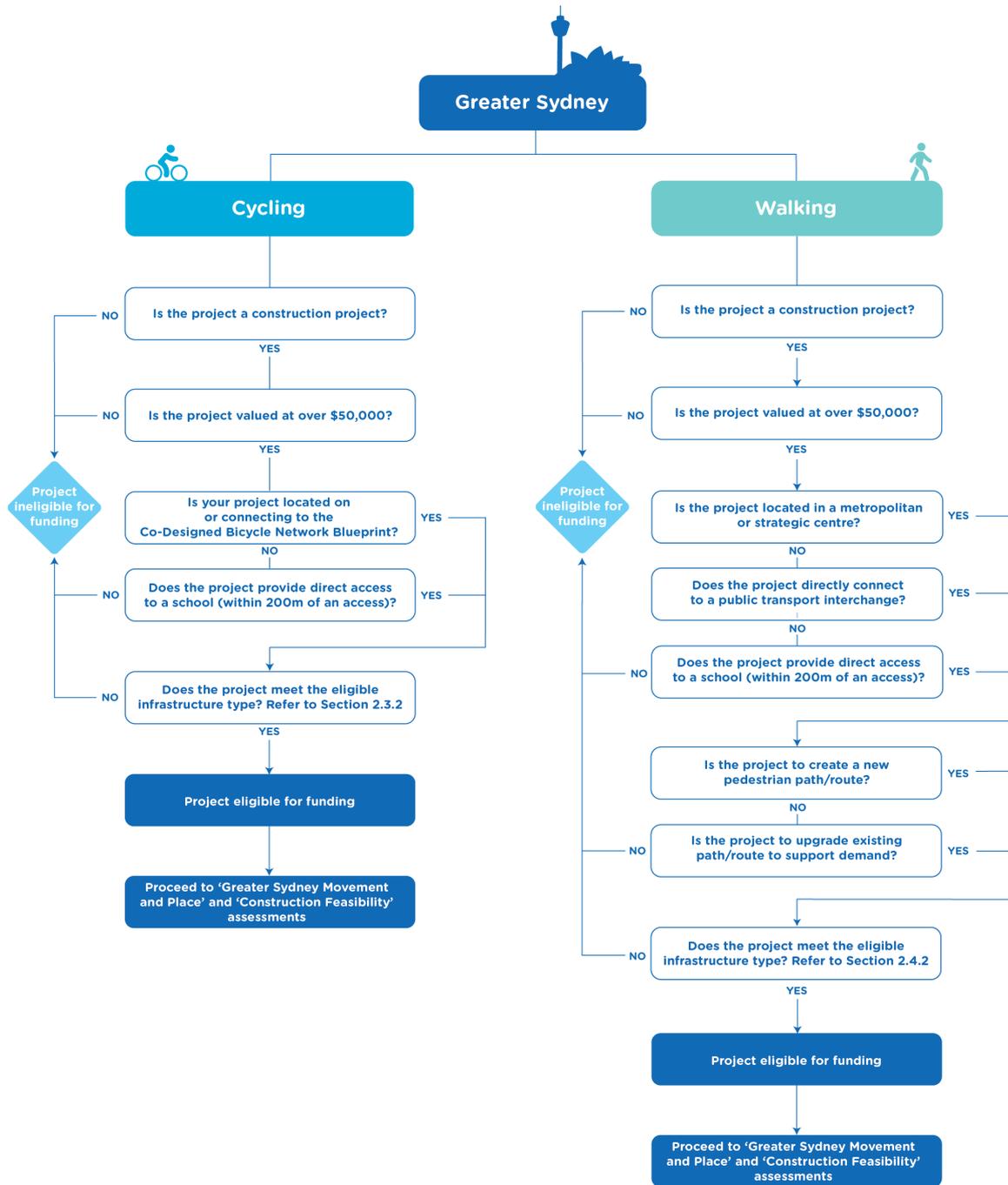
Note: Minimum funding thresholds have been included as part of the Program with an aim to focus on delivering network-defining projects. This may include the bundling of projects in cases where the projects demonstrate an overall aggregate network improvement. The different funding threshold for Greater Sydney and Regional and Outer Metropolitan regions is a reflection of the cost of delivering projects (taking into consideration complexities, etc.) and will not influence overall funding allocations between Greater Sydney and Regional and Outer Metropolitan Regions.

Note: Subject to Ministerial Discretion as outlined in **Section 1.4 Ministerial Discretion**

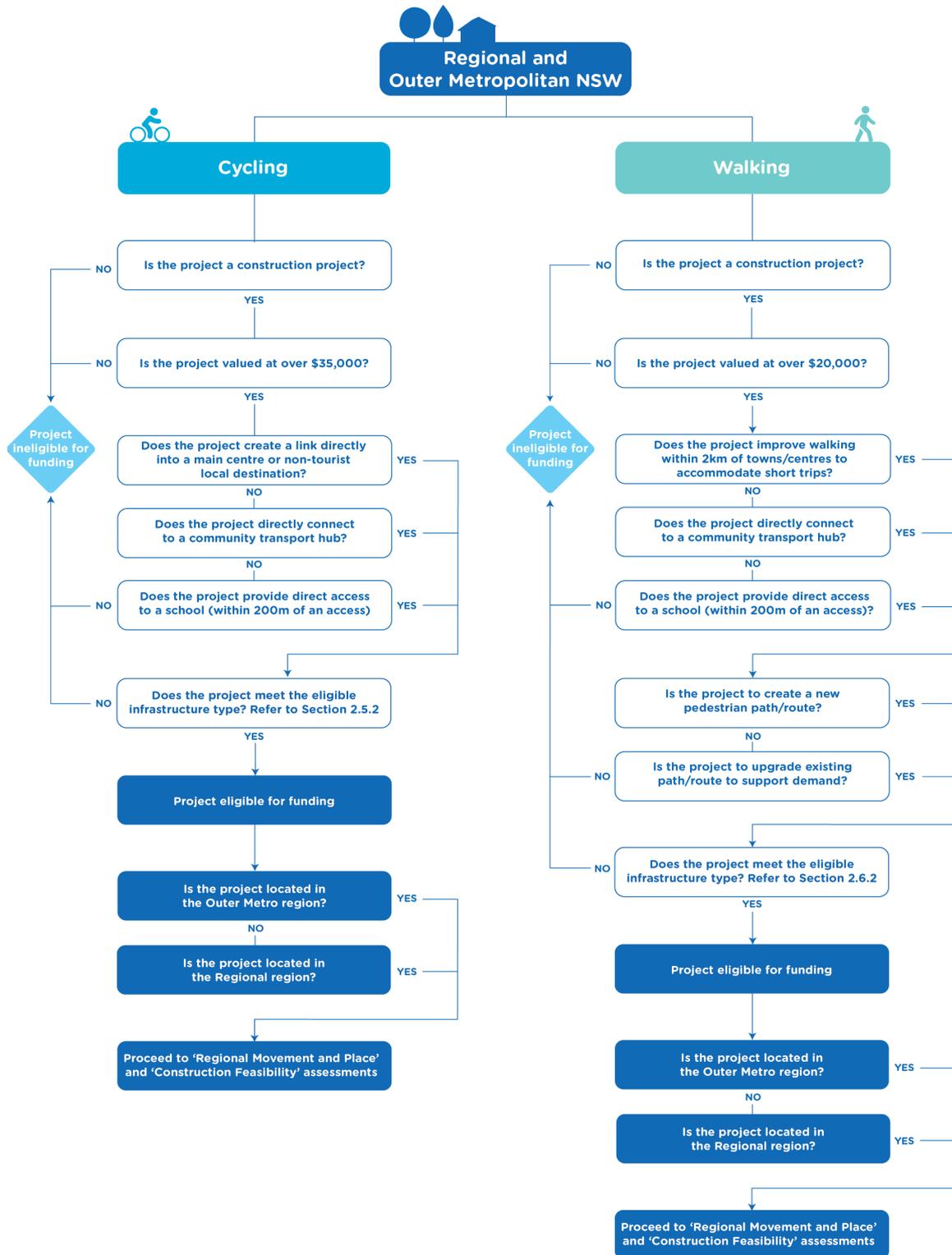
2.7 Support

If you have any questions relating to the eligibility of your project, contact Transport for NSW on activetransport@transport.nsw.gov.au. Please allow two business days for a response.

2.8 Greater Sydney Process Map



2.9 Regional and Outer Metropolitan Process Map



3 Submission

3.1 Submission

Submissions for the Walking and Cycling Program for 2020-2021 open on **21 November 2019**.

Project submissions can be made online at the following link:
transport.nsw.gov.au/projects/programs/walking-and-cycling7.

The online portal will close on **21 February 2019**, after which no additional submissions will be accepted.

3.2 Ensure you have

Prior to submitting a project, please ensure you have undertaken the following:

- Understand Future Transport 2056 and the Movement and Place Framework
- Identified key performance indicators/benchmarks against which the success of your project, once delivered, can be assessed
- Consulted on the project with all relative stakeholders, including your community
- Detailed map of the project
- Detailed cost estimates of the project
- Have all relative approvals required (if applicable)
- Accurate coordinates of the project (latitude and longitude)
- For Greater Sydney cycling projects only: familiarise yourself with the **Co-Designed Bicycle Network Blueprint** (password protected)
- Obtained all other relevant supporting documents.

3.3 Post construction evaluation

To ensure projects are able to be evaluated and benchmarked, funding recipients are to provide post-construction data to demonstrate the success of their projects. As part of the funding agreement, you will also be asked to report 6 months and 12 months post-delivery on the success of the project, reporting back cycling and pedestrian volumes to TfNSW.

Major cycling or walking projects valued over \$1 million will be asked to include cycling/pedestrian counters as part of the project delivery, and establish a continuous monitoring agreement post-construction.

3.4 Branding and communications

During and post-delivery, funding recipients must strictly adhere to:

- the NSW Government Brand Guidelines
- the NSW Government Funding Acknowledgment Guidelines for Recipients of NSW Government Grants; and

- any other messaging and communications requirements of the NSW Government notified to the funding recipient from time to time.
- Further information is available here:
communications.dpc.nsw.gov.au/branding/

3.5 Questions

3.5.1 Program or strategic alignment

If you have any questions relating to the Program direction, strategic alignment or any general enquiries, please feel free to contact Transport for NSW on:
activetransport@transport.nsw.gov.au.

Please allow two business days for a response.

3.5.2 Stakeholder engagement or technical aspects

If you have any questions relating to stakeholder engagement or questions relating to the technical aspects of the projects (including approvals and standards), please contact your local Transport for NSW office.

4 Assessment

Project assessments will be categorised based on the type of project (i.e. Greater Sydney Cycling, Regional and Outer Metropolitan Cycling, Greater Sydney Walking, and Regional and Outer Metropolitan Walking).

Eligible construction projects will be assessed against their:

- Construction Feasibility
- Movement and Place function (in line with the Movement and Place Framework in Future Transport 2056).

4.1 Construction Feasibility

Construction projects will be assessed against a range of criteria, including:

- Has an approved Review of Environmental Factors (REF) and other approvals (Council, Local Traffic Committee) if required
- Does not conflict with any other current/upcoming construction/works in the area
- Has an approved Detailed Design or will have an approved Detail Design prior to the commencement of the 2020-2021 Financial Year
- Has a detailed cost estimate, based on the detail design
- Is currently mid-construction with previous stages funded by State Government
- Ready for construction on 1 July 2020 and can complete full construction by the end of the financial year.

The Program will allow the NSW Government to enter into multiyear funding agreements with Councils. Multiyear funding agreements will be considered on a project by project basis and will be at the discretion of the NSW Government. Please contact Transport for NSW prior to proceeding with a multiyear funding submission.

Construction projects should also comply with relevant Australian Standards and the NSW Government Technical Directions as well as be consistent with Austroads and other relevant guidance.

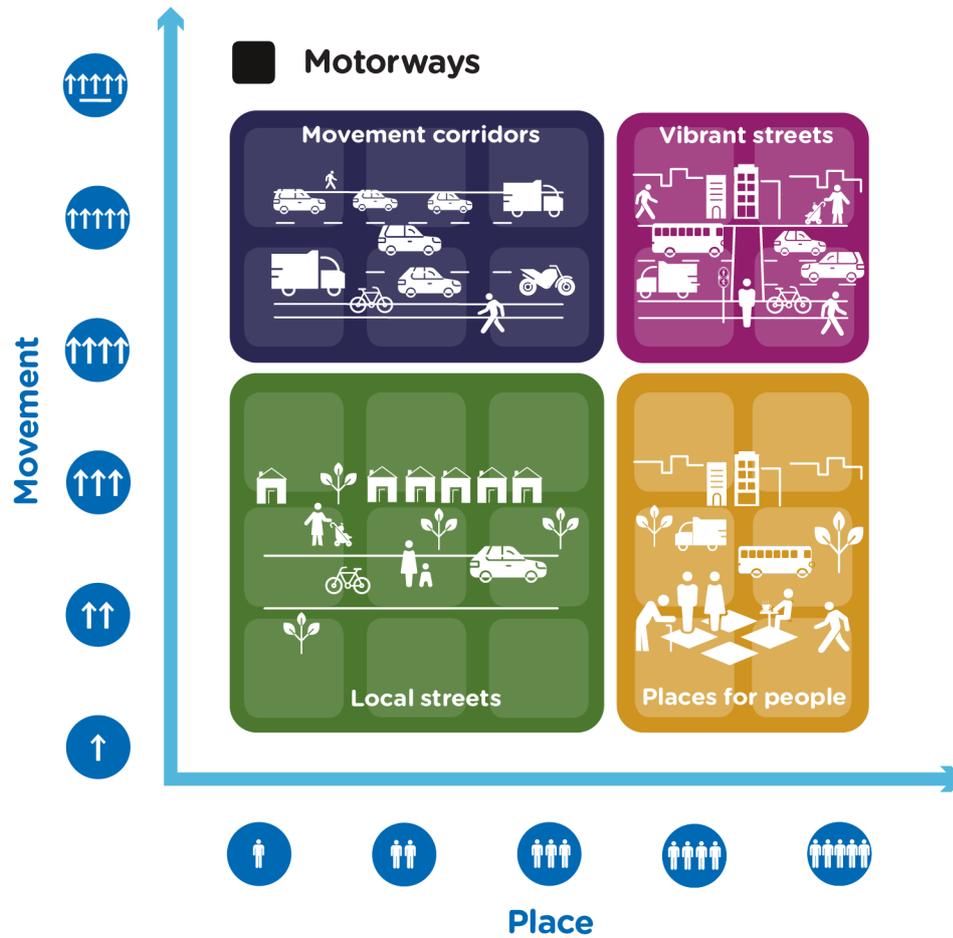
Any works involving traffic signal proposals should include concept designs approved by the relevant Transport for NSW Network Operations Officer.

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

4.2 Movement and Place

Projects submitted to the Program will be assessed against their:

- **Movement function:** The project's strategic significance to move customers within the wider geographical network and connect them to strategically significant locations
- **Place function:** The project's ability to enhance the liveability and amenity of the places it services.



Source: Future Transport 2056

4.2.1 Movement and Place in Greater Sydney

For the purposes of this high level evaluation, the classification of the Movement and Place functions for projects within Greater Sydney are as follows:

4.2.1.1 Cycling Projects – Greater Sydney

Movement Function	Description
 5	Principal Routes – Centre connecting cycleway with travel between major centres (metropolitan and strategic) (e.g. Tier 1 on the Co-Designed Bicycle Network Blueprint)
 4	Regional Routes – Population connecting network with travel from highly populated areas directly into Principal Routes (e.g. Tier 2 on the Co-Designed Bicycle Network Blueprint)
 3	Connecting Routes – Cycleways that connect moderate/low populated areas and local destinations directly into Principal Routes or Regional Routes
 2	Network Access – Local network access that serves as local functions/ to local destination connections that does not connect to the Co-Designed Bicycle Network Blueprint
 1	Recreational/tourist paths – Recreational or tourist path

Place Function	Description
 5	Metropolitan CBD
 4	Strategic Centres
 3	Local centres (high streets) or key destinations including schools, hospitals, etc.
 2	Neighbourhood centres or corner shops
 1	Residential streets or streets with lower levels of activity

4.2.1.2 Walking Projects – Greater Sydney

Movement Function	Description
 5	Major pedestrian volumes – Expected at CBDs or major interchanges
 4	High pedestrian volumes – Expected at CBD outskirts/strategic centres, or major interchanges
 3	Moderate pedestrian volumes – Expected at local centres or express bus stops
 2	Low Pedestrian volumes – Expected at neighbourhood centres or bus stops
 1	Very low pedestrian volumes – Expected at residential roads or areas with no local land use

Place Function	Description
 5	Metropolitan CBD
 4	Strategic Centres
 3	Local centres (high streets) or key destinations including schools, hospitals, etc.
 2	Neighbourhood centres or corner shops
 1	Residential streets or streets with lower levels of activity

4.2.2 Movement and Place in Outer Metropolitan

For the purposes of this evaluation, the classification of the Movement and Place functions for projects within Outer Metropolitan areas are as follows:

4.2.2.1 Cycling Projects – Outer Metropolitan

Movement Function	Description
 5	Principal Routes – Centre defining cycleways that connects the centre of a City Centre to key destinations and local centres
 4	Regional Routes – Population connecting network that connects key local destinations and populated areas directly into Principal Routes
 3	Connecting Routes – Cycleway that directly connects a key local destination to other local destinations including schools and hospitals
 2	Network Access – Local network access that serve as a connection between local residential road
 1	Recreational/tourist paths – Recreational or tourist path

Place Function	Description
 5	City Centre
 4	Local centres (high streets) or key destinations including schools, hospitals, etc.
 3	Neighbourhood centres or corner shops
 2	Recreational/tourist destination
 1	Residential streets or roads with lower levels of activity

4.2.2.2 Walking Projects – Outer Metropolitan

Movement Function	Description
 5	Major pedestrian volumes – Expected at the centre of the City Centre or and major interchanges
 4	High pedestrian volumes – Expected at the outskirts of a City Centre, main town centre or major interchange
 3	Moderate pedestrian volumes – Expected at key local destinations, i.e. schools, hospitals
 2	Low Pedestrian volumes – Expected at neighbourhood centres, bus stops
 1	Very low pedestrian volumes – Expected at residential streets or areas with lower levels of activity

Place Function	Description
 5	City Centre
 4	Local centres (high streets) or key destinations including schools, hospitals, etc.
 3	Neighbourhood centres or corner shops
 2	Recreational/tourist destination
 1	Residential streets or streets with lower levels of activity

4.2.3 Movement and Place in Regional

The classification of the Movement and Place functions for a high level assessment in Regional NSW are as follows:

4.2.3.1 Cycling Projects – Regional

Movement Function	Description
 5	Principal Routes – Centre defining cycleways that connects the centre of a Regional City or Regional Centre to key destinations
 4	Regional Routes – Population connecting network that connects key destinations or populated areas directly into Principal Routes
 3	Connecting Routes – Connecting Routes – Cycleway that directly connects a key local destination to other local destinations including schools and centres
 2	Network Access – Local network access that serve as a connection between local residential roads
 1	Recreational/tourist paths – Recreational or tourist path

Place Function	Description
 5	Centre of a Regional City or Regional Centre
 4	Key destinations including schools, hospitals, etc.
 3	Neighbourhood centre or corner shops
 2	Recreational/tourist destination
 1	Residential streets or roads with lower levels of activity

4.2.3.2 Walking Projects – Regional

Movement Function	Description
 5	Major pedestrian volumes – Expected at the centre of a Regional City
 4	High pedestrian volumes – Expected at the centre of a Regional Centres, regionally significant land uses
 3	Moderate Pedestrian volumes – Expected at key local destinations, i.e. schools, hospitals
 2	Moderate Pedestrian volumes – Expected at neighbourhood destinations, corner shops
 1	Low pedestrian volumes – Expected at residential roads or areas with no local land use

Place Function	Description
 5	Centre of a Regional City or Regional Centre
 4	Key destinations including schools, hospitals, etc.
 3	Neighbourhood centre or corner shops
 2	Recreational/tourist destination
 1	Residential streets or roads with lower levels of activity

5 Appendix 1

Local Council Region

5.1 Greater Sydney Councils

Bayside Council
Blacktown City Council
Burwood Council
Camden Council
Campbelltown City Council
Canterbury Bankstown Council
City of Canada Bay Council
City of Parramatta Council
City of Ryde Council
City of Sydney Council
Cumberland Council
Fairfield City Council
Georges River Council
Hawkesbury City Council
Hornsby Shire Council
Hunters Hill Council
Inner West Council
Ku-ring-gai Council
Lane Cove Municipal Council
Liverpool City Council
Mosman Municipal Council
North Sydney Council
Northern Beaches Council
Penrith City Council
Randwick City Council
Strathfield Council
Sutherland Shire Council
The Hills Shire Council
Waverley Council
Willoughby City Council
Wollondilly Shire Council
Woollahra Municipal Council

5.2 Outer Metropolitan Councils

Newcastle City Council
Wollongong City Council

5.3 Regional Councils

Albury City Council
Armidale Regional Council
Ballina Shire Council
Balranald Shire Council
Bathurst Regional Council
Bega Valley Shire Council
Bellingen Shire Council
Berrigan Shire Council
Bland Shire Council
Blayney Shire Council
Blue Mountains Council
Bogan Shire Council
Bourke Shire Council
Brewarrina Shire Council
Broken Hill City Council
Byron Shire Council
Cabonne Council
Carrathool Shire Council
Central Coast Council
Central Darling Shire Council
Cessnock City Council
Clarence Valley Council
Cobar Shire Council
Coffs Harbour City Council
Coolamon Shire Council
Coonamble Shire Council
Cootamundra-Gundagai
Regional Council
Cowra Shire Council
Dubbo Regional Council
Dungog Shire Council
Edward River Council
Eurobodalla Shire Council
Federation Council
Forbes Shire Council
Gilgandra Shire Council
Glen Innes Severn Council
Goulburn Mulwaree Council
Greater Hume Shire Council
Griffith City Council
Gunnedah Shire Council
Gwydir Shire Council
Hay Shire Council
Hilltops Council

5.3 Regional Councils (cont.)

Inverell Shire Council
Junee Shire Council
Kempsey Shire Council
Kiama Municipal Council
Kyogle Council
Lachlan Shire Council
Lake Macquarie City Council
Leeton Shire Council
Lismore City Council
Lithgow City Council
Liverpool Plains Shire Council
Lockhart Shire Council
Maitland City Council
Mid-Coast Council
Mid-Western Regional Council
Moree Plains Shire Council
Murray River Council
Murrumbidgee Council
Muswellbrook Shire Council
Nambucca Shire Council
Narrabri Shire Council
Narrandera Shire Council
Narromine Shire Council
Oberon Council
Orange City Council
Parkes Shire Council
Port Macquarie-Hastings Council
Port Stephens Council
Queanbeyan-Palerang
Regional Council
Richmond Valley Council
Shellharbour City Council
Shoalhaven City Council
Singleton Council
Snowy Monaro Regional Council
Snowy Valleys Council
Tamworth Regional Council
Temora Shire Council
Tenterfield Shire Council
Tweed Shire Council
Upper Hunter Shire Council
Upper Lachlan Shire Council
Uralla Shire Council
Wagga Wagga City Council
Walcha Council
Walgett Shire Council
Warren Shire Council
Warrumbungle Shire Council
Weddin Shire Council
Wentworth Shire Council
Wingecarribee Shire Council
Yass Valley Council

6 Appendix 2

Frequently Asked Questions (FAQ)

6.1 General Questions

What if my project is less than the minimum funding threshold?

Should your project fall below the funding minimum, Transport for NSW encourages, where appropriate, the bundling of projects into one submission, provided that in doing so you are able to demonstrate the aggregate network impact.

How will I know if my project is eligible for funding?

For each funding stream, please refer to its eligibility and ineligibly list, found in **Section 2** of this report.

How will I know if my Greater Sydney cycling project is located on the Co-Designed Bicycle Network Blueprint?

The Co-Designed Bicycle Network Blueprint is shown in the following link tfnsw.carto.com/u/transport-active-transport/builder/9b947b6d-c51f-40ef-b9bf-16768a808e4e/embed

(password protected)

The Co-Designed Bicycle Network Blueprint was developed in consultation with approximately 130 NSW Government and 33 local government stakeholders in late 2018. The co-designed network was built from the base of the endorsed Bike Plans for each Council. The eight month long process of developing the network also included an independent peer review of the network.

Will development projects be eligible for funding as part of the 2020/21 Walking and Cycling Program?

The Government is committed to delivering more walking and cycling infrastructure for NSW to support mode shift towards active travel. As a result, this year's Program will focus on delivery of shovel-ready construction projects to get more infrastructures on the ground, ready for the use of the community. Therefore 'development/design' and 'development/design and construct' projects will not be funded as part of this Program.

Can I submit a standalone pedestrian crossing or pedestrian amenity upgrade?

No - the walking component of the Walking and Cycling Program going forward will focus on the delivery of pedestrian paths/routes between two points that improve the connectivity and liveability directly into places rather than localised crossing projects.

What do I need to incorporate as part of the evaluation process?

To ensure projects are evaluated and benchmarked, we ask that you please provide key performance indicators/benchmarks against which the success

of your completed project can be assessed. Each major cycling project will be asked to include cycling counters as part of the project delivery to support this process. As part of the funding agreement, you will also be asked to report 6 months and 12 months post-delivery on the success of the project, reporting back cycling volumes to TfNSW.

Is there a minimum distance for pedestrian projects?

There is no minimum distance for new pedestrian paths/routes, however point to point projects or a network based approach to placemaking is preferable to localised projects.

What if I have any questions throughout the submission process?

If you have any questions relating to the Program direction, strategic alignment or any general enquiries, please feel free to contact Transport for NSW on: **activetransport@transport.nsw.gov.au**.

Please allow two business days for a response.

What if my project is not eligible for the Walking and Cycling Program?

Please see a list of alternative funding programs below:

Transport for NSW – Safer Roads Program: The Safer Roads Program (SRP) is a road safety infrastructure treatment program to deliver sustainable and long-term reductions in road trauma through upgrades of the existing road network. The Safer Roads Program is designed to identify and improve roads and roadsides with a higher risk and/or incidence of high severity crash types, or crashes involving vulnerable road users (e.g. pedestrians).

NSW Government: Regional Growth Stronger Country Communities Fund: The Stronger Country Communities Fund was established in 2017 by the NSW Government to help deliver local projects to regional communities. The objective of the fund is to provide projects that improve the lives of people who live in regional areas.

6.2 Construction Feasibility Questions

What is the requirement for Detailed Design of construction projects?

All construction projects will be considered as part of the Program, however it is strongly recommend that before you submit a construction project that you have completed or will have completed the Detailed Design of the project by 1 July 2020.

6.3 Movement and Place Questions

How do I undertake a Movement and Place assessment?

To undertake a Movement and Place assessment, two things need to be considered: the function the walking/cycling projects plays and what place you are connecting to:

Cycling Movement: The movement of a cycling project will be the underlying strategic importance of that cycling path plays in the wider context. For Greater Sydney projects, this is the strategic importance of the cycleway will be considered

based on the context of the cycleway in the Greater Sydney region. For Regional and Outer Metropolitan projects, it will be the strategic importance of the cycleway within the locality. For example, cycling projects that are considered high movement will be the city/town defining projects that play a fundamental strategically important role in the wider regional context, whereas a lower movement project may be one on a local road that plays a localised role.

For the purpose of these Guidelines, movement needs to be considered at a high level from a cycling standpoint only.

Please refer to **Section 4.2** on the classifications of the cycling movement functions for each region.

Walking Movement: The movement of a walking project, unlike cycling projects, will be assessed against the expected bidirectional midblock pedestrian use and function of the footpath.

For example, walking projects that are considered high movement will be the paths that play a fundamental role in moving high pedestrian volumes to key land uses, whereas a low movement project may be a residential road that does not need to accommodate movement for a large number of pedestrians.

For the purpose of these Guidelines, movement needs to be considered at a high level from a walking standpoint only.

Please refer to **Section 4.2** on the classifications of the cycling movement functions for each region.

Cycling/Walking Place: The assessment will be made against place that the project/infrastructure is within or directly connecting to. Catchments (i.e. distance from places) will not be used in this assessment.

Please refer to **Section 4.2** on the classifications of the place functions for each region.

What if my submission connects to more than one location/place?

Should the movement or place function vary for your submission (i.e. connects to more than one place or proposes more than one movement path) then please take the average of the movement and the average place function for your project submission and not the lowest or highest movement/place function.

For the Movement and Place assessment, how do I know what regional boundary my council is in?

The Movement and Place assessment is separated geographically, including Greater Sydney, Regional and Outer Metropolitan areas. The specific breakdown of Greater Sydney, Regional and Outer Metropolitan is provided in **Appendix 1**.

Note: The classification for a high level Movement and Place assessment for the purpose of these Guidelines (**Section 4.2**) is scalable. That is, projects submitted to the Program from Greater Sydney, Regional and Outer Metropolitan areas can be assessed against the same standard 5x5 Movement and Place Matrix, ensuring an equal and level assessment field.

7 Appendix 3

Submission Portal Template

7.1 General Information

Contact details

- Title
- Name
- Organisation
- Position
- Email address
- Telephone number

Proponent

- A NSW Government agency
- Council

State Electorate District

- Electorate 1
- Electorate 2 (if applicable)
- Electorate 3 (if applicable)

Project type

- Greater Sydney Cycling
- Greater Sydney Walking
- Regional and Outer Metropolitan Cycling
- Regional and Outer Metropolitan Walking

Align with Future Transport 2056

- Customer focused
- Successful places
- A strong economy
- Safety and performance
- Accessible services
- Sustainability

Alignment with Premier's Priority

- A strong economy
- High quality education
- Well connected communities with quality local environments
- Putting the customer at the centre of everything we do
- Breaking the cycle of disadvantage

7.2 Eligibility

7.2.1 Greater Sydney Cycling

Is the project located on the Co-Designed Bicycle Network Blueprint?

- Yes
- No

Does the project link to the Co-Designed Bicycle Network Blueprint?

- Yes
- No

Does the project provide a direct access to a school (within 200m of a school access point)?

- Yes
- No

7.2.2 Greater Sydney Walking

Is the project located within a metropolitan or strategic centre?

- Yes
- No

Does the project directly connect to a public transport hub or interchange?

- Yes
- No

Does the project provide a direct access to a school (within 200m of a school access point)?

- Yes
- No

7.2.3 Regional and Outer Metropolitan Cycling

Does the project create a link directly into the main centre or non-tourist local destination, i.e. hospital, etc.?

- Yes
- No

Does the project directly connect to a community transport hub?

- Yes
- No

Does the project provide a direct access to a school (within 200m of a school access point)?

- Yes
- No

7.2.4 Regional and Outer Metropolitan Walking

Does the project improve walking within 2km of towns/centres to accommodate short trips?

- Yes
- No

Does the project directly connect to a community transport hub?

- Yes
- No

Does the project provide a direct access to a school (within 200m of a school access point)?

- Yes
- No

7.2.5 Funding eligibility

Is your project over the funding minimum threshold?

- Yes
- No

Note: Minimum funding thresholds have been included as part of the Program with an aim to focus on delivering network-defining project. This may include the bundling of projects in cases where the projects demonstrate an overall aggregate network improvement.

7.3 Project Information

Project description

- Text description

Limited project description (250 character limit)

- Text description

Project milestone

- Construction

What is the objective of the project?

- Text description

Type of project

- Greater Sydney Cycling
 - Bicycle path (including cycling counters)
 - Separated paths (including cycling counters)
 - Bicycle lanes (including cycling counters)
 - Bicycle boulevards (including cycling counters)
 - Shared paths (including cycling counters)
 - Widening an existing bicycle route where substantial improvements to safety or meeting the cycling movement demand can be achieved
 - Bike parking facilities at key transport hubs and interchanges
- Greater Sydney Walking
 - New footpaths or widening of existing footpaths that are part of a wider place making project
 - Continuous footpath treatments
 - Shared Zones
 - New crossing (optional)
 - TCS adjustments (optional)
 - Kerb ramps and extensions (optional)
- Regional and Outer Metropolitan Cycling
 - Bicycle path (including cycling counters)
 - Separated paths (including cycling counters)
 - Bicycle lanes (including cycling counters)
 - Bicycle boulevards (including cycling counters)
 - Shared paths (including cycling counters)
 - Widening an existing bicycle route where substantial improvements to safety or meeting the cycling movement demand can be achieved
 - Bike parking facilities at key transport hubs and interchanges

- Regional and Outer Metropolitan Walking
 - New footpaths or widening of existing footpaths that are part of a wider place making project
 - Continuous footpath treatments
 - Shared zones
 - New crossing (optional)
 - TCS adjustments (optional)
 - Kerb ramps and extensions (optional)

Length of project

- Text description

Width of project

- Text description

Material type

- Text description

Benchmarking – Current volume of users (per day)

- Text description

Benchmarking – Anticipated volume of users (per day) 6 months post completion

- Text description

Benchmarking – Anticipated volume of users (per day) 12 months post completion

- Text description

If cycling: is this project for a whole route, part of a route/missing link or a combination of routes as part of a network?

- Full link
- Missing link
- Combination of projects as part of a network
- N/A

Is this project mid-construction?

- Yes
- No

Has the development of the project been previously funded through this Program?

- Yes
- No
- N/A

Have all the relevant warrants been met (if required):

- Yes
- No
- N/A

Does the project have in-principle Traffic Committee or Transport for NSW support?

- Yes
- No

Have you consulted with a Transport for NSW representative?

- Yes
- No

Map of route/plan of project

- Map

Amount sought from Transport for NSW in 2020/21

- Text description

Amount funded by Council/applicant in 2020/21

- Text description

Amount funded by other sources in 2020/21

- Text description

Contingency included

- Text description

Copy of cost breakdown (based on detailed design)

- Attachment

Copy of the Detailed Design

- Attachment

Copy of the Support document (i.e. approvals, PAMPS, Bike Plan)

- Attachment

Multi-year submissions: If you have spoken to Transport for NSW and have in-principle agreed a multi-year proposal, please attach the email correspondence

- Attachment

Multi-year submissions: If you have spoken to Transport for NSW, please attach the breakdown of multi-year funding requested for the delivery of the project

- Attachment

7.4 Assessment Criteria

7.4.1 Construction Feasibility

If required, do you or would you have an approved Review of Environmental Factors (REF) by July 1 2020?

- Yes
- No
- N/A

Do you have an approved Detailed Design or will you have an approved Detailed Design by July 1 2020?

- Yes
- No
- N/A

If “No” or “N/A”, why?

- Text description

Will the construction project be fully completed by June 2021?

- Yes
- No
- N/A

If “No” or “N/A”, why?

- Text description, eg multi-year funding agreement

Do you have detailed cost estimates based on Detailed Design?

- Yes
- No
- N/A

If “No” or “N/A”, why?

- Text description

Is the project currently mid construction, with previous stages funded by NSW Government?

- Yes
- No

7.4.2 Strategic Alignment

7.4.2.1 Greater Sydney Cycling

What is the Cycling Movement Function of the project?

- **Movement 5:** Principal Routes – Centre connecting cycleway with travel between major centres (metropolitan and strategic) (e.g. Tier 1 on the Co-Designed Bicycle Network Blueprint)
- **Movement 4:** Regional Routes – Population connecting network with travel from highly populated areas directly into Principal Routes (e.g. Tier 2 on the Co-Designed Bicycle Network Blueprint)
- **Movement 3:** Connecting Routes – Cycleways that connect moderate/low populated areas and local destinations directly into Principal Routes or Regional Routes
- **Movement 2:** Network Access – local roads that serve as local functions/to local destinations that does not connect into the Co-Designed Bicycle Network Blueprint
- **Movement 1:** Recreational/tourist paths – Recreational or tourist path

Describe the justification behind the selection of the Movement classification

- Text description

What is the Place function that the cycling project is connecting to or within?

- **Place 5:** Metropolitan CBD
- **Place 4:** Strategic Centre
- **Place 3:** Local centres (high streets) or key destinations including schools, hospitals, etc.
- **Place 2:** Neighbourhood centre or corner shops
- **Place 1:** Residential road

Describe the justification behind the selection of the Place function

- Text description

7.4.2.2 Greater Sydney Walking

What is the walking Movement function of the project?

- **Movement 5:** Major pedestrian volumes – Expected at CBDs or major interchanges
- **Movement 4:** High pedestrian volumes – Expected at CBD outskirts/strategic centres, or major interchanges
- **Movement 3:** Moderate pedestrian volumes – Expected at local centres or express bus stops
- **Movement 2:** Low pedestrian volumes – Expected at neighbourhood centres or bus stops
- **Movement 1:** Very low pedestrian volumes – Expected at residential roads or areas with no local land use

Describe the justification behind the selection of the Movement classification

- Text description

What is the Place function that the walking project is connecting to or within?

- **Place 5:** Metropolitan CBD
- **Place 4:** Strategic Centre
- **Place 3:** Local centres (high streets) or key destinations including schools, hospitals, etc.
- **Place 2:** Neighbourhood centre or corner shops
- **Place 1:** Residential road

Describe the justification behind the selection of the Place function

- Text description

7.4.2.3 Regional and Outer Metropolitan Cycling

What is the Cycling Movement Function of the project?

- **OUTER METROPOLITAN Movement 5:** Principal Routes – Centre defining cycleways that connects the centre of a City Centre to key destinations and local centres
- **OUTER METROPOLITAN Movement 4:** Regional Routes – Population connecting network that connects key local destinations and populated areas directly into Principal Routes
- **OUTER METROPOLITAN Movement 3:** Connecting Routes – Cycleway that directly connects a key local destination to other local destinations including schools and hospitals
- **OUTER METROPOLITAN Movement 2:** Network Access – Local network access that serve as a connection between local residential roads

- **OUTER METROPOLITAN Movement 1:** Recreational/tourist paths – Recreational or tourist path
- **REGIONAL Movement 5:** Principal Routes – Centre defining cycleways that connects the centre of a Regional City or Regional Centre to key destinations
- **REGIONAL Movement 4:** Regional Routes – Population connecting network that connects key destinations or populated areas directly into Principal Routes
- **REGIONAL Movement 3:** Connecting Routes – Cycleway that directly connects a key local destination to other local destinations including schools and centres
- **REGIONAL Movement 2:** Network Access – Local network access that serve as a connection between local residential roads
- **REGIONAL Movement 1:** Recreational/tourist paths – Recreational or tourist path

Describe the justification behind the selection of the movement classification

- Text description

What is the Place Function that the cycling project is connecting?

- **OUTER METROPOLITAN Place 5:** City Centre
- **OUTER METROPOLITAN Place 4:** Local centre (high streets) or key destinations including schools, hospitals, etc.
- **OUTER METROPOLITAN Place 3:** Neighbourhood centres or corner shops
- **OUTER METROPOLITAN Place 2:** Recreational/tourist destination
- **OUTER METROPOLITAN Place 1:** Residential roads or roads with lower levels of activity
- **REGIONAL Place 5:** Centre of a Regional City or Regional Centre
- **REGIONAL Place 4:** Key destinations including schools, hospitals, etc.
- **REGIONAL Place 3:** Neighbourhood centre or corner shops
- **REGIONAL Place 2:** Recreational/tourist destination
- **REGIONAL Place 1:** Residential streets or roads with lower levels of activity

Describe the justification behind the selection of the Place classification

- Text description

7.4.2.4 Regional and Outer Metropolitan Walking

What is the Walking Movement Function of the project?

- **OUTER METROPOLITAN Movement 5:** Major pedestrian volumes – Expected at the centre of the City Centre or and major interchanges
- **OUTER METROPOLITAN Movement 4:** High pedestrian volumes – Expected at the outskirts of a City Centre, main town centre or major interchange
- **OUTER METROPOLITAN Movement 3:** Moderate pedestrian volumes – Expected at key local destinations, i.e. schools, hospitals

- **OUTER METROPOLITAN Movement 2:** Low pedestrian volumes – Expected at neighbourhood centres, bus stops
- **OUTER METROPOLITAN Movement 1:** Very low pedestrian volumes – Expected at residential roads or areas with no local land use
- **REGIONAL Movement 5:** Major pedestrian volumes – Expected at the centre of a Regional City
- **REGIONAL Movement 4:** High pedestrian volumes – Expected at the centre of a Regional Centres, regionally significant land uses
- **REGIONAL Movement 3:** Moderate pedestrian volumes – Expected at key local destinations, i.e. schools, hospitals
- **REGIONAL Movement 2:** Low pedestrian volumes – Expected at neighbourhood destinations, corner shops
- **REGIONAL Movement 1:** Very low pedestrian volumes – Expected at residential roads or areas with no local land use

Describe the justification behind the selection of the Movement function

- Text description

What is the Place Function that the walking project is connecting?

- **OUTER METROPOLITAN Place 5:** City Centre
- **OUTER METROPOLITAN Place 4:** Local centre (high streets) or key destinations including schools, hospitals, etc.
- **OUTER METROPOLITAN Place 3:** Neighbourhood centres or corner shops
- **OUTER METROPOLITAN Place 2:** Recreational/tourist destination
- **OUTER METROPOLITAN Place 1:** Residential streets or roads with lower levels of activity
- **REGIONAL Place 5:** Centre of a Regional City or Regional Centre
- **REGIONAL Place 4:** Key destinations including schools, hospitals, etc.
- **REGIONAL Place 3:** Neighbourhood centre or corner shops
- **REGIONAL Place 2:** Recreational/tourist destination
- **REGIONAL Place 1:** Residential roads or roads with lower levels of activity

Describe the justification behind the selection of the place classification

- Text description

Note: Should the movement or place function vary across the project length, take the average of the movement and the average place function for your project submission (not the lowest or highest movement/place function).



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