

Bike Plan Scoring Criteria - Original (2013)

Maximum score of 10

Ranking criteria	Scores
Does it provide a significant improvement to cyclist safety (minimise conflict with vehicles) (vehicle speed =? < 80km/h = 2)	2
Is it used daily by individual cyclists or regular cyclist groups (regular cyclist group = 2)	2
It is regularly used for a planned cycling event? (i.e. cycling organisation and/or approved by Council, RMS etc).	1
Does it complete or extend an existing cycleway network component. (either on-road or off-road)?	1
Does it connect to at least one of the following destinations? Education facility Key transport node Shopping centre Recreational facility Community facility	1
Does it have the potential to be promoted as a scenic / tourist ride?	1
It is relatively easy or cheap to provide? (i.e. less than \$20,000)	1
Likely to be funded or part provided by another agency or group (i.e. RMS, Community Group, etc)?	1
Is there an alternative or safer route available for cyclists?	-1
Total score possible	10

Amendments to the Original 2013 Bike Plan Scoring Criteria

Similar to the PAMP, the Bike Plan also needed to be managed as a living document going forward (as completed paths were added, and new project nominations needing to be considered and ranked). The 2013 criteria also needed to be expanded as the number of projects increased. Amendments to the Bike Plan criteria were also flagged to be addressed as part of the subsequent review. Similar to the original PAMP, primarily, the main issue with the original Bike Plan criteria was the limited criteria resulting in numerous projects returning the same score. An attempt was made to improve on these outcomes as part of the 2018 Bike Plan Review process.