

Bike Plan Scoring Criteria - Current (2018-2023)

Scores are not fixed and absolute (0, 1 or 2) but the ranking may be treated as a range between 0 and 2.
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
Is it 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. TfNSW, Community Group, etc)?	1
Is there an alternative or safer route available for cyclists?	-1
Total score possible	10

In addition- the PAMP Scoring Criteria is then used if/as required to differentiate projects that may initially have the same Bike Plan score.

Bike Plan Scoring Criteria - Current (2023)

The above (current) Bike Plan criteria has been in operation from 2018-2023, but is also open to review as part of the 2023 PAMP-Bike Plan Review process. In 2018 a working group was established to review the original 2013 Bike Plan criteria (to address the main problem, being the original criteria was limited and resulting in numerous projects returning the same score). Only two changes resulted from the 2018 review, (firstly, scoring was made more flexible so that values weren't fixed and absolute (0, 1 or 2) but the scores instead now treated as a 'range' (between 0 and 1, or 2), and more significantly, the PAMP Scoring Criteria was further introduced as a way to differentiate projects that initially had the same Bike Plan score). Completed projects were also removed, & new projects added (there were '28' priority projects identified in the original Bike Plan, following the 2018 review '40' priority projects were identified). The current ranking methodology still reflects the Bike Plan's unique scoring, whilst recognising and encompassing the principles of the PAMP to aid in the prioritising of projects. From 2018-2023 the current criteria has been considered fit for purpose, still caters for considerable growth anticipated, and similar to the PAMP, includes an equitable spread of projects across the broader City. Whilst funding limitations remains the key constraint to Council being able to significantly expand the active transport network to suit everyone's immediate needs (which is why criteria needs to be in place), it is considered that the current criteria is still providing acceptable city-wide outcomes based on the number and spread of projects currently included in the PAMP and Bike Plans. As part of the 2023 PAMP-Bike Plan update, the current PAMP and Bike Plan criteria (subject to review) has been tentatively populated within a spreadsheet model, with convenient drop down function, and open transparency, to ensure that all project scores are readily viewable, and easier to amend, on a needs basis. The current spreadsheet model is intended to score and rank 'every' project, not just the 40 priority projects identified by the former working party. This is important and will provide Council and the community with more information and open transparency in any selection process. When reviewing the Bike Plan criteria, keep in mind that project scores, whilst an important guide for Council, are not the only factor when Council considers which projects to support in the budget. Communities will still be able to seek the support of Council for individual projects that are of importance to them, as part of the annual budget process. It is also important to keep in mind that some projects (regardless of score) may not be able to be supported in a given year due to the likely project costs or funding limitations that year. Grant programs (a significant factor in determining the extent of Council's delivery program each year), have their own program criteria, which can be highly variable and also subject to change each year. We look forward to your feedback on the current criteria.