



Appendix D3

Detailed Multi-Criteria
Analyses of Route
Options in Section 3

Appendix D3 – Section 3 Multi-Criteria Assessment Tables

Table 6.4 – Evaluation of Options for Cycling Facilities in Section 3: Clanbrassil Street & New Street South

| Assessment Criterion | Assessment Sub-Criterion | Option A | Option B |
|---|--|--|--|
| | | Quiet Street Cycle Route through Portobello | Cycle Tracks on Clanbrassil Street & New Street |
| Economy (Cost Assessment and Transport Economic Indicators) | Capital Cost | Infrastructure Works Cost Factors Existing quiet street route requiring some infrastructural intervention such as a boardwalk linking Grove Road to Kingsland Parade. | Infrastructure Works Cost Factors Modifications required to kerb lines to accommodate segregated cycling facilities. |
| | | Land Acquisition Cost n/a | Land Acquisition Cost n/a |
| | Rank | | |
| | Journey Time Reliability (Bus) | No appreciable difference between options | No appreciable difference between options |
| | Rank | | |
| Economy | | | |
| Integration | Policy Integration | No appreciable difference between options | No appreciable difference between options |
| | Rank | | |
| | Transport Network Integration | No appreciable difference between options | No appreciable difference between options |
| | Rank | | |
| | Cycling Integration | Cyclists will be required to share the some of the route with low traffic. Will require cyclists to cross major junctions to access the route. Longer route leading cyclists away from the main route towards the City Centre | Direct and shortest route for all cyclists. May require cyclists to cross major junctions to access. |
| | Rank | | |
| | Traffic Network Integration | Local traffic closure required at Heytesbury Road to divert traffic volumes away from the quiet streets. | No change to existing |
| Rank | | | |
| Integration | | | |
| Accessibility and Social Inclusion | Key Trip Attractors (Education / Health / Commercial / Employment) | No appreciable difference between options | No appreciable difference between options |
| | Rank | | |
| | Deprived Geographic Areas | No appreciable difference between options | No appreciable difference between options |
| | Rank | | |
| Accessibility & Social Inclusion | | | |
| Safety | Road Safety | Cyclists will be required to share narrow streets with low traffic, increasing the potential for difficult avoidance maneuvers by vehicles due the diversion of a potentially significant volume of cyclists | Fully segregated facilities mitigating the potential for any vehicular interactions with the cyclists |
| | Rank | | |
| Safety | | | |
| Environment | Archaeology & Cultural Heritage | No appreciable difference between options | No appreciable difference between options |
| | Rank | | |
| | Flora & Fauna / Biodiversity | No appreciable difference between options | No appreciable difference between options |
| | Rank | | |
| | Soils & Geology | No appreciable difference between options | No appreciable difference between options |
| | Rank | | |
| | Hydrology | No appreciable difference between options | No appreciable difference between options |
| | Rank | | |
| | Landscape & Visual | No appreciable difference between options | No appreciable difference between options |
| | Rank | | |
| | Air & Noise | No appreciable difference between options | No appreciable difference between options |
| | Rank | | |
| | Land Use and the Built Environment | No appreciable difference between options | No appreciable difference between options |
| Rank | | | |
| Environment | | | |
| Preference Rank | | 2 | 1 |

Table 6.5 – Evaluation of Options for Widening of Emmett Bridge in Section 3 - Clanbrassil Street & New Street South

| Assessment Criterion | Assessment Sub-Criterion | Option A Western Footbridge | Option B Bridge Widening | Option C Two Footbridges |
|---|--|---|--|---|
| Economy (Cost Assessment and Transport Economic Indicators) | Capital Cost | Infrastructure Works Cost Factors Some capital cost required in the construction of the independent bridge | Infrastructure Works Cost Factors Substantial capital costs required to widen the existing bridge. Would require significant traffic management measures and road closers to facilitate construction. | Infrastructure Works Cost Factors Some capital cost required in the construction of two independent bridges |
| | | Land Acquisition Cost n/a | Land Acquisition Cost n/a | Land Acquisition Cost n/a |
| | Rank | | | |
| | Journey Time Reliability (Bus) | No appreciable difference between options | No appreciable difference between options | No appreciable difference between options |
| | Rank | | | |
| Economy | | | | |
| Integration | Policy Integration | No appreciable difference between options | No appreciable difference between options | No appreciable difference between options |
| | Rank | | | |
| | Transport Network Integration | No appreciable difference between options | No appreciable difference between options | No appreciable difference between options |
| | Rank | | | |
| | Cycling Integration | No appreciable difference between options | No appreciable difference between options | No appreciable difference between options |
| | Rank | | | |
| | Traffic Network Integration | No appreciable difference between options | No appreciable difference between options | No appreciable difference between options |
| Rank | | | | |
| Integration | | | | |
| Accessibility and Social Inclusion | Key Trip Attractors (Education / Health / Commercial / Employment) | No appreciable difference between options | No appreciable difference between options | No appreciable difference between options |
| | Rank | | | |
| | Deprived Geographic Areas | No appreciable difference between options | No appreciable difference between options | No appreciable difference between options |
| Rank | | | | |
| Accessibility & Social Inclusion | | | | |
| Safety | Road Safety | The provision of a bridge on the western side of the bridge will provide significantly improved facilities for cyclists. However, to accommodate a separate bus lane on the existing bridge the footpath widths will be narrowed. | Widening the bridge will provide significantly improved facilities for cyclists and will not require negatively impacting the existing footpath provision. | Providing two independent bridges either side of the existing bridge will provide significantly improved facilities for cyclists and pedestrians. |
| | Rank | | | |
| Safety | | | | |
| Environment | Archaeology & Cultural Heritage | No appreciable difference between options | No appreciable difference between options | No appreciable difference between options |
| | Rank | | | |
| | Flora & Fauna / Biodiversity | No appreciable difference between options | No appreciable difference between options | No appreciable difference between options |
| | Rank | | | |
| | Soils & Geology | No appreciable difference between options | No appreciable difference between options | No appreciable difference between options |
| | Rank | | | |
| | Hydrology | No appreciable difference between options | No appreciable difference between options | No appreciable difference between options |
| | Rank | | | |
| | Landscape & Visual | Potential visual impact for existing bridge on west side only however the proposed structure will be designed with a slender deck to minimise the impact on the visibility of the historic bridge | Widening the bridge will impact the historic canal harbour and channel by increasing the footprint of the bridge. | Potential visual impact for existing bridge on both sides of the bridge however the proposed structure will be designed with a slender deck to minimise the impact on the visibility of the historic bridge |
| | Rank | | | |
| Air & Noise | No appreciable difference between options | No appreciable difference between options | No appreciable difference between options | |
| Rank | | | | |

| Assessment Criterion | Assessment Sub-Criterion | Option A Western Footbridge | Option B Bridge Widening | Option C Two Footbridges |
|----------------------|------------------------------------|---|---|---|
| | Land Use and the Built Environment | No appreciable difference between options | No appreciable difference between options | No appreciable difference between options |
| | <i>Rank</i> | | | |
| Environment | | | | |
| | Preference Rank | 2 | 3 | 1 |