

OLD SPACES // // NEW PLACES

A NEW URBAN SPACE FOR ALBANY HIGHWAY'S WEST END



MULTI-CRITERIA ANALYSIS (MCA) FINDINGS SUMMARY

NOVEMBER 2021

Summary

This section summarises the outcomes of an independent review of design options for the Mackie Street Old Spaces New Places project for the Town of Victoria Park.

Refer to Appendices for details including:

1. Concept Design Options and Costings Summary
2. MCA Metrics
3. MCA Weighting
4. MCA Assessment

Alternative Options

Following the finalisation of the draft concept design for the site (estimated cost circa \$4,000,000), Council resolved to progress three alternative options with prescribed maximum budgets of \$500,000, \$1,000,000 and \$2,000,000. Three design concepts aligned to these budgetary limits were subsequently developed by ASPECT Studios, with the following key distinguishing features:

- Scenario A (\$2M): High Level option which retains many of the original concept features, including catenary lighting, urban stone replacement paving, custom street furniture, a raised road surface and rain gardens with mature 500L tree stock.
- Scenario B (\$1M): A Medium Level option which provides removes high-cost items, including replacement of catenary lighting with feature projection lighting, retention of existing brick paving while still delivering rain gardens and a shared road surface, smaller 200L tree stock and paired back street furniture.
- Scenario C (\$0.5M): A Lower Level option which significantly reduces spend on all elements with existing paving retained, no feature lighting or artwork, no rain gardens, and no raised road surface. The option instead provides a painted feature to the road surface, additional tree planting (100L tree stock) and off-the-shelf street furniture.

Process

In order to identify the most suitable scenario to proceed with, all three options were analysed against a broad range of feasibility, environmental, aesthetic and economic considerations using a Multi-Criteria Analysis (MCA) approach. Criteria focused on the Place Vision and Pillars developed with the community, balanced with cost, deliverability and maintenance considerations.

The assessment criteria were developed consistent with Infrastructure Australia guidance, namely:

- Consistent and transparent application of criteria to each scenario
- Robust, defensible and clearly distinguishable assessment criteria
- Inclusion of criteria, measures and weightings to rank and compare options
- Sensitivity testing by changing agreed weightings to test robustness

This process was undertaken by Hatch RobertsDay independent of the project design team. MCA criteria and weightings were agreed prior to undertaking the assessment in consultation with the Town of Victoria Park.

It should be noted that MCA is a tool for high-level comparison and option filtering and is not a substitute for applying more detailed quantitative analysis.

The Assessment Criteria utilised for this assessment were:

CRITERIA		DEFINITION
1	Cost to Town	Construction cost of option and impact to Town budget
2	Business Benefit	Extent to which option creates additional functional trading areas, adds 'kerb appeal' and extends activation into evening hours in line with business trading hours, thereby improving business performance
3	Disruptiveness	Likely complexity of works and resulting severity of disruption during construction period
4	Aesthetic Quality	Quality of soft landscaping and hardscape achieved and alignment to expressed community preferences in terms of coverage, tree sizes and visual cohesiveness
5	Environmental Performance	Amount of additional tree and understory planting, likely microclimate effect and water quality improvement achieved by option, as expressed by community as a priority
6	Pedestrian Comfort	Amount of added pedestrian space, improvements to ease and safety of crossing and utility of new amenities provided (e.g. seating, bike racks) which improve comfort at all hours
7	Vehicle Impact	Extent to which option achieves intended vehicle movement outcomes i.e. slowing and sharing of space while maintaining adequate through-movement and parking
8	Event Capacity	Degree to which the option has the capacity to accommodate independent events and activation, supporting community vitality

CRITERIA		DEFINITION
9	Visitation and Buzz	Option is marketable and attracts visitation, is not likely to generate opposition or controversy thereby providing positive PR for Town
10	Cultural Contribution	Option strengthens cultural narratives and heritage interpretation through inclusion of artwork and storytelling
11	Maintenance/ Durability	Likely cost and complexity of ongoing maintenance and long-term durability of Option
12	Future Proofing	Extent to which the option is flexible by design and can readily respond to opportunities as they emerge over time
13	Achievement of Vision	Option meets overarching objective of project to create significant Entrance to Victoria Park

(Refer to Appendix for weightings and assessment metrics)

Performance

Arising from the assessment of options against the agreed criteria, Scenario A and B were clearly distinguished from Scenario C in terms of scoring of performance. Out of all scenarios, A prevailed as the highest-scoring option (with and without weighting) even when accounting for greater cost.

Option A achieved the highest score for the greatest number of criteria, including benefit to businesses, aesthetic quality, environmental performance, pedestrian comfort, vehicle impact, event capacity, visitation and buzz, cultural contribution and overall alignment to the project vision as expressed by the local community. This reflects significant cost savings relative to the initial concept design while maintaining the majority of core design elements. There were areas in which Option A underperformed alternative options, including upfront and ongoing cost to the Town and the disruptiveness of works to businesses, which may necessitate temporary closures to accommodate paving replacement.

It should be noted that Option A's performance over Scenario B was marginal, with B achieving comparably high scores across a range of criteria including environmental performance, event capacity and vehicle impact while also benefitting from lower upfront and ongoing costs. This result was achieved on account of the Option delivering many of the same functional and programmatic elements, at the expense of some aesthetic elements such as lighting and paving. It is clear that the advantage of A over B relates to its aesthetic quality and alignment to the broader community vision for a Victoria Park gateway day and night-time destination.

In comparison, Option C performed poorly in its alignment to community vision given marginal improvements to pedestrian priority in the absence of a flush surface treatment, street furniture and aesthetics, cultural contribution owing to lack of lighting and artwork and environmental performance given the lack of rain gardens, limited landscaping and small trees.

Recommendation

In considering the performance of each option against the MCA, Option A is recommended for further design development and detailed costing. While marginally outperforming Option B, Option A is considered to represent a considerable 50% cost saving when compared to the initial design concept and is clearly distinguished from both Options B and C in providing the best, uncompromised design outcome for the site consistent with expressed community feedback.

Key advantages of the recommended option are:

- Replacement of sidewalk paving, addressing observed maintenance and instability issues, creating a cohesive and all-encompassing new public space with a consistent and defined aesthetic;
- Feature lighting which further distinguishes the works and contributes to increased evening visitation and business trading through better visibility and safety;
- Enhanced budget for public artwork, contributing to the distinctiveness and cultural value of the works; and
- Mature tree planting, shortening timeframes for the development of shade and tree canopy.

Recognising the above benefits of Option A, it is noted that challenges exist with regard to its implementation which require serious consideration. These include:

- Significant additional cost (50% increase in total project cost relative to Option B) associated with lighting and paving;
- Potential impacts to business and the need to consider staging and timing of works to limit commercial impact, potentially increasing construction costs; and
- For both options A and B, consideration also needs to be given to the investment in materials and road surface modification to require modification or removal to accommodate potential light rail transit infrastructure, with potential future design requirements forming an important consideration to explore through detailed design. Notwithstanding this, mid-tier transit projects the world over are

historically long term propositions and there is currently no Federal or State Government budget allocation to build light rail along this part of Albany Highway.

In comparing the relative strengths and weaknesses of Options A and B, a number of areas of improvement to each option have been identified.

- Opportunity for partial paving replacement or development of a feathered pattern using new and existing paving, to improve aesthetics at a lesser cost than full paving replacement;
- Opportunity to increase tree stock size to 500L in all options to improve environmental performance;
- Opportunity to incorporate large scale/supergraphic artwork into Options A or B noting significant 'buzz' and potential cultural impact, potentially paired with the use of less expensive surface materials to further reduce cost;
- Opportunity to prioritise key areas/locations for custom furniture installation, with less expensive furniture provided in secondary locations i.e. mixing Scenarios A and B
- Opportunity to amend design in line with expected requirements for future mid tier transit infrastructure.

These recommendations represent either potential cost reductions in Option A or additional investments in Option B to improve its standing equivalent to Option A.

APPENDIX 1

CONCEPT OPTIONS AND COSTING SUMMARIES

OLD SPACES NEW PLACES RUSHTON & MACKIE STREETS COST OPTIONS



TOWN OF VICTORA PARK
OCTOBER 08 2021












To be read in conjunction with:

- WT Partnership (QS) Indicative Order of Cost Estimate (May 2021); and
- ASPECT Studios Opinion of Probable Cost (October 2021).

STATUS	FINAL
ISSUE	P2
DATE	04.10.2021
PREPARED BY	MT
APPROVED BY	MR

High Level Option (A)



CODE	ITEM	SELECTION/COST	ITEM COST	SUB TOTAL
1.0	DEMOLITION			106,800
2.0	EARTHWORKS			66,750
3.0	HARD LANDSCAPING			592,000
SURFACES				
	3.1 Road Paving	Interlocking Road Pavers (w/ pattern)	147,000	
	3.2 Verge Paving	Urban Stone (w/ pattern)	175,500	
	3.3 Kerbs	Insitu Concrete	19,500	
FURNITURE				
	3.4 Furniture	Concrete Seats with Timber inserts	120,000	
	3.5 Manual Bollards	Included	60,000	
MISCELLANEOUS				
	3.6 Stage & Canopy	Included	20,000	
	3.7 Corner Artworks	Included	30,000	
	3.8 Bins, Bike Racks & Drink Fountains	Included	20,000	
SOFT LANDSCAPING				
	4.1 Softscape	Rain Gardens	45,000	
	4.2 Trees	500L Nursery Stock	46,200	
ELECTRICAL				
	5.1 Feature Lighting	Catenary Lighting (including poles)	392,000	550,450
STORMWATER				
				133,500
TOTAL				1,540,700
				TOTAL incl. Prelims, Traffic Management & Contingency
				\$2,000,000

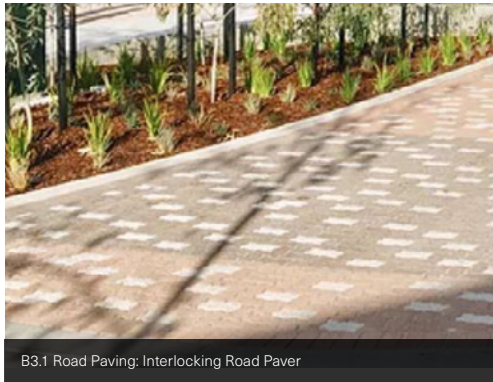


Key Summary of Changes Made:

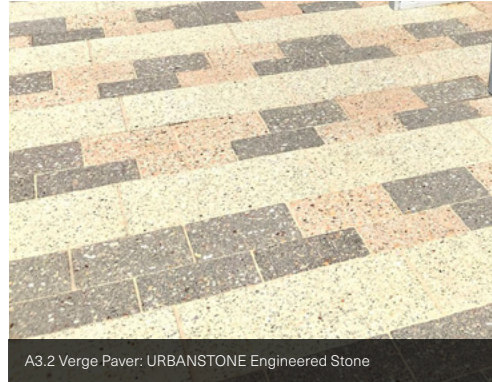
- Concrete seating reduced from 120m (previously 164m).
- Cost of artwork reduced to \$10k ea.
- Cost of Catenary Lighting reduced to \$720/m (previously \$1400/m).
- Amount of catenary poles reduced to 8 (previously 10).
- Extent of Catenary Lighting reduced to 300m (previously 440m).
- Amount of new trees reduced to 33 (previously 36).
- Road surface changed to Interlocking pavers (previously cobble stone). Can be with or without pattern. Pattern can be applied for verge and road paving.
- New flush (raised) road surface - interlocking pavers (asphalt removed).
- Kerbing changed to insitu concrete (previously granite).
- Road Paving to match new verge paving - similar colour to create pedestrianised environment.

Note: The tables above provide a high level summary to highlight the differences between Options A, B & C. For detailed breakdown and the comprehensive list of items and associated costs, refer to WT Partnership IOCE Report (May 2021). The ASPECT Opinion of Probable Cost (October 2021) incorporates original rates from the QS with minor variations to meet the ToVP's new concepts and budgets. The OPC should not be read in lieu of the IOCE Report prepared by WT.

High Level Option (A)



B3.1 Road Paving: Interlocking Road Paver



A3.2 Verge Paver: URBANSTONE Engineered Stone



B3.3 Kerbs: Insitu Concrete (flush)



A3.4 Fixed Furniture: Concrete with Timber slats



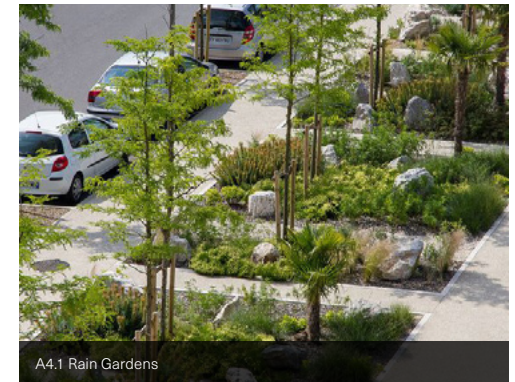
B3.5 Bollards: Manual Bollards



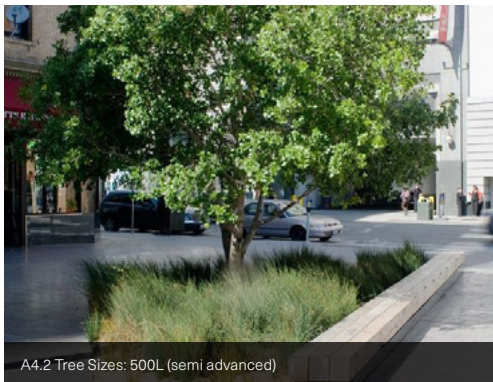
A3.6 Stage and Canopy



A3.7 Corner Artworks (x3)



A4.1 Rain Gardens

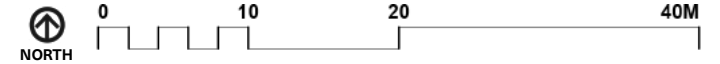


A4.2 Tree Sizes: 500L (semi advanced)



A5.1 Feature Lighting: Catenary Lighting (Including Poles)

Medium Level Option (B)



CODE	ITEM	SELECTION/COST	ITEM COST	SUB TOTAL
1.0	DEMOLITION			42,000
2.0	EARTHWORKS			26,250
3.0	HARD LANDSCAPING			332,000
SURFACES				
	3.1 New Road Paving	Interlocking Road Pavers (w/ pattern)	147,000	
	3.2 Existing Verge Paving	Red Brick Paving	N/A	
	3.2 New Verge Paving	Red Brick Paving	53,000	
	3.3 Kerbs	Insitu Concrete	19,500	
FURNITURE				
	3.4 Furniture	Proprietary Furniture	25,000	
	3.5 Manual Bollards	Included	37,500	
MISCELLANEOUS				
	3.6 Stage & Canopy	Included	20,000	
	3.7 Corner Artworks	Included	10,000	
	3.8 Bins, Bike Racks & Drink Fountains	Included	20,000	
	4.0 SOFT LANDSCAPING			64,800
	4.1 Softscape	Rain Gardens	45,000	
	4.2 Trees	200L Nursery Stock	19,800	
	5.0 ELECTRICAL			246,000
	5.1 Feature Lighting	Gobo (Projection Lighting)	125,000	
	6.0 STORMWATER			52,500
	TOTAL			763,550
		TOTAL incl. Prelims, Traffic Management & Contingency		\$1,000,000

Key Summary of Changes Made:

- New verge and road paving to match existing red brick. New Road paving could be similar in colour with some variation (dark or lighter red).
- New flush (raised) road surface - interlocking pavers (asphalt removed) - can be with or without pattern. Pattern to be applied to road paving only.
- Concrete seats removed, proprietary furniture used.
- Amount of Bollards reduced.
- 1x Artwork included at \$10k ea.
- Catenary Lighting removed, Gobo lighting used (x5).
- Extent of earthworks and demolition reduced.
- Amount of new trees reduced to 33 (previously 36).
- Cost of 200L trees reduced to \$600ea (previously \$1000ea).
- Extent of electrical and stormwater service upgrades reduced.



Note: The tables above provide a high level summary to highlight the differences between Options A, B & C. For detailed breakdown and the comprehensive list of items and associated costs, refer to WT Partnership IOCE Report (May 2021). The ASPECT Opinion of Probable Cost (October 2021) incorporates original rates from the QS with minor variations to meet the ToVP's new concepts and budgets. The OPC should not to be read in lieu of the IOCE Report prepared by WT.

Medium Level Option (B)



B3.1 Road Paving: Interlocking Road Paver



B3.2 Verge Paver: Red Brick Paving to match existing



B3.3 Kerbs: Insitu Concrete (flush)



B3.4 Furniture: Proprietary Fixed Furniture



B3.5 Bollards: Automated Pop Up Bollards



B3.6 Stage and Canopy



B3.7 Corner Artworks (x1)



B4.1 Rain Gardens



B4.2 Tree Sizes: 200L



B5.1 Feature Lighting: Gobo Projection Lighting

Lower Level Option (C)



CODE	ITEM	SELECTION/COST	ITEM COST	SUB TOTAL
1.0	DEMOLITION			25,000
2.0	EARTHWORKS			11,250
3.0	HARD LANDSCAPING			208,500
SURFACES				
3.1	Road Surface (existing asphalt)	StreetBond Painted Mural on Road	99,000	
3.2	Existing Verge Paving	Red Brick Paving	N/A	
3.2	New Verge Paving	Red Brick Paving	45,000	
3.3	Kerbs	Insitu Concrete	19,500	
FURNITURE				
3.4	Fixed Furniture	Proprietary Furniture	25,000	
3.5	Manual Bollards	Excluded	-	
MISCELLANEOUS				
3.6	Stage & Canopy	Excluded	-	
3.7	Corner Artworks	Excluded	-	
3.8	Bins, Bike Racks & Drink Fountains	Included	20,000	
4.0	SOFT LANDSCAPING			30,600
4.1	Softscape	Garden Beds	18,000	
4.2	Trees	100L Nursery Stock	12,600	
5.0	ELECTRICAL			52,500
5.1	Feature Lighting	Excluded	-	
6.0	STORMWATER			52,500
TOTAL				380,350
TOTAL incl. Prelims, Traffic Management & Contingency				\$500,000

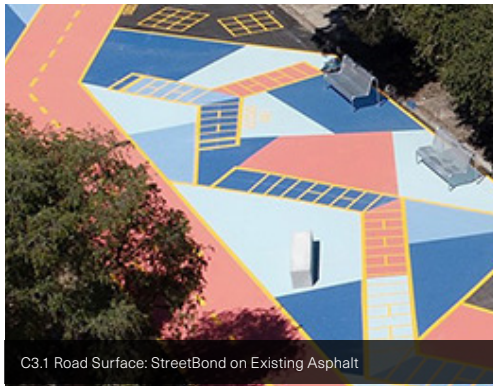
Key Summary of Changes Made:

- Raised Planter Edges removed, proprietary furniture used.
- Consolidated and reduced amount of softscape area.
- Rain gardens removed, garden beds used (cheaper alternative).
- Extent of earthworks and demolition reduced.
- Gobo feature lighting removed, lighting upgrades (MFPs) only.
- Manual bollards removed.
- Smaller tree stock used (100L).
- New verge paving to match existing red brick, existing road asphalt remains.
- Existing road surface level to remain - not flush.
- Painted mural on existing road surface.
- Extent of electrical and stormwater service upgrades reduced.



Note: The tables above provide a high level summary to highlight the differences between Options A, B & C. For detailed breakdown and the comprehensive list of items and associated costs, refer to WT Partnership IOCE Report (May 2021). The ASPECT Opinion of Probable Cost (October 2021) incorporates original rates from the QS with minor variations to meet the ToVP's new concepts and budgets. The OPC should not be read in lieu of the IOCE Report prepared by WT.

Lower Level Option (C)



C3.1 Road Surface: StreetBond on Existing Asphalt



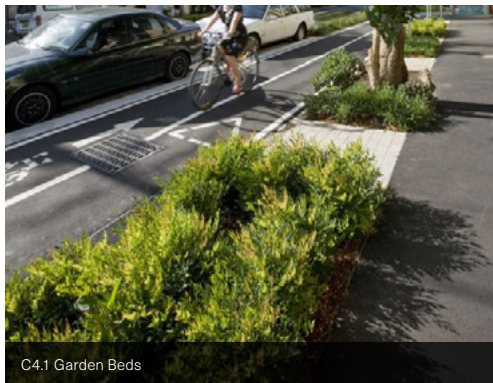
C3.2 Verge Paver: Red Brick Paving to match existing



C3.3 Kerbs: Insitu Concrete (raised)



C3.4 Furniture: Proprietary Fixed Furniture



C4.1 Garden Beds



C4.2 Tree Sizes: 100L

APPENDIX 2

MCA METRICS

MCA Metrics

CRITERIA		DEFINITION	RATING	METRIC	WEIGHTING
1	Cost to Town	Construction cost of option and impact to Town budget	1 = high cost 5 = low cost	Order of Magnitude Cost Estimates (ASPECT Studios 2021)	High
2	Business Benefit	Extent to which option creates additional functional trading areas, adds 'kerb appeal' and extends activation into evening hours in line with business trading hours, thereby improving business performance	1 = No benefit to traders 3 = Limited benefit 5 = Significant benefit	Design Assessment of Options including: Area of potential space for alfresco; lighting and evening features likely to improve evening activation; and quality of public realm immediately adjacent to businesses	High
3	Disruptiveness	Likely complexity of works and resulting severity of disruption during construction period	1 = Complex, lengthy and disruptive works 5 = Efficient and stageable works	Technical Assessment of Options including: proximity of works to businesses; likely need for partial or full closure of footpaths; parking or road	Moderate
4	Aesthetic Quality	Quality of hardscape and soft landscaping achieved and alignment to expressed community preferences in terms of coverage, tree sizes and visual cohesiveness	1 = Incohesive or unnoticed design impact 5 = Cohesive and discernable design outcome	Design assessment of Options including: Quality of soft landscaping; overall cohesiveness of works	High
5	Environmental Performance	Amount of additional tree and understorey planting, likely microclimate effect and water quality improvement achieved by option, as expressed by community as a priority	1 = No change to existing 3 = Some improvement 5 = Significant improvement	Technical Assessment of Options including: WSUD infrastructure employed; additional planted surface area; number of additional trees	High
6	Pedestrian Comfort	Amount of added pedestrian space, improvements to ease and safety of crossing and utility of new amenities provided (e.g. seating, bike racks) which improve comfort at all hours	1 = Partial improvement 5 = Comprehensive improvement	Technical Assessment of Options including: additional pedestrian space created, ease of street crossing and circulation; day and night utility	High

CRITERIA	DEFINITION	RATING	METRIC	WEIGHTING	
7	Vehicle Impact	Extent to which option achieves intended vehicle movement outcomes i.e. slowing and sharing of space while maintaining adequate through-movement and parking	1 = No improvement, increased conflict 3 = Some improvement 5 = Significant improvement, reduced conflict	Assumed impact based on: degree of carriageway narrowing, achieved change in road surface materiality or level, visual impact of features near kerb	High
8	Event Capacity	Degree to which the option has the capacity to accommodate independent events and activation, supporting community vitality	1 = No improvement 3 = Capacity improvement 4 = Capacity and infrastructure improvement	Design assessment of Options including: provision of dedicated event/performance infrastructure; space for assembly and viewing	Low
9	Visitation and Buzz	Option is marketable and attracts visitation, is not likely to generate opposition or controversy thereby providing positive PR for Town	1 = High risk or low impact 5 = Low risk, high impact	Assumed impact based on: presence of iconic element/s and 'Instagram -bility'; budget sticker shock; likelihood of unforeseen complications impacting cost or timeframes	Moderate
10	Culture Contribution	Option strengthens cultural narratives and heritage interpretation through inclusion of artwork and storytelling	1 = Limited contribution 5 = Significant contribution	Design assessment of Options including: proposed artwork scale and significance; budget allocated to artwork; cultural value of art and thematic elements	Moderate
11	Maintenance / Durability	Likely cost and complexity of ongoing maintenance and long-term durability of Option	1 = High need for maintenance or replacement 5 = Low need	Design assessment of Options including: complexity of lighting features; ease of access for repairs; quality and durability of materials	Moderate
12	Future Proofing	Extent to which the option is flexible by design and can readily respond to opportunities as they emerge over time	1 = High degree of future proofing 5 = Low degree of future proofing	Design assessment of Options including: scope for achieving the Vision, including via a staged approach; responsiveness to Albany Hwy PSP opportunities, including a mid-tier transit system	Moderate
13	Achievement of Vision	Option meets overarching objective of project to create significant Entrance to Victoria Park	1 = Weak alignment to vision 5 = Strong alignment	Qualitative assessment of all components of option against community vision	High

APPENDIX 3

MCA WEIGHTING

MCA Weighting

CRITERIA	WEIGHTING	SCENARIO		
		A	B	C
		HIGH LEVEL	MEDIUM LEVEL	LOWER LEVEL
1. Cost to Town	5	1	2	3
2. Business Benefit	5	3	2	2
3. Disruptiveness	3	1	2	3
4. Aesthetic Quality	5	3	2	1
5. Environmental Performance	5	3	3	1
6. Pedestrian Comfort	5	3	3	1
7. Vehicle Impact	5	3	3	2
8. Event Capacity	1	3	3	1
9. Visitation and Buzz	3	3	2	2
10. Cultural Contribution	3	3	3	2
11. Maintenance/Durability	3	2	3	2
12. Future Proofing	3	2	2	3
13. Achievement of Vision	5	3	2	1
TOTAL		131	124	92
Unweighted		33	32	24
Position				

APPENDIX 4 MCA ASSESSMENT

MCA Assessment

CRITERIA	SCENARIO		
	A	B	C
	HIGH LEVEL	MEDIUM LEVEL	LOWER LEVEL
1. Cost to Town	\$2m preliminary cost estimate is the most expensive option	\$1m preliminary cost estimate is the midpoint option in terms of cost to town, 50% saving relative to highest cost option	\$500 preliminary cost estimate is the most affordable option, 75% saving relative to highest cost option
2. Business Benefit	Significantly increases alfresco/trading space for approx. 12 businesses; significantly improves amenity to storefront with completely new and cohesive paving treatment; shelter from road with generous landscaping; improves attraction in evening hours through enhanced and feature lighting and artwork	Significantly increases alfresco/trading space for approx. 12 businesses; no improvement to storefront with in situ paving retained; shelter from road with generous landscaping; improves attraction in evening hours through enhanced and feature lighting and artwork	Significantly increases alfresco/trading space for approx. 12 businesses; no improvement to storefront with in situ paving retained; limited landscaping, lighting and no artwork
3. Disruptiveness	Likely considerable disruption to vehicle movement due to road surface replacement, and some disruption to business due to need for paving replacement around storefronts	Likely considerable disruption to vehicle movement due to road surface replacement, however lesser disruption to business frontages as paving remains in situ	Limited disruption with no extensive works required to road surface and no replacement of paving to storefronts which would obstruct access or views
4. Aesthetic Quality	Generous landscaping, seating and feature above-head lighting likely to create visually impressive setting. Paving scheme provides cohesive and visually distinct design, contributing fresh and new feel to area and emphasising perceptions of improvement and change.	Less visually prominent seating and lighting features. Retention of existing paving likely to lessen aesthetic quality of enhancement, reduce distinctiveness and lower perception of improvement and change. Scenario B: partial or feature replacement of paving may have potential to make good equivalent to A	Lack of noteworthy lighting, artwork or furniture expected to result in lessened visual impact or a sense of disjointedness. Retention of existing paving

CRITERIA	SCENARIO		
	A	B	C
	HIGH LEVEL	MEDIUM LEVEL	LOWER LEVEL
5. Environmental Performance	Option proposes 33 additional trees, significant 500L nursery stock providing significant tree presence from outset. Rain garden infrastructure capable of detaining and filtering stormwater; significant X% softscape area. Features likely to materially increase shade, contribute to biodiversity and improve water management	Option proposes 33 additional trees, lesser 200L nursery stock. Rain garden infrastructure capable of detaining and filtering stormwater; same softscape area maintained as Option A. Likely to achieve comparable environmental/microclimate outcome Scenario B: 500L stock make good equivalent to A	33 Trees but significantly smaller 100L stock used. Consolidated and reduced softscape area to beneath tree planting only, with no rainwater detention capabilities. Features likely to result in inferior microclimate outcome.
6. Pedestrian Comfort	Option makes significant improvement to pedestrian sidewalk space, tightens kerb radii to improve sightlines and crossing safety. Raising of roadway significantly improves crossing experience, disability access. Replacement paving significantly improves surface quality, disability access, safety generally.	Option makes significant improvement to pedestrian sidewalk space, tightens kerb radii to improve sightlines and crossing safety. Raising of roadway significantly improves crossing experience, disability access. Lesser shade from outset. Retention of existing paving does not address cracking, instability, safety issues. Opportunity to partially replace/improve condition of existing paving to improve scoring.	Option makes significant improvement to pedestrian sidewalk space, tightens kerb radii to improve sightlines and crossing safety. No further improvements to street crossing or pavement condition. Opportunity to emphasise/formalising pedestrian crossings to improve scoring.
7. Vehicle Impact	Narrowing of roadway to 7m and tightening of corner radii to increase pedestrian space likely to slow traffic. Addition of shared vehicle space of further benefit in terms of speed reduction.	Narrowing of roadway to 7m and tightening of corner radii to increase pedestrian space likely to slow traffic. Addition of shared vehicle space of further benefit in terms of speed reduction.	Narrowing of roadway to 7m and tightening of corner radii to increase pedestrian space likely to support increased pedestrian comfort. Lack of shared space and level change likely to limit speed reduction. Speed bumps and other interventions may improve performance.

CRITERIA	SCENARIO		
	A	B	C
	HIGH LEVEL	MEDIUM LEVEL	LOWER LEVEL
8. Event Capacity	Dedicated stage infrastructure provides power/AV capability to host events. Overhead lighting supports evening events. Shared space provides for convenient extension of space and road closures to host street events.	Dedicated stage infrastructure provides power/AV capability to host events. Lack of lighting may limit capacity to host evening events. Shared space provides for convenient extension of space and road closures to host street events. Consideration of event lighting would improve performance of option.	Lack of stage infrastructure, lighting and shared space results in no improvement to capacity of street to accommodate events compared to existing situation.
9. Visitation and Buzz	Comprehensive and cohesive street enhancement is likely to attract significant attention, candidate for national awards e.g. South Perth, photograph well e.g. Instagram and Town PR materials, be discernably improved to a degree that is likely to be readily recognised by general community.	Some benefit in terms of additional tree planting and feature night lighting which may support defined identity and generate attention, retention of existing pavement may diminish sense of change and improvement.	Additional tree planting and kerb extensions unlikely to generate significant attention or drive visitation. Potential for supergraphic artwork on street has potential to be highly-photographed and drive visitation if well executed. Consider potential for large-scale artwork in other options or as interim measure.
10. Cultural Contribution	Opportunity for significant cultural contribute in terms of landscaped theme, embedded artwork and storytelling in custom street furniture and hardscaping, dedicated budget provision for artwork and thematic lighting	Opportunity for cultural contribute in terms of landscaped theme, dedicated but lesser budget provision for artwork and thematic lighting. Consider opportunity to retrofit storytelling artwork into retained hardscaping to improve scoring.	No budget provision for artwork, no thematic lighting, off-the-shelf furniture and limited opportunities for planting results in limited cultural contribution.
11. Maintenance/ Durability	High maintenance items including new hardscaping and overhead lighting are likely to increase maintenance costs and require significant action (e.g. road closure) to facilitate repairs.	Proposed lighting treatments contained in sidewalk and likely to have lower to moderate maintenance cost/difficulty. Existing hardscape materials are significantly damaged and long term durability is an open question if retained.	Limited nature of interventions is likely to result in low additional maintenance cost or effort. Proposed street supergraphic is likely to be of low durability and require replacement or removal. Existing hardscape materials are significantly damaged and long term durability is an open question if retained.

CRITERIA	SCENARIO		
	A	B	C
	HIGH LEVEL	MEDIUM LEVEL	LOWER LEVEL
12. Future Proofing	Narrowing of roadway may not be consistent with operating requirements of Trackless Tram or LRT. Shared space may need to be removed to address level difference for transit. Custom paving may need to be substantially removed or replaced as part of any future transport delivery. Scoring improved through confirmation of future transit requirements. Capacity to stage road enhancement following this.	Narrowing of roadway may not be consistent with operating requirements of Trackless Tram or LRT. Shared space may need to be removed to address level difference for transit. Scoring improved through confirmation of future transit requirements. Capacity to stage road enhancement following this.	Narrowing of roadway may not be consistent with operating requirements of Trackless Tram or LRT. Limited intervention to roadway maximises flexibility for adapting to future transit technology.
13. Achievement of Vision	Option comprehensively satisfies community vision in delivering a re-imagined and pedestrianised space with significant landscaping, high quality street furnishings and high quality, new materials which are consistent with precedent imagery selected by workshop participants.	Option satisfies functional expectations of community vision in delivering a more pedestrian friendly public realm and slowing vehicles to achieve a flexible shared space. Retention of existing materials not aligned with community vision.	Option makes moderate improvements to pedestrian areas but achieves limited landscaping and does not substantially address car movements, speeds or relationship to space which are considered central to community vision. Retention of existing materials not aligned with community vision.

