

Attach. 3 - Bridge Vs Underpass

Multi Criteria Analysis (MCA) Assessment

Criteria	Scoring	
	Bridge	Underpass
Investment Objective 1: Safety	Green	Green
Investment Objective 2: Travel Choice	Green	Green
Investment Objective 3: Resilience	Green	Green
Investment Objective 4: Access	Green	Green
Land Use Futures	Green	Green
Urban Design	Yellow	Orange
Land Requirement	Orange	Orange
Social Cohesion / effects	Light Green	Light Green
Human Health and Wellbeing	Orange	Orange
Transport system integration	Green	Green
User safety	Green	Green
Ecology	Orange	Orange
Historic Heritage	Orange	Orange
Landscape / Visual	Red	Red
Stormwater	Red	Red
Natural Hazards	Red	Red
Construction impacts on utilities / infrastructure	Red	Red
Construction disruption	Red	Red
Construction costs / risk / value capture	Red	Red

MCA Reasoning

- CPTED and greater personal threat / risk concerns with an underpass for pedestrians and cyclists.
- Visually the underpass is preferred.
- The underpass is anticipated to have greater complexity, risks and impacts due to the peat ground conditions and proximity to rail line:
 - Greater groundwater management required.
 - Greater stormwater management required (pumps) and risk of failure / failure.
 - Greater ground settlement risk including neighbouring properties and rail line.
 - Greater construction impacts - longer to build, more community disruption and rail line closure or relocation.
 - Greater impacts on property including Takanini Centre.
 - Greater impacts on utilities.
 - Greater cost / risk as an underpass is estimated at at least double the cost.
- **Bridge are the recommended option**



Bridge option looking east



Bridge option looking west



Overpass option looking east



Overpass option looking west