

MCA Workshop Outcomes

Introduction

On 19 March 2010, the South Metro Connect (SMC) team held a Multi Criteria Analysis workshop on the Roe Highway Extension. The workshop was designed to provide stakeholders and the community with an opportunity to suggest key criteria for the assessment of design options and to prioritise the criteria that they valued most.

In a seated workshop format, the participants were asked to identify and discuss different environmental, social and economic criteria. All suggestions were recorded and presented back to the participants on voting sheets.

Participants were invited to vote on the criteria recorded on the voting sheets to determine the top five priorities in each category.

Note: more information including voting tables is available on the SMC website:
www.southmetroconnect.com.au

The MCA Workshop identified many criteria. Some criteria were identified in more than one discussion and also in different categories. For example, access was repeated twice within the social category and noise was repeated across the environmental and social categories.

The SMC team has consolidated the criteria and established the priorities, as determined by the community. The summarised results of this process are contained in this report and the full results are now available for viewing online and at the SMC office in Cockburn Central.

Priorities

The consolidation process resulted in the following top five criteria for each category (shown in order of highest to lowest votes)¹:

Category	Priority Criteria	Votes
Environmental	1. Impact on Wider Area	110
	2. Fauna	97
	3. Sources of Contamination	90.5
	4. Size of Footprint	85
	5. Wetlands	79
Social	1. Planning	157
	2. Noise	117
	3. Pedestrian Access and Connectivity.	83
	4. Visual Impacts and Aesthetics	76
	5. Traffic Flow	75
Economic	1. Cost of Construction	170
	2. Accessibility	151
	3. Efficient Freight and Vehicle Movement	108
	4. Future Costs	100
	5. Land Value	74

Consolidation Process

The team conducted the following consolidation process:

1. Code the criteria e.g. Soc1, Env2, Soc2, etc., to allow traceability.
2. Where necessary and appropriate, combine criteria within a category (eg. combine Soc1 and Soc2) and add the votes. During the process of populating the framework the same criteria often appeared more than once. These criteria were joined together as one. For example, 'access' and 'connectivity' ultimately refer to the same thing so these criteria were combined.
3. Where necessary and appropriate, combine criteria across categories (eg. combine Soc1 and Env2) and add the votes. For the MCA process to work, criteria must only appear once and must not be repeated across different categories. For example, while 'noise' is both a social and environmental criterion, its primary location is social.
4. Where necessary, relocate criteria to another category (eg. Soc1 becomes a new Env criteria such as Env37) and relocate the votes to the new category. For the MCA process to work, a criterion must appear in its appropriate category and must not be repeated across different categories. For example, while 'noise' is both a social and environmental criterion, it should only appear in one category.
5. Where necessary and appropriate, split criteria into two or more new criteria (eg Soc1 becomes Soc5 and Soc6) and divide the votes evenly. If the attributes within a criterion were significantly different, they were split into separate criterion and the votes were evenly distributed. At this stage, this step was not used as it was not required.

Consolidation Outcomes

Within categories

The SMC team has consolidated the following criteria within categories:

Environmental consolidations

- Env1 (*Fauna*) has been consolidated with Env9 (Fauna Habitat) and Env33 (Lighting).
- Env6 (previously named Pollution) has been renamed *Sources of Contamination* and consolidated with Env 13 (Soil Contamination), Env18 (Incident Management), Env19 (Incident Prevention), Env25 (Water Quality) and Env31 (Safety).
- Env8 (*Size of Footprint*) has been consolidated with Env15 (Actual Risk of Damage to the Environment Caused by Construction Methods).
- Env4 (*Wetlands*) has been consolidated with Env10 (Water Levels).

Social consolidations

- Soc7 (*Planning*) has been consolidated with Soc23 (Community Impact), Soc24 (Design/Planning) and Soc 37 (Sustainability).
- Soc4 (*Visual Impacts and Aesthetics*) has been consolidated with Soc9 (Visual Impact) and Soc30 (Visual Amenity).
- Soc14 (*Traffic Flow*) has been consolidated with Soc22 (Maintaining Traffic Flow).
- Soc8 (previously named Safety Pedestrians and Cyclists) has been renamed *Pedestrian Access and Connectivity*, and consolidated with Soc25 (Connectivity - Existing) and Soc 27 (Recreation).
- Soc10 (*Noise*) has been consolidated with Soc 13 (Noise).

Economic consolidations

- Ec1 (*Cost of Construction*) has been consolidated with Ec9 (Maintenance Costs), Ec11 (Offsets), Ec12 (Construction) Ec20 (Design), and Ec27 (Cost of Planning).
- Ec5 (*Accessibility*) has been consolidated with Ec6 (Need for Link), Ec8 (Connectivity) and Ec10 (Accessibility).
- Ec4 (previously named Efficient Freight Movement) has been renamed *Efficient Freight and Vehicle Movement* and consolidated with Ec25 (Efficiency).
- Ec13 (*Future Costs*) has been consolidated with Ec3 (Future Costs Associated with Road), Ec21 (Reduction of Future Cost) Ec22 (Cost of Managing Flow-on Effects from Stock Road) and Ec24 (Planning for Tomorrow).
- Ec16 (*Land Value*) has been consolidated with Ec29 (Property Devalue).

Across categories

The SMC team has consolidated the following criteria across categories:

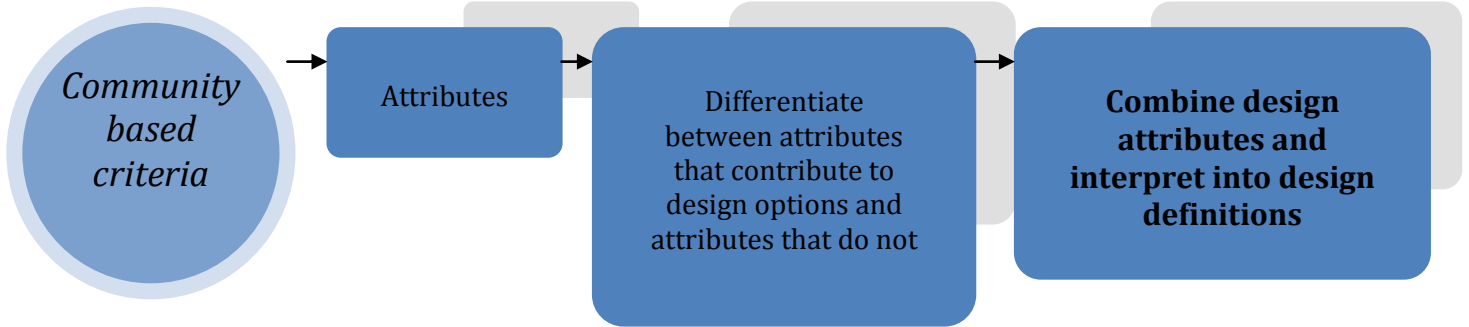
- Env 2 (*Air Quality*) was consolidated with Soc 16 (Pollution).
- Soc 6 (*Education*) was consolidated with Env 22 (Native Arc).
- Soc 8 (*Pedestrian Access and Connectivity*) was consolidated with Env 29 (Connectivity).
- Soc 10 (*Noise*) was consolidated with Env 6 (Noise and Vibration)
- Soc 20 (*Local Amenity and Quality of Life*) was consolidated with Env 33 (Amenity).

These consolidations brought about one significant change to the top five in the Social category.

- Noise (Soc 10) moved up in rank from number 5 to number 2.

Design definitions

SMC has interpreted the top five criteria for each category to establish design definitions that will differentiate between design options for the Roe Highway Extension. The process is highlighted by the following diagram:



Note: the results of this defining process are available for viewing online or at the SMC office.

Next steps

South Metro Connect is running a number of design workshops to engage with the community on the technical aspects of the project. These events are part of the work that is leading to the Public Environmental Review (PER) submission and to finalise a design option for the proposed Roe Highway Extension.

The suggestions from the design workshops will be assessed according to the MCA criteria established by the community (outlined in this report), which will assist in generating the final design option for inclusion in the PER submission.

Ways to get involved

There are a number of ways for you to participate:

- Participate in a workshop (ask a member of staff for details)
- Fill out a feedback form (available at the entrance or from a member of staff)
- Contribute to our online forums: www.southmetroforum.com.au
- Visit us at our South Metro Connect shopfront: Unit 1-4, 18 Blackly Row, Cockburn Central
- Email us: enquiries@southmetroconnect.com.au
- Call our hotline on 1800 132 572

Note 1. Detailed consolidation, ranking and definition tables are available for download on our website: www.southmetroconnect.com.au