Attachment 6: Multi-Criteria Analysis

Cycle Network Local Government Grants, program guidelines

The department uses a multi-criteria analysis tool to assess all cycling design and construction project applications funded under the ATIP.

The table below lists the measures used for each funding criteria and outlines how each measure is scored within the tool. The tool will generate a score based on data provided in the application form for the program.

### Multi-criteria analysis (scored)

| **Criteria** | **Measure** | **Score** | **Scoring parameters** |
| --- | --- | --- | --- |
| **Connectivity** | Number of attractors served within 500m catchment along a project (15%) | Pre-defined bands | Attractor types are given higher scores, based on their bicycle trip generator potential, as follows:   * Major commercial/employment/retail area (e.g. Principal activity centre/CBD/district centre/large town centre); Universities; TAFEs and Schools – score of 3. * Rail or bus stations; hospitals; industrial areas; minor commercial/retail areas (e.g. neighborhood shops, small town centre) – score of 2. * Parks/recreation areas – score of 1.   The total score of attractors for whole project is then scored in bands. Applicants will be asked to also provide a map of these attractors. |
| Diversity of attractors served within 500m catchment along a project  (10%) | 4 | The corridor serves four of the potential use types of commuter, recreation, education or community/utility. |
| 3 | The corridor serves three of the potential use types of commuter, recreation, education or community/utility. |
| 2 | The corridor serves two of the potential use types of commuter, recreation, education or community/utility. |
| 1 | The corridor serves only one of the potential use types of commuter, recreation, education or community/utility. |

| **Criteria** | **Measure** | **Score** | **Scoring parameters** |
| --- | --- | --- | --- |

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| --- | --- | --- | --- |
| **Demand** | Total activity within adjacent catchment (up to 1km) radius of the project (10%) | **What are the land use characteristics of the area to be served by the project (pick answer which best describes the majority of the adjacent project catchment – up to 1km):** | |
| 4 | High density residential area; contains a major commercial/ employment/retail area and/or area experiencing high visitor demands. |
| 3 | Medium density residential area; contains a minor commercial/retail area and/or area experiencing medium visitor demands. |
| 2 | Low density residential area and/or area experiencing low visitor demands. |
| 1 | Rural or rural residential area. |
| 0 | No population served by the project. |
| **Network enhancement** | Fills a gap by addressing a major barrier to cycling (20%) | **Does the project fill a gap in the network, extend the network or address a major barrier to bicycle riding?** | |
| 4 | Addresses a major barrier by constructing a bridge across a river, creek or major road/rail line. |
| 4 | Project fills a missing link in the network i.e. there are existing bicycle facilities on either side of the project resulting in a longer continuous route. |
| 3 | Project extends an existing bicycle facility resulting in a longer continuous bicycle route i.e. the project connects into existing bicycle facilities at one end. |
| 2 | Project addresses intersection improvements or providing a crossing across a road. |
| 1 | Addresses other safety barriers to bike riding e.g. provision of way finding signage, security improvements or end of trip facilities. |
| 0 | Does not address a gap or barrier. |

| **Criteria** | **Measure** | **Score** | **Scoring parameters** |
| --- | --- | --- | --- |

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| --- | --- | --- | --- |
| **Safety improvement** | Proposal makes a safer and more secure environment for cyclists (5%) | **Does the project improve safety for bike riders by:** | |
| 1 for Yes | * Addressing a known bicycle crash location? Yes/No. |
| 1 for Yes | * Responding to community concerns about a hazardous location? Yes/No. |
| 1 for Yes | * Introducing separation treatment on a high traffic volume road where there was none before? Yes/No. |
| Cumulative score, with a maximum total of 3 if answer yes to all 3 of the above. | |
| **Strategic priority** | Constructing HPR (40%)\* | **Is the project on (more than 80% of the project needs to be on the priority route category nominated):** | |
| 4 | Priority route A |
| 3 | Priority route B |
| 2 | Priority route C |
| 1 | Priority route D |
| 0 | Existing |

### Trip attractor definitions

The following table defines the categories of trip attractors assessed through this program.

| **Attractor type** | **Definition** | **Examples** |
| --- | --- | --- |
| **Principal activity centres** | Principal activity centres serve catchments of sub-regional significance and accommodate key concentrations of employment. They also serve business, major and convenience retail, and service uses. These centres provide a secondary administrative focus, accommodating regional offices of government and regionally significant health, education, cultural and entertainment facilities. Typically, these centres comprise key nodes in the regional public transport system and are serviced by multimodal public transport. | * Central business district * Hub for regional business, retail and services * Regionally significant health, education, cultural and entertainment facilities * Key regional employment areas |
| **Specialist activity centres** | As precincts of regional economic significance, these centres provide a primary focus for specialised economic activity, employment and/or education, rather than having a retail function. | * Airports/bases * Universities/TAFEs * Major ports * Hospitals and/or logistics |
| **Transit oriented developments** | Transit oriented developments are medium to high-density mixed-use precincts focused around mass transit, such as rail or bus transit systems. These developments are likely to coincide with principal and major activity centres. | |
| **Schools** | All primary and secondary schools and colleges located in Queensland are potential bicycle trip attractors. | |
| **Public transport nodes** | Public transport nodes refer to passenger railway stations, ferry terminals, major bus stations and interchanges. These public transit stations provide the opportunity to create multimodal transport nodes.  Note: individual bus stops are not considered public transport nodes. | * Rail stations * Bus stations or interchanges * Ferry terminals |
| **Local activity centres** | Local activity centres are not regionally significant, but important trip attractors at the local level. Individual or isolated trip attractors, such as corner stores, unless of significant size, are not local activity centres. | * Retail and service precincts * Local specialist centres * Cultural and entertainment hubs * Business centres |
| **Industrial activity centres** | These centres are hubs for a range of value-adding industrial activities occurring within the region. Industrial activity centres have high concentrations of employment. | |
| **Recreation centres** | Recreation centres, such as parks and sports facilities in local communities, are potential trip attractors. | |