

Section of the project	Options considered	Advantages	Disadvantages	Recommendation
<b>Seabrook Avenue Cycleway</b>	On-road cycle lanes	<ul style="list-style-type: none"> <li>On-road cycle lanes improve safety for cyclists by clearly defining the space on road to be used by each travel mode as well as signalling to motorists that cyclists may be present.</li> </ul>	<ul style="list-style-type: none"> <li>Kerb changes would be needed and partial removal of the berms. This would incur significant costs and possible tree removal.</li> <li>Loss of on-street parking on one or both sides of the road.</li> </ul>	Not Recommended
	One-way off road cycle ways	<ul style="list-style-type: none"> <li>Off-road cycle facilities are physically separated from general traffic and pedestrians and therefore provide a higher level of safety for cyclists compared to on-road facilities.</li> </ul>	<ul style="list-style-type: none"> <li>In some locations the provision of an off-road cycleway facility would not be feasible due to limited berm width, steep grades and trees.</li> <li>Poor connectivity to existing facilities on Margan Ave for those travelling towards New Lynn</li> </ul>	Not Recommended
	A two-way off road cycle way on the northern side of Seabrook Avenue (on the side of the Presbyterian Church) To be accompanied with on road traffic calming.	<ul style="list-style-type: none"> <li>Traffic calming measures will help maintain a consistent low speed environment in a residential area.</li> <li>The cycleway will provide a safe and convenient option for cyclists and commuters in the community.</li> </ul>	<ul style="list-style-type: none"> <li>Not considered feasible as it would result in significant removal of trees and relocation of power and lighting poles significantly increasing costs.</li> </ul>	Not Recommended
	Combination of two-way off road cycle way and Shared Path on the southern side of Seabrook Avenue (on the side of the Lawson Park). To be accompanied with on road traffic calming.	<ul style="list-style-type: none"> <li>Traffic calming measures will help maintain a consistent low speed environment in a residential area.</li> <li>The southern side of the road provides a direct and safe connection between the school and the park and existing cycle facilities on Margan/ Rankin Avenue.</li> <li>Shared paths along the Lawson Park frontage provide a facility to be used by both cyclists and pedestrians. The slope of the berm in this location prohibits the ability to provide separate cycle and pedestrian facilities.</li> </ul>	<ul style="list-style-type: none"> <li>It is likely that more confident cyclists will cycle on-road than on the shared path.</li> <li>Proposed work within the dripline of trees.</li> </ul>	<b>Recommended option</b>
<b>Seabrook Avenue/Margan Avenue Intersection</b>	Roundabout	<ul style="list-style-type: none"> <li>Would improve safety for vehicles at the intersection by providing a simpler and less confusing layout.</li> </ul>	<ul style="list-style-type: none"> <li>Kerb changes on the northern side of Margan Avenue may require land acquisition and high costs associated.</li> <li>The layout would not improve safety or operation for pedestrians and cyclists.</li> </ul>	Not Recommended
	Signalise the intersection	<ul style="list-style-type: none"> <li>A signalised T Junction will provide the highest level of safety for pedestrians and cyclists by giving them priority over vehicles while crossing.</li> </ul>	<ul style="list-style-type: none"> <li>Signalising the intersection will increase delay to vehicles, particularly for through traffic on Margan Ave, compared to the roundabout or unsignalised intersection.</li> <li>Higher associated costs of construction compared</li> </ul>	Not Recommended
	T intersection single lane in and out	<ul style="list-style-type: none"> <li>Addresses visibility issues for pedestrians in 2-lane exit intersections.</li> </ul>	<ul style="list-style-type: none"> <li>Possible issues with vehicles queuing waiting to turn right out of Seabrook Ave, constrained by single lane.</li> <li>Increased crash risk due to layout and opposing driveway on northern side</li> </ul>	Not Recommended

	Existing layout with speed table and minor safety improvements	<ul style="list-style-type: none"><li>• Speed table facilitates crossing for pedestrians, as well as slows traffic toward stop sign.</li><li>• Speed table will solve crashes of right turners into SeabrookAve.</li></ul>	<ul style="list-style-type: none"><li>• Minimal changes to the operation of the intersection.</li></ul>	<b>Recommended option</b>
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