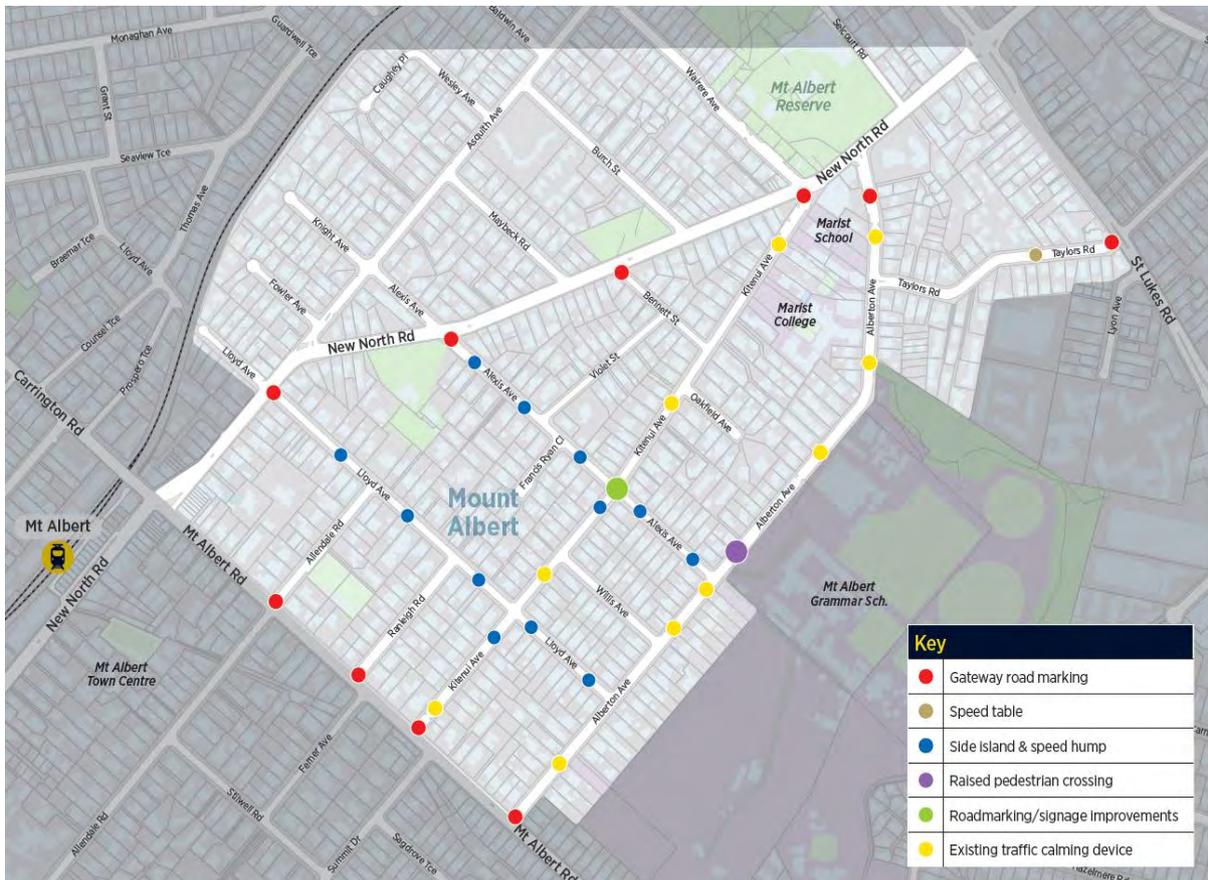


Your feedback on the Mount Albert (South) speed calming project



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Summary

We consulted on this proposal from 8 June 2020 to 29 June 2020 and received 176 submissions.

The purpose of this targeted consultation is to find out if there are any land development proposals/issues, or safety issues that would affect the proposed safety improvements. As such, we are specifically seeking feedback on:

- Any land development proposals or issues that may affect the proposed safety improvements.
- Any specific safety issues with the proposed safety improvements.

Key themes in feedback

- Good Proposal - traffic calming is needed in the area
- Priority should be traffic needs sorting at the Mt Albert Road, New North Road, Carrington Road intersection. Poor design of the intersection is causing long queues and rat running in the area
- Priority should be parking, it should be allowed on only one side of Kitenui Avenue and Alexis Avenue - visibility is a real safety concern
- Speed calming measures in this proposal are a waste of money
- Concern that speed calming will cause congestion especially on Kitenui Avenue and Alberton Avenue, as well as the surrounding area in peak travel times/school drop off times.
- Excessive installation of speed-bumps, already too many in the area and they are disruptive

Next steps

- Presentation of the feedback to the Local Board,
- Design plan update, if required,
- Physical works procurement,
- Contract award,
- Construction phase,
- Project close-out

Background

What are we seeking feedback on?

Auckland Transport (AT), in partnership with the Albert-Eden Local Board, is proposing to install speed calming measures as part of the Mt Albert South speed calming project. This proposal is part of a wider Residential Speed Management Programme across the Mt Albert area. This programme is aimed at reducing speeds and therefore improving the safety of pedestrians, people on bikes, and other road users. It follows a previous consultation by the Albert-Eden Local Board which asked residents about the speeds of vehicles in the neighbourhood, and if the roads were being used as a shortcut. The proposal put forward now by AT, follows a request from the local board to address the issues raised in the initial consultation.

Why are we proposing this?

Most Aucklanders live on urban residential streets, and these communities have highlighted that we want to make our streets safer places for walking and cycling, particularly for vulnerable users.

Vehicles speeding along residential streets is a common concern for Aucklanders and each year AT receives more than 1,000 requests from the public for speed calming measures to be installed along their street.

As part of our commitment to make Auckland's roads safer, we have adopted an area-based approach instead of treating individual streets. This is considered more effective in achieving survivable speeds and helps drivers choose a safe and appropriate speed as they drive through residential areas.

Project details

This initiative comes after a previous consultation by the Albert-Eden Local Board which asked residents about the speeds of vehicles in the neighbourhood, and if the roads were being used as a shortcut. The proposal put forward now by AT, follows a request from the local board to address the issues raised in the initial consultation. The local board see these changes as important and are fully funding the proposed improvements.

The project area is bound by Taylors Road, Alberton Avenue, Mount Albert Road, and New North Road. The request for speed calming in the area has come after the local board consulted with local residents in 2019 around the issue of rat-running and vehicles travelling too fast on the roads.

80% of all road deaths and serious injuries occur on 50km/h local urban roads. Nearly half of those deaths and injuries involve vulnerable road users – children, the elderly, people walking and people on bikes or motorcycles. AT is committed to making the roads safer for

all road users and these changes will help improve safety for people walking and cycling, including school children.

Safety improvement programmes, like this one, are another step towards our goal of achieving no deaths or serious injuries on our roads. We are guided by the Vision Zero approach to transport safety, which prioritises human safety over other measures (like minor time saving).

Safety Improvements

The improvements include:

- Five new speed humps and side islands along Lloyd Avenue, between New North Road and Albert Avenue.
- Two new speed humps and side islands along Kitenui Avenue, between Mount Albert Road and Alexis Avenue.
- Five new speed humps and side islands along Alexis Avenue, between New North Road and Alberton Avenue.
- Installing red surfacing on Allendale Road, Ranleigh Road, Kitenui Avenue and Alberton Avenue at their intersections with Mount Albert Road.
- Installing red surfacing on Lloyd Avenue, Alexis Avenue, Bennet Street, Kitenui Avenue and Alberton Avenue, at their intersections with New North Road.
- Installing red surfacing on Taylors Road at its intersection with St. Lukes Road.
- Upgrading the existing pedestrian crossing outside Mount Albert Grammar School to a new speed table with raised pedestrian crossing. This work will include building the kerb out as well, to make a wider footpath.

Speed humps and side islands create vertical and horizontal deflections along the road which forces vehicles to slow down. These speed calming measures are self-explaining, creating a visual impression that the street is not intended for fast through-movement, and are gentle to avoid passenger and driver discomfort. Installing these on the streets creates a lower-speed environment, improving the safety of pedestrians and motorists.

This area-based approach has been adopted because:

- It is often observed that when speed calming is undertaken on one street, speeding drivers use parallel residential streets, thus simply transferring the issue to another part of the network. An area-based approach prevents this from occurring.
- Treatment of individual streets only allowed for a small number of streets to be prioritised annually. In contrast, an area-based focus not only allows for speed calming measures to be implemented on a cluster of streets, but it would also enable any future reduction of the speed limits within the area.
- Drivers bypassing traffic signals or busy roads use residential streets, which are not designed for high volumes of traffic. An area-based approach reduces bypassing traffic and improves the overall safety in residential areas.

Benefits

The area will become safer for all road users as traffic will be travelling slower.

People on bikes are likely to become more confident to ride in the area, reducing the use of single occupancy vehicles.

People who have been using the roads as a 'rat-run' will be discouraged from doing so, as it will be more efficient to use the main arterial roads which are designed to carry a large volume of traffic.

The journey to and from school for thousands of children throughout the week will become more safer as vehicles on these roads will be travelling at a slower speed

Cost

The project is funded by the Albert-Eden Local Board.

Consultation

We consulted on the proposed Mount Albert South speed calming project from the 8 June 2020 to 29 June 2020.

What we asked you

We asked:

- What do you think of the Mount Albert speed calming project?
- Do you have any issues or concerns with any of the proposed speed calming improvements in the project?

Activities to raise awareness

To let you know about our consultation, we:

- Sent letters and maps to directly affected residents
- Geo-targeted social media posts to people in the area
- On-line survey
- Created a webpage for people to find out everything the needed about the consultation and project as a whole

How people provided feedback

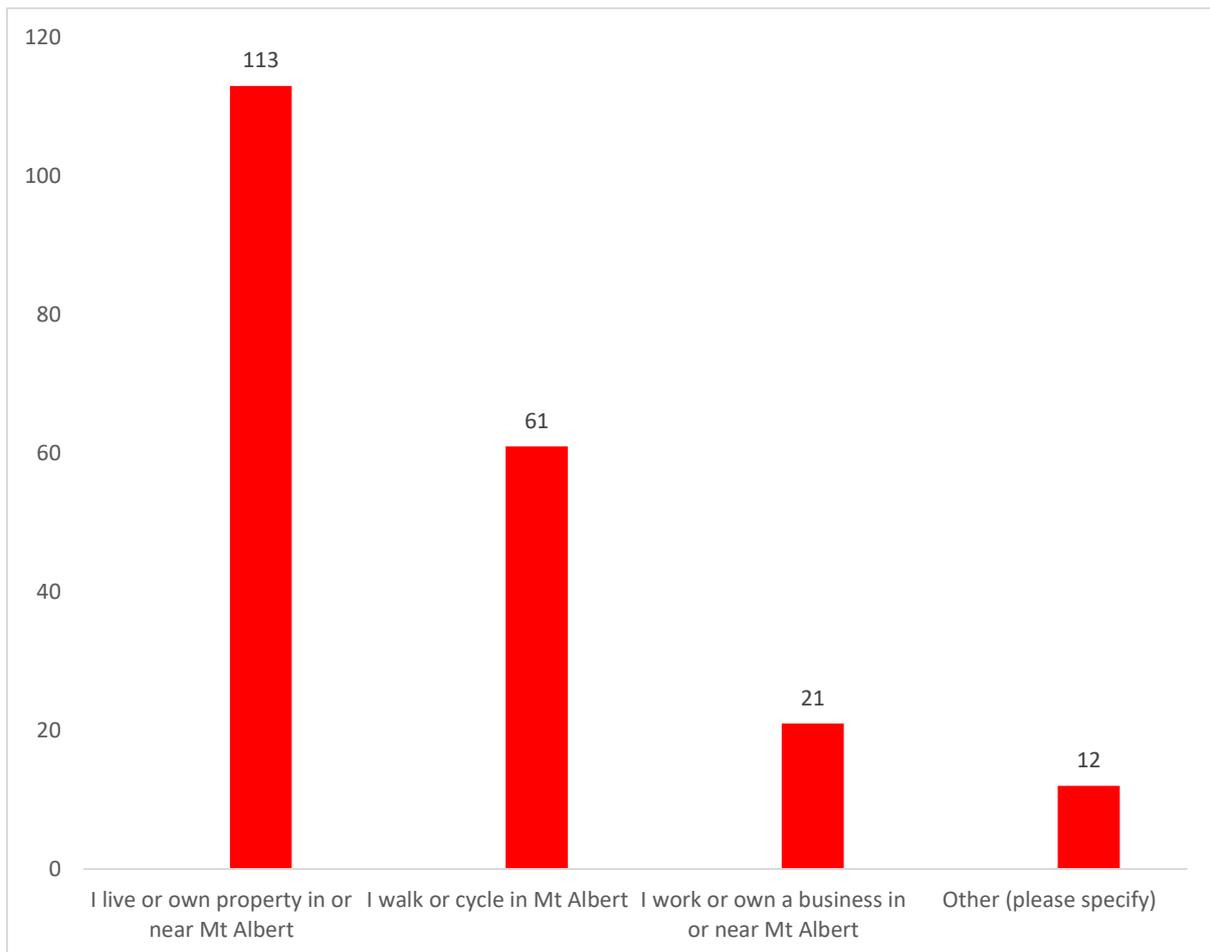
You could provide feedback using an online submission form (on our [Have Your Say website](#)) or a freepost form included in the consultation pack. See link <https://at.govt.nz/projects-roadworks/mount-albert-speed-calming/> at the end of this report for a copy of the feedback form.

Your feedback

Overview

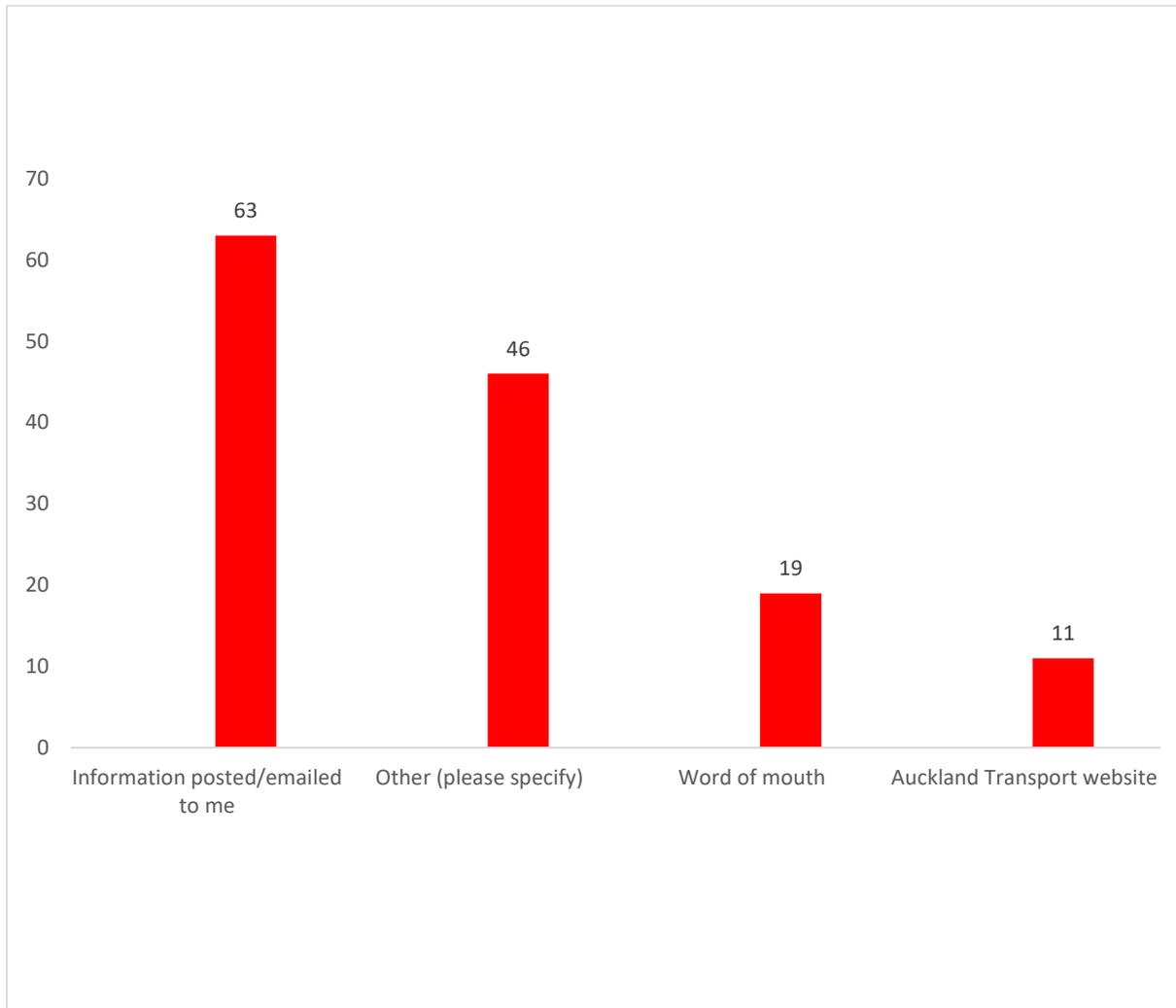
We received 176 submissions on the proposal. 135 of these were submitted online, 21 were submitted using the freepost feedback form and 20 submitted by email on the AT correspondence address.

What best describes your interest in the proposal?



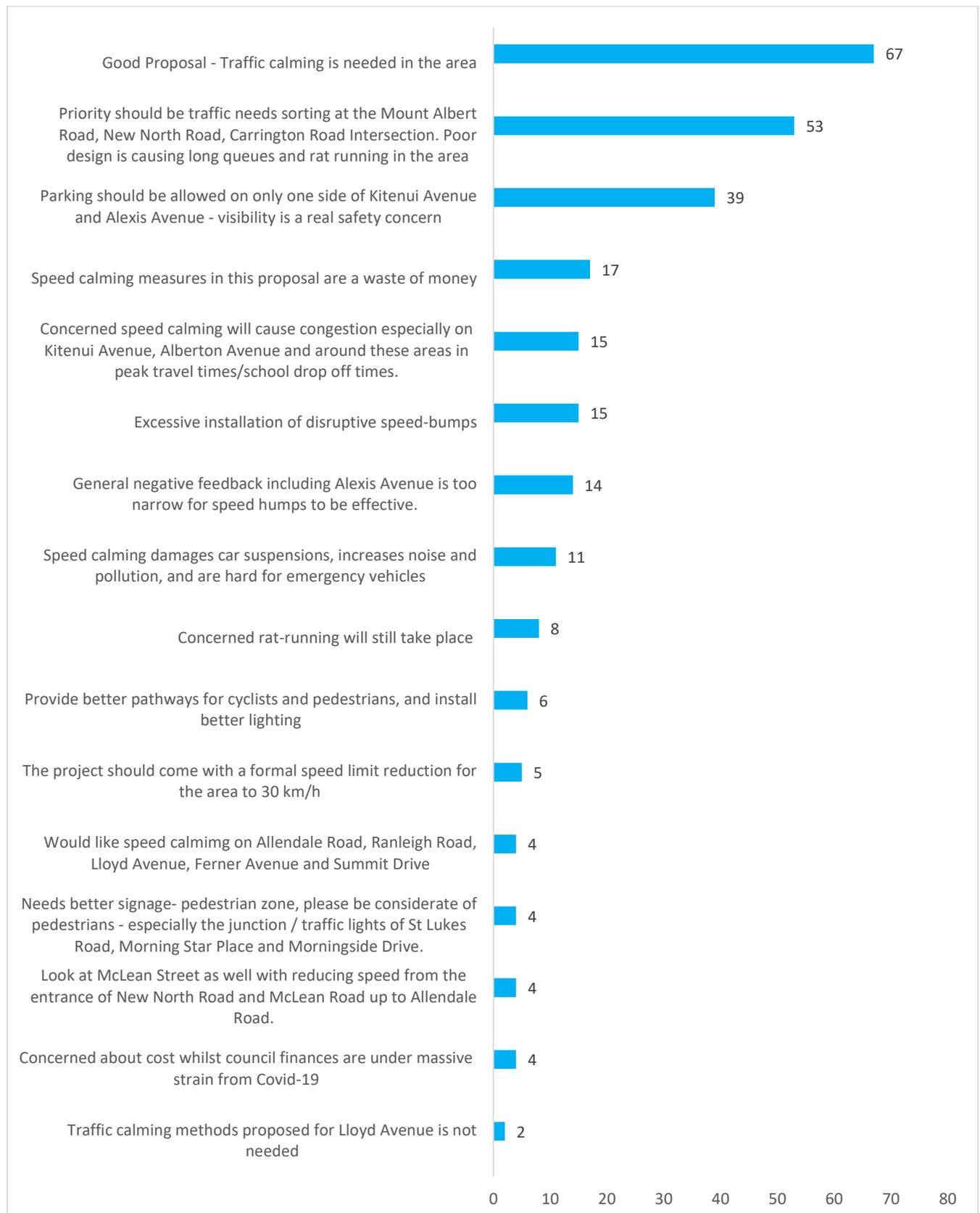
Submission's may have included more than on theme and was only applicable to on-line survey responses.

How did you hear about this project?



Only applicable to the on-line survey responses

What do you think of the Mount Albert Speed calming project?



Key Themes

- Good Proposal - Traffic calming is needed in the area (67 Submissions) **(38%)**

“It is excellent. Fully support the changes marked on the proposal map.”

“I fully support traffic calming in this area. There is far too much traffic, particularly given that thousands of children walk or bike to schools in the area. Through traffic needs to be markedly reduced and all traffic needs to be significantly slowed down (in fact the whole area should have a speed limit of 30km/h).”

- Priority should be traffic needs sorting at the Mt Albert Road, New North Road, Carrington Road intersection. Poor design is causing long queues and rat running in the area (53 Submissions) **(30%)**

“All of the proposed measures - absolutely ALL of them - would not be required if you just fix the intersection of Mt Albert and New North Roads. Even if you do everything proposed it would still be easier to take side roads than sit through multiple phases of traffic lights, especially when you’re on Mt Albert Road trying to get into New North Road in either direction.”

“As a local I support these measures on local streets to keep kids safe however you wouldn’t have people rat running if the intersection at Mt Albert/Carrington wasn’t such a nightmare since your last great ‘upgrade’.”

- Parking should be allowed on only one side of Kitenui Avenue and Alexis Avenue - visibility is a real safety concern (39 Submissions) **(22%)**

“The whole area is heavily used for parking - especially during school hours. Any chance yellow lines / non-parking on one side of these streets could be expanded (as currently the case at the lower end of Kitenui) or at least expand the somewhat near all crossing to improve visibility (specifically on Kitenui at the crossing of Kitenui / Alexis in the Western side where it is shorter than on the other side of the road)”

“I’ve noticed the double parking on both side of Lloyd Ave and Alexis Ave has created dangerous situation when cars come from New North Rd. Both side double parking should be banned to give the drives clear vision and enough rooms to drive through.”

- Speed calming measures in this proposal are a waste of money (17 Submissions) (9.6%)

“It seems like a waste of money. The traffic coming through these streets are a direct result of the port upgrade at the Mount Albert shops. The upgrade changed the light phasing, which made traffic worse, backing up traffic in all directions. To get around this people used side streets; Alberton Ave, Lloyd Ave, Kitenui Ave. These are the streets you now want to put speed bumps in, to slow traffic down. Instead, fix the traffic issues at the Mount Albert shops.”

- Concerned speed calming will cause congestion especially on Kitenui Avenue, Alberton Avenue, and around these areas in peak travel times/school drop off times. (15 Submissions) (8.5%)

“With the proposed traffic calming measure, it will slow down the flow through residential roads without reducing the volume, thus endangering everyone as the roads become busy and probably congested with frustrated drivers.”

- Excessive installation of disruptive speed-bumps (15 Submissions) (8.5%)

“Kitenui and Alberton already have speed humps. There is no need for more!”

- General negative feedback including Alexis Avenue is too narrow for speed humps to be effective (14 Submissions) (8%)

“I think that some the streets in question - specifically Alexis avenue are too narrow for speed humps to be effective.”

“It’s not calming. It makes the roads worse and people frustrated, so people do silly things. Educate people, not clog all the roads up.”

- Speed calming damages car suspensions, increases noise and pollution, and are hard for emergency vehicles (11 Submissions)

“I like the idea of slowing down the traffic but speed humps are far too noisy in a residential area. Please change to either speed tables or chicanes.”

“Creates more traffic problems, damages car suspension without solving any problem.”

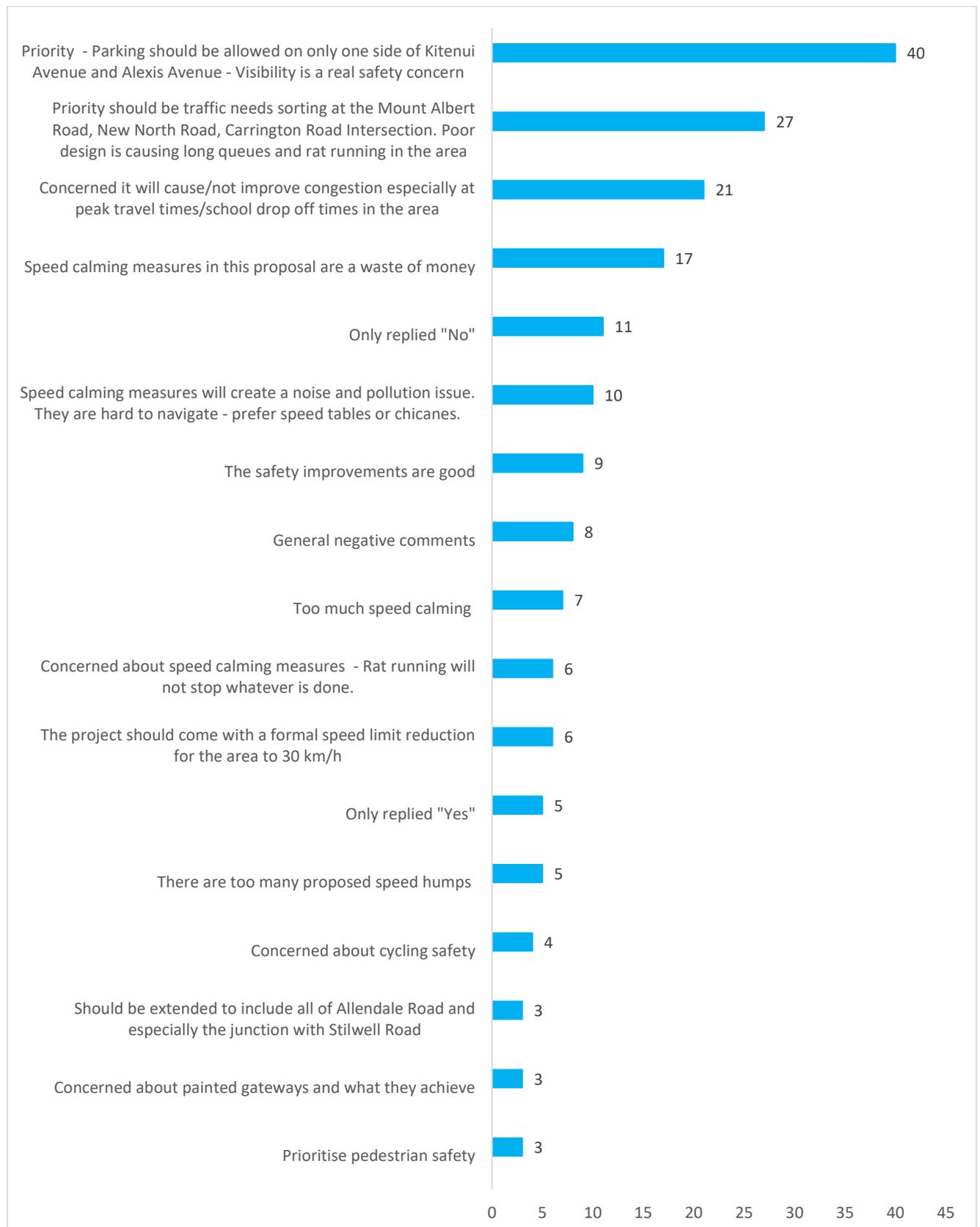
- Concerned rat-running will still take place (8 Submissions)

“In theory it is a good idea. In reality, however, rat-running will still take place especially on Kitenui and Alberton Ave.”

- Provide better pathways for cyclists and pedestrians, and install better lighting (6 Submissions)

“Cycling safety: There seems to have been no consideration of the impact on the safety of cyclists. The side tables on almost all of the speed bumps are on already narrow roads and create dangerous pinch points for cyclists. The existing speed bumps with side tables are already a problem and should be modified. Your plans have green strips, which may be cycle gaps on the sides, but the text accompanying the consultation says side tables.”

Do you have any issues or concerns with any of the proposed speed calming improvements in the project?



Key Themes

- Parking should be allowed on only one side of Kitenui Avenue and Alexis Avenue - visibility is a real safety concern (40 submissions)
- Priority should be traffic needs sorting at the Mt Albert Road, New North Road, Carrington Road intersection. Poor design is causing long queues and rat running in the area (27 submissions)
- Concerned it will cause/not improve congestion especially at peak travel times/school drop off times in the area (21 submissions)
- Speed calming measures in this proposal are a waste of money (17 submissions)
- Only replied "No" (11 submissions)
- Speed calming measures proposed will create a noise and pollution issue. They are hard to navigate - prefer speed tables or chicanes (10 submissions)
- The safety improvements are good (9 submissions)
- General negative comments (8 submissions)
- Too much speed calming (7 submissions)
- Concerned about speed calming measures - rat running will not stop whatever is done (6 submissions)
- The project should come with a formal speed limit reduction for the area to 30 km/h (6 submissions)

Other submissions

Bike Auckland

Bike Auckland support the proposals to reduce speeds in the area via traffic calming devices.

Mount Albert Grammar School

Feedback/Response from Mount Albert Grammar School

Person: Jo Williams
Position: Associate Principal
Organisation: Mount Albert Grammar School

What do you think of the Mount Albert Traffic Calming project?

Positive:

That Auckland Transport (AT), with this project, are acknowledging that there are issues and concerns regarding traffic in this area.

Concern:

That the proposed additions/changes seem very lightweight and inadequate given the traffic issues faced daily on Alberton Avenue between about 3.00pm and 3.30pm.

CHALLENGES:

There are 3 schools within 500m of each other

MAGS = 3100+ students & 400 staff/visitors on site daily
WED in particular = sports fixtures with increased traffic
MARIST Primary = 300 students approx
MARIST College = 750 students approx

The time period for extreme congestion may appear relatively short but the associated issues re coinciding increases of vehicle & pedestrian traffic volumes across this time period creates chaos.

End of School Day Range: say 3.00pm-3.30pm

The start of any school day is far less problematic given that students arrive in a flow comparable to a steady stream.

The end of the day is more comparable to a flood – with all students leaving within a relatively brief time period and school buses arriving within this same given time period. Plus, the sheer volume of traffic is further compounded by parents who feel the need to collect their children from school(s).

And, added to this is the traffic created by drivers who use Alberton Avenue as a thoroughfare to gain more direct and less obstructed access Mount Albert Road.

Chicane/Speed Bump - on Alberton Avenue approx. 10 metres above Alexis Avenue – also impedes flow of traffic. During this time traffic travelling down the road attempting to turn in to Alexis frequently blocks the flow of vehicles further compounding driver frustration and compromising driver visibility.

Do you have any issues or concerns with the proposed speed calming improvements in the project?

Yes.

They are simply inadequate for the volume of vehicular traffic and the volume of pedestrian traffic EVERY weekday approx. 3.00pm – 3.30pm

There should be more direct consultation and communication with the school

1) Bus Stops:

There are bus stops on both sides of the road at the MAGS entrance 3 opposite & a bus bay below.

The proposed changes to the MAGS crossing only seem to compound the issue of traffic flow. The narrowing and raising of the crossing profile will only increase issues re large vehicles that will impede oncoming traffic, which will in turn further compound issues with turning traffic.

The bus stops opposite the school are poorly marked, drivers park in the AM and this too contributes to traffic flow issues (another submission to AT = case number CAS-151039-Y9T0X3)

2) Visibility:

The bus stops obscure visibility re the ped crossing when there are buses, which is of course when students are both leaving school and boarding buses.

3) The MAGS entrance:

This is a managed road with an electronic gate that closes from approx. 3.08pm-3.22pm (with signage indicating 3.05-3.25). this is the only access to the Mt Albert Aquatic Centre.

Pool traffic & parking demands for post primary school lessons add to the traffic volume.

4) Alexis Avenue = the side road above the MAGS pedestrian crossing:

This is a narrow road with parking on one side only and a broken yellow line on the other. This is effectively only wide enough for one-way traffic - yet there is traffic from both directions. During school dismissal causes the traffic to bank up Alberton if turning left coming down Alberton OR creates a blockage across the MAGS pedestrian crossing if coming up Alberton & turning right.

Students are also attempting to cross the end of this road to travel up Alberton Avenue and are either impeding traffic or dodging it – either way impeding flow - and adding risk.

5) Drivers:

The observed broad range driving ability and decision making of the general public is a daily variable, and this together with the inconsistencies contributed by students on Restricted Licenses is a daily challenge.

MAGS Staff are required to try to manage the crossing directly outside the school; to try to manage drivers who want to park in the poorly marked Bus Stops to try to manage drivers who want to park on areas marked with broken yellow lines etc, etc.

SUGGESTIONS/POSSIBILITIES:

- School Zone speed restrictions proposed
- Alexis Ave – should be NO Parking either side or ONE WAY to prevent the traffic bottlenecking
- Signage needs serious improvement
- More radical traffic diversion across during the end of school day
- Traffic blocked at MARIST Crossing and MAGS pedestrian crossing between 3.00pm & 3.30pm and diverted to Taylors Road & Alexis Ave to pause traffic thoroughfare during high pedestrian demand.

Design suggestions in feedback and AT responses

Submitters suggested a wide range of changes to the proposal. We have collated and responded to all design suggestions identified in the feedback, organised by the following:

Design suggestion in feedback	AT response
Intersection	
<p>All of the proposed measures - absolutely ALL of them - would not be required if you just fix the intersection of Mt Albert and New North Roads. Even if you do everything proposed it would still be easier to take side roads than sit through multiple phases of traffic lights, especially when you're on Mt Albert Road trying to get into New North Road in either direction.</p>	<p>This proposal is part of a wider Residential Speed Management Programme across the Auckland region, aimed at reducing speeds and therefore improving the safety of all road users.</p> <p>Provision of speed calming devices in this area will reduce speeds by lowering the speed environment. A lower speed environment will make it safer for pedestrians and cyclists, especially considering the schools in the area.</p>
<p>Fix the light phasing (Carrington Rd onto Mt Albert Rd to reduce long ques in Carrington Rd). This will reduce the Rat running.</p>	<p>The signalised intersection has been optimised for all road users including pedestrians, cyclists and buses. Further, changes to this intersection will not guarantee that 'rat-runs' and its accompanying high-speeds will not occur in this residential part of Mount Albert.</p> <p>The main aim of this proposal is to reduce speeds.</p> <p>Provision of speed calming devices in this area will reduce rat-running by lowering the speed environment. A lower speed environment will make it safer for pedestrians and cyclists, especially considering the schools in the area.</p>
Parking	
<p>The whole area is heavily used for parking - especially during school hours. Any chance yellow lines / non-parking on one side of these streets could be expanded (as currently the case at the lower end of Kitenui) or</p>	<p>Agreed, the area is heavily parked, however, cars parked on both sides of the road channelise traffic flow and contribute to the lower speed environment, which is the main aim of this project.</p>

Design suggestion in feedback	AT response
at least expand the somewhat near all crossing to improve visibility (specifically on Kitenui at the crossing of Kitenui / Alexis in the Western side where it is shorter than on the other side of the road).	
I've noticed the double parking on both side of Lloyd Ave and Alexis Ave has created dangerous situation when cars come from New North Rd. Both side double parking should be banned to give the drives clear vision and enough rooms to drive through.	The speed humps and lower speeds will improve safety. Some parts of Lloyd and Alexis Avenue already have on-street parking restrictions. Additional restrictions have been considered, but this will not stop motorists double parking.
With cars parked all along Kitenui/Alexis/Willis turning out of these roads is dangerous during school hours. Is there any chance we could have residents / permit parking in a radius around schools?	Agreed, the area is heavily parked, however, cars parked on both sides of the road channelise traffic flow and contribute to the lower speed environment, which is the main aim of this project. Parking permits should be brought up with the Local Board.
Congestion Concerns	
With the proposed traffic calming measure, it will slow down the flow through residential roads without reducing the volume, thus endangering everyone as the roads become busy and probably congested with frustrated drivers.	Speed calming devices will reduce rat-runs as it lowers the speed environment of a street or an area; it defeats the purpose of a faster shortcut which rat-runners seek. While there will still be traffic demand in the area, the volume will be much lower and the lower speed environment will make it safer for pedestrians and cyclists, especially when there are schools in the area.
Speed calming concerns	
Kitenui and Alberton already have speed humps. There is no need for more!	Provision of the additional two speed humps on Kitenui Avenue will result in lower speed environment for the intersections of Lloyd Avenue and Alexis Avenue with Kitenui Avenue. These speed humps are located on both southern approaches as most of the traffic volume on Kitenui Avenue are vehicles travelling northwards in the morning peak hours, by-passing the Mount Albert Road / New North Road intersection. To reduce the speed environment to around 30kph, speed humps are required every 120-150m as proposed in the design. Only a raised pedestrian crossing will be installed on Alberton Avenue, along with the gateway road markings. Upgrading the existing pedestrian crossing to a raised

Design suggestion in feedback	AT response
	pedestrian crossing and the reduction of road width will create a safer crossing environment as it will lower the speed on the road, which will be beneficial for the students especially during morning and afternoon peak hours.
I think that some the streets in question - specifically Alexis avenue are too narrow for speed humps to be effective.	Where Alexis Ave is narrow, speed humps with one planted side island will be used. This will create a one-way speed calming device which lowers the speed environment, making it safer for all road users at congested times.
I like the idea of slowing down the traffic but speed humps are far too noisy in a residential area. Please change to either speed tables or chicanes.	<p>Speed tables, in general, will make vehicles produce more external noise compared to speed humps, due to the sharper angle of entry and profile of the device. The larger the vehicle the more noise it will likely produce. As this is a residential area, we expect most traffic to be lighter cars as opposed to larger trucks.</p> <p>Using chicanes as a speed calming device will result in the least noise produced, however, it will require a larger on-street parking loss for the area and would generally cost more to install compared to speed humps.</p> <p>Sinusoidal speed humps are designed to lead vehicle over the hump in a smooth motion. Speedhumps are the most cost-effective speed calming device option for this area, providing less noise compared to speed tables, and requiring less on-street parking loss compared to chicanes.</p>
Creates more traffic problems, damages car suspension without solving any problem.	<p>The speed humps are designed to be as smooth as much as possible if entered at the appropriate speed.</p> <p>The proposed speed humps will have a sinusoidal-shaped hump, which has a gradual change of gradient and is designed to lead the vehicles to the hump in a smoother motion. If entered at the appropriate speed, there should be no adverse effect on the vehicle's suspension.</p> <p>By forcing vehicles to a slower speed, through signage and visual impressions, the overall speed environment of</p>

Design suggestion in feedback	AT response
	the area will be lowered, leading to fewer rat-runs and makes it safer for pedestrians and cyclists, and reducing speed-related incidents.
Have you consulted with emergency services about these proposed restrictions?	Proposed upgrade works will not have any substantial impact on emergency services – there will be access to all properties within the study area.
In theory it is a good idea. In reality, however, rat-running will still take place especially on Kitenui and Alberton Ave.	The installation of speed calming devices in this area will lead to reduced traffic volume of rat-runs, due to the lower speed environment it creates. While these speed calming devices will not completely eliminate rat-runs, it will still reduce the numbers significantly while lowering the speed environment, making it safer for pedestrians and cyclists, and reducing chances of speed-related incidents.
The excessive installation of speed-bumps seems unnecessary and are rather disruptive. Has Auckland Transport ever considered the use of rumble strips as an alternative?	<p>Rumble strips are audio tactile profiled markings, which generates a rumbling sensation which will be felt and heard by drivers. They are often used on highways to alert drivers and prevent them from running off the road or straying across the centreline. Rumble strips will not be effective in low-speed residential environments, are too noisy in residential areas and would not qualify as a speed calming device. Speed calming devices need to create visual impressions that are usually applied in the form of horizontal and vertical deflections, which rumble strips lack.</p> <p>Additionally, usage of rumble strips as a speed calming device on urban roads could confuse motorists as it is often associated with staying in a lane on highways, instead of slowing down.</p>
Cycling concerns	
Cycling safety: There seems to have been no consideration of the impact on the safety of cyclists. The side tables on almost all of the speed bumps are on already narrow roads and create dangerous pinch points for cyclists. The existing speed bumps with side tables are already a problem and should be modified. Your plans have green strips, which may be cycle gaps on the sides, but the text accompanying the consultation says side tables.	All of the speed humps in the area will have either one or two planted side islands installed. These side islands will have a maximum offset from the existing kerb of 1.4m, which is less than a width of a parked car. This will create an environment that is safer for cyclists if cyclists

Design suggestion in feedback	AT response
	<p>consistently cycle offline of parked cars and do not weave in and out of parked cars.</p> <p>The green strips on the plans indicate the planting area on each of the side islands.</p>
Public Transport	
<p>I fail to understand the reason for the proposed traffic calming project! In my opinion it is a waste of money. The problem in the affected area is the school morning drop off, afternoon pickup traffic and students parking. The proposal will make this only worse. Efforts need to be made in improving public transport for students and discouraging students to come to school by car and manage student parking.</p>	<p>The speed calming devices will benefit all road users including the students in the school areas as it creates a lower speed environment and makes it safer to cross the road.</p> <p>The proposed speed calming devices will improve access for pedestrians and cyclists to the nearby train station and bus stops. Therefore, public transport will become a more desired and safer transport option. This will make a safer environment for all road users.</p> <p>Additionally, the speed calming devices will reduce rat-runs in the area, reducing the volume of cars coming in, leading to less congestion.</p>

Attachment 1: Feedback form

Feedback form

Mount Albert Speed Calming Improvements



Please complete this freepost form and return it to us by **Monday 29 June 2020**.

Alternatively, you can provide feedback online at [AT.govt.nz/haveyoursay](https://at.govt.nz/haveyoursay), or search Mount Albert Speed Calming.

If you have difficulty completing the form, you can call us on **(09) 355 3553** and our contact centre staff will fill in the feedback form with you over the phone.

If your comment relates to a specific location, please be sure to state where. You are welcome to attach additional pages (or feedback online) if you need more space to provide feedback.

What do you think of the Mount Albert Speed Calming project?

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Do you have any issues or concerns with any of the proposed speed calming improvements in the project?

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PERSONAL INFORMATION

Name

Business/Organisation

Street address

Suburb

City/Town Post code

Email address Phone number

Providing personal details is optional. Providing your postal or email address ensures that we can contact you with updates to the project. The following information is for statistics purposes only, and does not affect your feedback.

PRIVACY: AT is committed to protecting our customers' personal information.