

Consultation Summary and Decisions Report

Sandringham and Balmoral Residential Quiet Zones



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1. Executive Summary

- Auckland Transport consulted on the proposed Residential Quiet Zones in Sandringham and Balmoral (north and south of Balmoral Road and between Dominion and Sandringham Roads) to gauge the level of support and hear specific suggestions for changes to the proposal.
- The consultation period was from **7 April until 2 May 2014**. In total 210 feedback responses were received.
- There was a fairly high level of support for the proposal, with 77% of responses in favour of the proposed measures (53% strongly supportive), 4% neutral and 20% opposed (14% were strongly opposed).
- Residents highlighted the reduced speed and traffic flows, together with improved safety as the aspects of the proposal they liked the most. Some liked the fact that the proposal would lead to a reduction in noise for their neighbourhood, and many were generally positive about the combination of treatments proposed.
- When asked what they did not like about the proposal, some felt the changes did not going far enough to achieve the desired level of safety in the area. Many participants had further suggestions for more speed humps, more crossings, lower speed limits (and the use of speed cameras), or a change to the type of treatment in their area (especially to retain adequate street parking). There was some concern about noise from speed humps and concern for cyclists and pedestrians' safety – particularly with the effect of road narrowing on cyclists and concerns about pedestrians crossing busy roads.
- General comments were again primarily around amendments or alternative suggestions for specific traffic calming measures in the area. Comments were largely positive, reinforcing the need to take action to improve the safety of local streets; however some felt more could be done to increase safety in the area or to prevent the loss of off-street parking.
- Responses to the key themes raised during consultation and a list of amendments to the Residential Quiet Zone are provided in Sections 6 and 7.

2. Background

The Albert-Eden Local Board is committed to making residential streets safer and friendlier. High-speed traffic and 'rat running' can make streets unsafe, noisy and generally less appealing for residents. The purpose of the proposed 'Traffic calming' treatments is to slow traffic down and limit 'rat-running' creating a safer and more pleasant environment for residents, cyclists and pedestrians.

In 2012 the Local Board started planning a project to create quieter residential streets in parts of the Albert-Eden Local Board Area. The Local Board has identified two key areas (Balmoral north and south) where they would like to fund the implementation of traffic calming measures. These area-wide collections of traffic calming treatments are being called 'Residential Quiet Zones'.

The Residential Quiet Zones project supports the development of safer walking and cycling routes and has been designed to complement the new Dominion Road Parallel Cycle Route that travels through the area.

Albert-Eden Local Board previously consulted on this project in late 2013. Results of that consultation showed that while participants were largely positive about the proposed measures, they did have issues with the placement of speed humps and their potential to increase traffic noise. The purpose of the latest round of consultation was to confirm support for the project, and to hear residents' comments and concerns to help improve the Residential Quiet Zone.

What will the proposed Residential Quiet Zone look like?

The Residential Quiet Zone is a network of 'traffic calming' treatments across this area designed to work together to create calmer, safer residential areas. The proposed 'traffic calming treatments' include:

- 'Threshold Treatments' – Thick red lines (banding) painted on the road and signage at the entry points to the 'Residential Quiet Zone'. This is designed to indicate a change in road environment;
- 'Speed Humps' – 'Sinusoidal speed humps which provide a smoother transition for vehicles and result in less road noise. The sinusoidal speed humps have been spaced to encourage consistent driver behaviour resulting in less vehicle braking and acceleration noise (examples can be seen on Arabi Road in Sandringham).
- 'Slow Marking' – Red rectangle and the word 'Slow' painted on the road
- 'Raised Intersection' – It is proposed that the intersection of Lambeth and Highcliff Road is raised.
- 'Pedestrian Crossings' – It was proposed a pedestrian crossing was installed on St Albans Avenue.
- 'Road Narrowing' – In certain locations the kerbs will be built out and the road narrowed to encourage people to reduce their speed. Please note: that all instances where road narrowing was proposed have been removed from the final design for construction.

3. Consultation Activities

The consultation period ran from **Monday 7 April to Friday 2 May 2014**. Participants were informed that the treatments described in the consultation documentation have been selected based on feedback from the previous consultation and a technical review by traffic engineers.

The objective of this most recent round of consultation was to find out if residents supported the Residential Quiet Zone and to provide an opportunity for them to indicate what they like and/or don't like about the project.

The following activities were carried out to raise awareness of, and seek feedback on, the proposal:

- A letter, freepost feedback form and consultation plans/images were distributed to all residential and commercial addresses in the consultation area.
- A dedicated consultation webpage and online feedback form was set up on the Auckland Transport website www.AT.govt.nz/quietzone.
- Two drop-in sessions were held where the public could talk to a Local Board member or Auckland Transport staff member about the proposed changes:
 - Session 1: Thursday 10 April, 3.30pm – 7pm, Auckland Deaf Society Clubrooms, 164 Balmoral Road, Mt Eden
 - Session 2: Tuesday 29 April, 11am – 7pm, Mt Albert Library, 84 St Lukes Road, Mt Albert

4. Consultation Responses

Auckland Transport received 210 submissions on the proposed changes – 43 online feedback forms, 165 hard copy feedback forms, and two email responses.

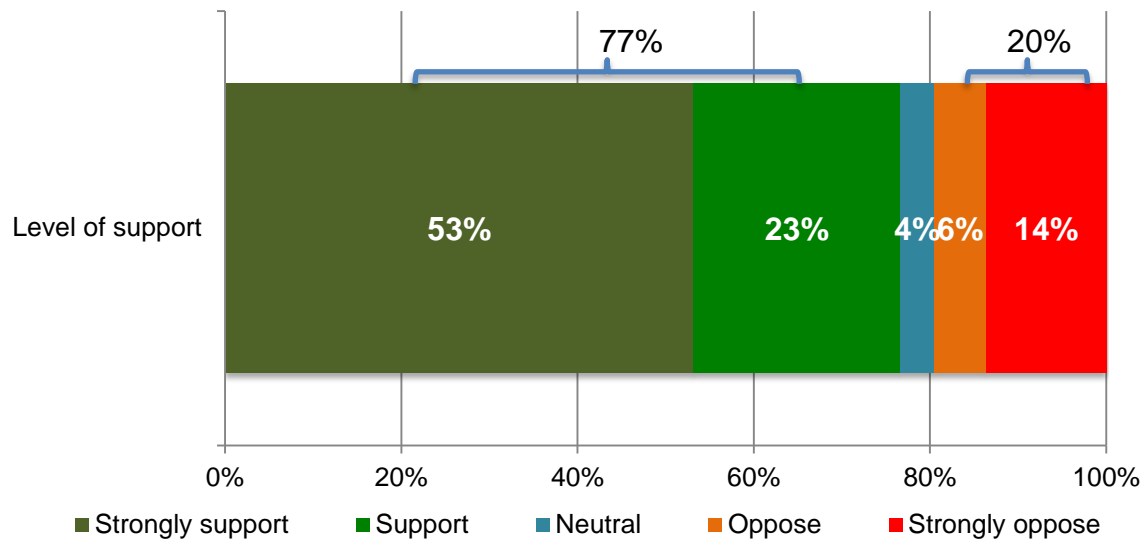
102 of the responses (49%) came from the Sandringham area, 56 (27%) came from Mt Eden, 28 (13%) came from Balmoral, 21 did not list their address and three came from other parts of Auckland.

5. Summary of Feedback

5.1 Support / Oppose Proposed Residential Quiet Zone

Initially, participants were asked how they felt about the proposed residential quiet zone.

Do you support or oppose the proposed Residential Quiet Zone?

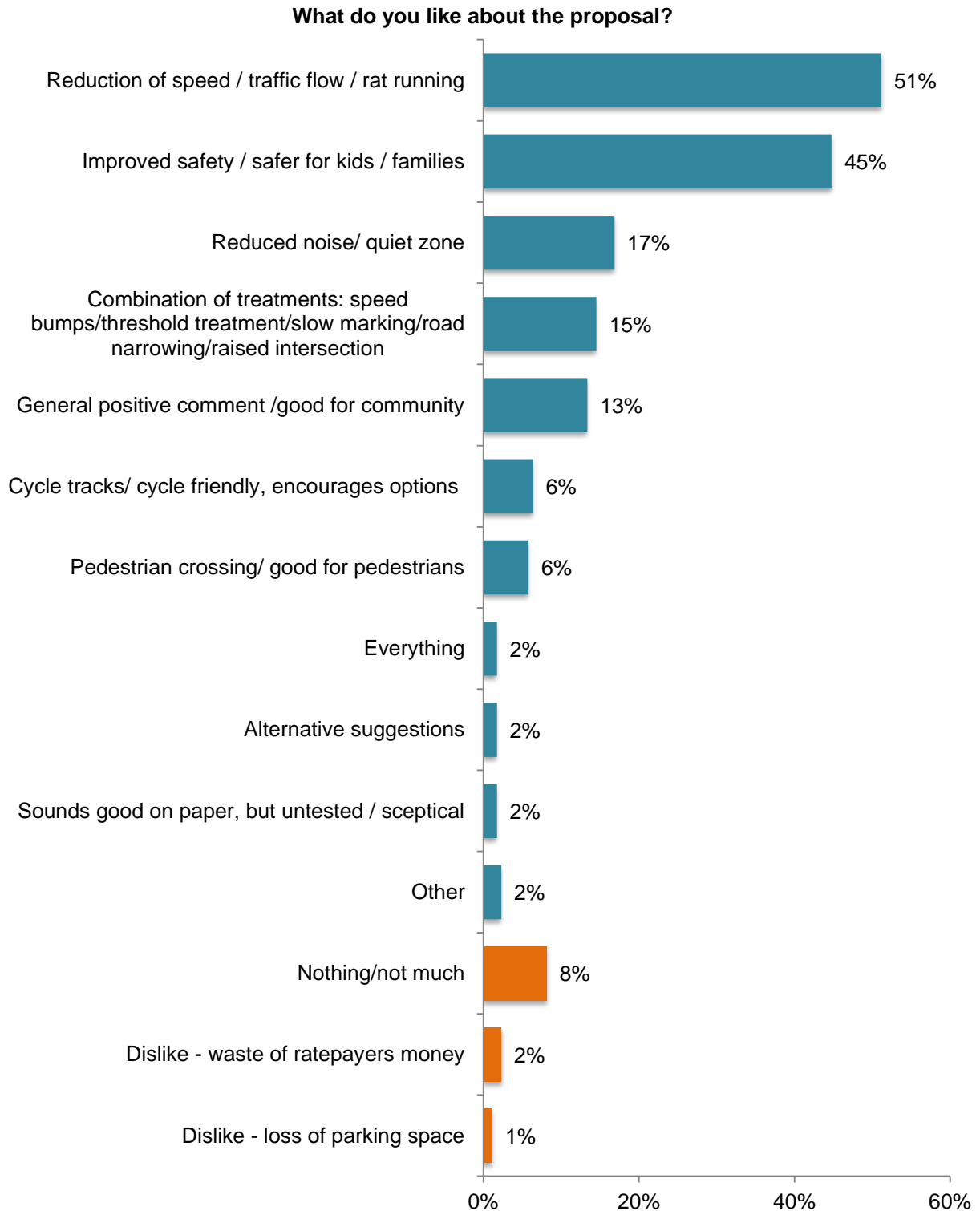


Base: 205 responses. Due to rounding, results may not appear to add to 100%

Residents indicated a fairly strong level of support for the proposed quiet zone with 77% in support of the proposed changes, and over half (53%) strongly supporting the proposal. However, 20% opposed the proposal with 14% strongly opposed.

Since more people were *strongly* supportive or opposed than merely supportive or opposed, and only 4% were neutral, the proposal was quite polarising.

5.2 Likes



Base: 172 responses. Multiple responses were allowed, responses add to over 100%

Just over half of participants that commented said they liked the proposal's ability to bring about reduced speeds and traffic flow in residential streets in their neighbourhood. A further 45% said improved safety was the factor they most liked. Others said the reduced noise was a positive factor or that they were generally positive about changes and liked the combination of treatments in their area.

The comments below illustrate typical responses on this topic:

“Slow entire area down to prevent "hooning" down my street. Also improves safety.”

“The proposed threshold treatment at the end of my street is a good idea. Reminds people to slow down, especially if the crossing is on the left.”

“Discouraging rat runners. Slowing traffic, generally better neighbourhood ambience.”

“There are a lot of young families in XXXXX Road so it will be great to have ways to slow down the traffic. Maybe it will even reduce the traffic.”

“Cars and motorbikes currently and regularly speed on our street up to 100 kph.”

“Safer for children and everyone.”

“Safer for us when walking, cycling & for children. Traffic on these streets currently moves too fast.”

“Stopping side streets being used as rat runs and making the side streets safer for everyone, especially children. XXXXX Street without speed bumps or similar currently attracts fast driving cars & commuters cutting through from Sandringham.”

Others liked the reduction in noise that would be brought about by the proposed changes, or were generally positive about the proposal and thought it would be good for the community:

“We will be able to sleep at night. Currently cars travel at speed and therefore noisily down our street. There are a lot of children who walk to and from school for whom it will be safer. Many people walk dogs up our street and sometimes they are frightened by loud and fast traffic.”

“I like the reasoning on putting bumps closer together to hopefully reduce the noise of vehicles slowing down and speeding up.”

“It addresses safety issues and noise pollution factors.”

“Retaining the calm and neighbourly atmosphere.”

“The potential it has to reduce accidents, danger and noise from vehicles - particularly: 1. At the intersection of XXXXX Avenue and XXXXX Street. 2. From the incessant high speed idiots who burn up and down our street late at night. 3. Some better safety for our kids our pets, and our community.”

“Enhancement of local environment. Safer for children, elderly and cyclists.”

Some comments applauded a particular treatment or combination of treatments in their area:

“Appropriate response to this local environment. Appropriate specific features are proposed. Good location for the features, please proceed with construction without delay.”

“I support any traffic calming measures. Rat running is a serious problem around here. Non-resident rat runners have seemingly little regard for the safety of street users. But at the same time, even residents are guilty of driving at dangerous speeds in these narrow streets. It is both carelessness and ignorance. Any traffic calming

measures, regardless of type act to raise awareness of the street as a place and not a thoroughfare. I like the complement of different measures included in the project."

"The parallel Cycle route. The threshold treatment the slow marking."

Others thought the proposed changes would make the area safer for pedestrians and cyclists:

"The extra pedestrian crossings."

"Hopefully a reduction of rat running especially during rush hour. Safer biking and pedestrian for children. It will make the school walking bus more pleasant and safer for the children and adults alike."

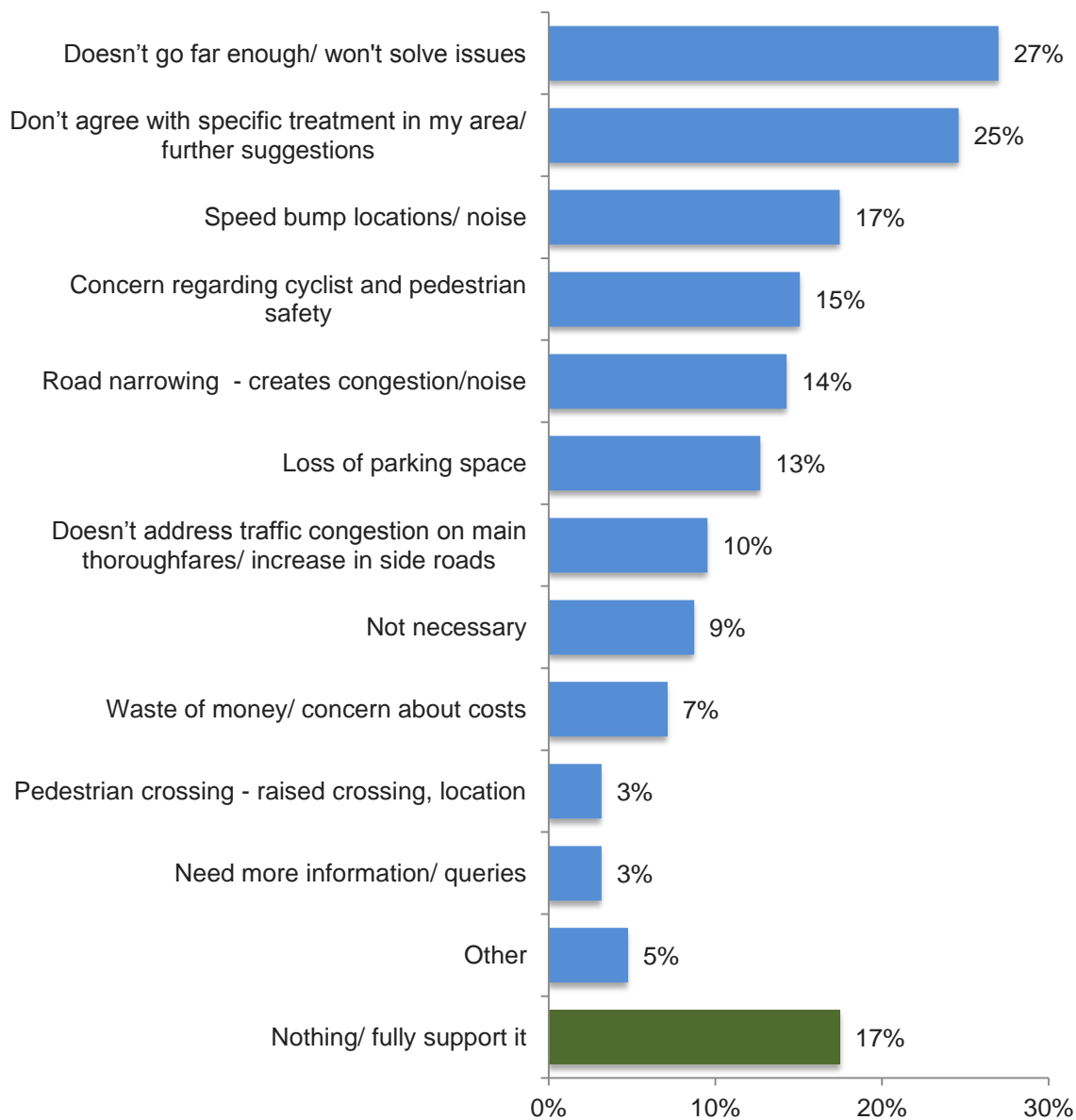
"Less fast traffic, more residential quietness, more security for children and pets, so do speak our outdoor cats / more freedom on the street, less noise, less cars, hopefully more pedestrians, more bikes."

"It should help to slow down cars, and create a safer environment for pedestrians and cyclists."

"As a resident on XXXXX I witness countless people race down our road at high speed on a daily basis. So this needs to stop before someone gets killed. I will also use the new cycle paths to commute."

5.3 Dislikes

What don't you like about the proposal?



Base: 126 responses. Multiple responses were allowed, responses add to over 100%

When asked what they didn't like, the two main themes, mentioned by almost half of the participants who commented¹, said either that the proposed measures weren't enough and didn't solve the issues for residents, or that they didn't agree with specific traffic calming treatments in their area and/or had other suggestions. Some of these felt that the traffic calming measures should be extended to other streets:

"We're concerned Wembly Rd will become even more of a thorough-fare, because it has been left out of proposed traffic calming. The streets either side have speed humps. Wembly does not. This will likely encourage more traffic on Wembly."

"There are no proposed speed humps in Goring, Lancing or Truro Rds. The 1 speed hump in Cambourne will simply funnel traffic down Lancing and Truro. Truro is very

¹ Some participants mentioned both of these themes, so while the results seem to add to 52%, in reality, 44% of participants mentioned either one or both.

narrow and traffic speeds down the street already. Dangerous for children walking to Balmoral School."

"This will do nothing to either reduce traffic flow or speed. Best thing would be to lower the speed limit to 30kms & install fixed cameras."

"Does not address the traffic using Arabi Street. Especially if Sandringham Road is congested AM & PM as an alternate bypass."

"You will just move the issue of traffic between Dominion & Sandringham roads further down. Need to make it less attractive to enter Brixton Rd (school) cars speed through but slow for speed hump, then speed off."

"I think you could go further with the measures, Arabi St between Mas and Tranmere would benefit from other measures. There is only 2 pedestrian crossings for Balmoral South - Pine St would benefit from a crossing."

"I prefer more use of road narrowing rather than markings on the road. I think more physical changes to road layout will prevent more people cutting through and using the arterial instead."

"There are no speed bumps proposed for the Oxton Rd intersection with Arabi St, and the same at Tranmere Rd. I feel the Oxton Rd intersection with Arabi is dangerous as hardly anyone actually stops! We need stops North and South of this intersection."

"I get that you can't put speed bumps everywhere but Goring Rd already gets a fair amount of traffic during peak times - if Eldon Rd (the other shortcut) is filled with speed bumps then they are going to choose Goring instead of Eldon and we may end up with more traffic. Could the XXXXXX outside NO. XX not be a XXXXX instead? Slow markings are up to the driver to decide whether they are going to slow down or not and I don't think it's enough for Goring, it is still going to be used as a cut through from Balmoral Rd to Sandringham because neither Lancing or Truro have speed humps either."

"Raised intersection with those ghastly red bricks that are a nightmare for prams, wheelchairs, electric scooters to cross and for disabled people in general, when they get old and uneven. Balmoral's red brick pavements have tripped me several times, please don't put fancy tiles in Balmoral again, they are a hazard for prams, wheelchairs and walking."

"I would like the pedestrian crossing on Halesowen Ave to be moved to the other side of Pine Street (to the West - I think), so the school children going to Balmoral Primary (it would put them on the same side as the crossing on Balmoral Road) and Edendale Primary have one less street to cross."

Some had issues with the proposed speed bump location in their area and/or the noise from speed humps:

“Only concern is if there is increased noise from cars speed humps.”

“I have mixed feelings about speed humps. Since the two were installed in Paice Avenue we hear the traffic a lot more with vehicles bouncing over the humps so I am not sure how more XXXXX Avenue is going to make it quieter.”

“Car acceleration noise over speed humps right outside my house.”

“Strongly oppose new speed hump on XXXXX Street it really is not needed. There is a stop sign very close to where it is proposed. Strongly oppose Road narrowing on Halesowen Street & Paice Ave.”

“Potential for sound of people braking if they travel too fast then have to slow.”

“We don't support the placement of a speed hump outside our property at XXXXX Rd. Based on your argument, spacing to prevent speed build up - the next hump after No XX should be located at No XX - this would equally space in between XX & XX and would also allow traffic to flow from Brixton without that traffic building up speed.”

Others had concerns regarding cyclist and pedestrian safety, opposition to road narrowing, and the loss of parking space.

“Bicycles and pedestrians should not share footpaths. Bikes have no registration plates or horns or bells - they are dangerous to pedestrians. With no registration plate police will not investigate accidents. Pedestrians have no rights once again. No safety, try walking on Dominion Rd pavements, dodging bikes.”

“Road narrowing - Where road narrowing is proposed - there is cycle paths on either side, there are few people that cycle down these street - the proposal cycle route I believe is flawed. People who ride along either Sandringham, Dominion, Mt Eden Rd will not use this route to go into town or work they will prefer the more direct routes. The route will pose more dangers to cyclists.”

“Lack of pedestrian improvements at side street intersections. Surface paint doesn't improve pedestrian safety.”

“Road narrowing can be intimidating to bicycle traffic. Speed humps have no provision for bicycle traffic e.g. channels where bikes can pass unimpeded.”

“Narrowing of Paice Ave and removal of parking spaces will cause difficulties. Already Paice Ave is hard to negotiate when there are sports events on and parking is not restricted. Putting in an unnecessary one lane restriction will make this worse.”

“I don't like speed humps (noise issue) and nor do I like the idea of 'road narrowing'. Parking is already a nightmare in our street with so many homes in the street as rental properties, we often cannot get a park outside our home (e.g. our neighbour...) Also the end of XXXXX St (Sandringham Rd end) is already narrow and gets very busy at times and getting in and out of there is challenge at the best of times.”

“I do not like the road narrowing option outside XXXXX Street as this removes parking on the street for 12 metres each side. I believe this has parking and safety

implications because there is more traffic trying to park in less space. I would prefer to see a speed bump only and therefore parking available."

"Loss of parking space."

"The proposed speed humps remove valuable off street parking. Oxton Road and Mars Avenue need the road widened for more off street parking. The quiet zone will not work in a growing city. It is a waste of money."

A few thought the proposed measures did not address traffic congestion in the main thoroughfares, were unnecessary, or a waste of money:

"We have enough problems with congested roads, without AT making it worse by restricting movement across town. The reason so many cars are using these streets is because there is too much traffic on the main roads."

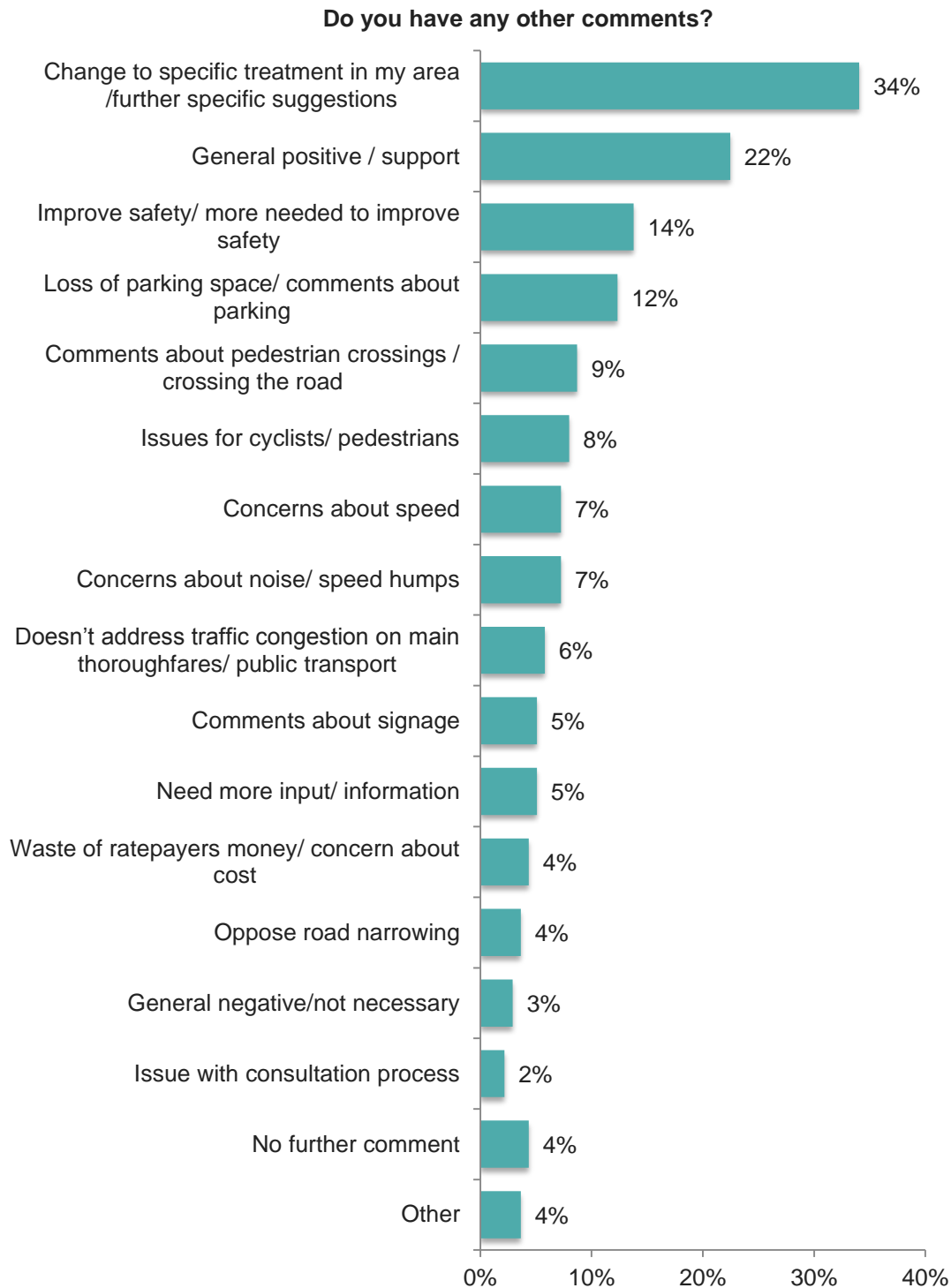
"You will just move the issue of traffic between Dominion & Sandringham roads further down. Need to make it less attractive to enter Brixton Rd (school) cars speed through but slow for speed hump, then speed off."

"Concerned about congestion on Sandringham Rd and if reducing rat running (ps love the term) then what will this mean to already heavy congestion at peak times."

"Waste of money, yes there is the odd speedster using these roads but nowhere near enough to warrant this activity, I've lived here for over 20 years."

"I oppose the proposed "quiet zone", because the planned measures are unnecessary in the streets around where I live. There is no problem of excessive or noisy traffic to be solved; on the contrary the streets near me (Cambourne / Eldon / Parrish / St Albans) are already quiet and peaceful, as I have discovered since moving to the area a year ago. As a ratepayer I do not believe this project amounts to a good expenditure of ratepayers' money."

5.4 Other Comments



Base: 138 responses. Multiple responses were allowed, responses add to over 100%

Final comments from participants were primarily centred on further suggestions and changes to traffic calming treatments in their area (see the list of these specific suggestions attached), or were generally positive and supportive of suggested improvements:

“In adjacent street visibility at intersection is hindered by trees which need trimming. Trees are a good feature of the area but intersection on Arabi is dangerous because of lack of visibility. Tree trimming is needed in conjunction with traffic calming.”

“Perhaps the raised intersection could be at the Kiwitea/Lambeth intersection? This is a horrible intersection. Cars often drive straight through.”

“I believe the original proposal had at least one speed hump in the middle of the street, but I would like to see two or three similar to what Arabi Street (at end of Patterson St) currently has.”

“Please consider putting back in the raised pedestrian bay at the top of Oxton Rd at the intersection with Pine St and opposite the walkway, as many children cross here daily at peak traffic times. Cars speed at these times.”

“Great initiative.”

“The sooner the project can be implemented the better. The noise pollution caused by boy racers has been steadily increasing and impacts greatly on our and our children’s sleep. They seem to be particularly interested in driving along our road at night time.”

“Long overdue!”

“Bring it on, get construction under way.”

“This communications package is excellent. Graphically well supported and usefully descriptive.”

Other comments were about safety or the need to do more to improve safety:

“Also there is still highlighting the stop signs cnr Halesowen / Arabi Street. The amount of people who ignore the stop sign is amazing. To be honest its amazing no-one has been killed!!”

“Research has shown that what keeps the streets safe is people & children walking and playing in view of the drivers of cars passing though.”

“Please consider safety of pedestrians who may be walking alongside bus lanes where buses now drive quite fast. This may be even more compacted with the proposed central islands on Dominion Rd.”

“I believe that converting some of the streets in the area into "No Exit" streets and /or creation of one way traffic systems would go even further to reclaiming the streets for residents.”

Some made comments about parking and the loss of parking:

“I suggest that for the narrow road like Jason Ave they should have one side parking only.”

“A quiet zone at each end of Mars Ave plus a slow speed hump in the middle. Please see the drawing on my questionnaire.”

“Tranmere Rd seems only to have slow markings allocated under the proposal probably because it is a narrow road. Because it is so narrow, street parking which is available on both sides of the road can make driving up the road difficult if not

impossible. The road needs urgent additional parking bays on both sides of the road which can easily be accommodated by taking a small part of the grass verge.”

“East end of Halesowen Ave, does the threshold treatment reduce any of the existing P30 parking? This seems to work well for businesses in the area as it is with extra parking along Halesowen available for residents and staff.”

Others commented on pedestrian crossings and general issues crossing the road, issues for pedestrians and cyclists, or concerns about speed:

“A walking school bus of up to 16, 5 and 6 year olds walks down (north) Goring Road and crosses at the intersection of Goring / Cambourne Road to reach Balmoral School. This intersection is difficult to cross as vehicles rat-run through Goring / Cambourne / King Edward to avoid Dominion Road traffic during morning peak periods. While I believe the use of calming treatments will reduce the quantum and average speed of rat-runners overall, I don't believe the use of 'slow markings' on Goring Road will reduce the speed of vehicles (particularly rat runners) where we need to make it easier and safer for school kids to cross the road. Please reconsider the use of 'slow markings' on Goring Road and replace with Sinusoidal Speed Humps.”

“The pedestrian crossing treatment at 37 St Albans Ave is probably in the wrong place, as most Balmoral school foot traffic either uses the exit further up St Albans Ave towards Dominion Rd heading northeast, or if heading northwest crosses Eldon Rd at the existing patrolled crossing and then turns left down St Albans Ave. If there is to be a crossing treatment, it would be better placed on St Albans between Eldon and King Edward.”

“The entrance to St Albans Route from Dominion Road is very scary at peak times for children walking to and from school. Needs to be more safer for pedestrians. A marked pedestrian crossing and signs would help.”

“Pine St should be rehabilitated. This is a very bumpy road and should be addressed as part of the Dominion Rd parallel cycle route. This road is also very uncomfortable to cycle down.”

“Being surrounded by busy roads it's inevitable that people will use streets nearby as short cuts, fast food outlets also attract fast cars.”

“The RQZ should be extended to include Kiwitea Street as it is commonly used as a "racetrack" link by vehicles cutting through from either Mt Albert Road or Calgary Street, wanting to avoid using Sandringham Road. This is particularly the case during peak hours, although there are a number of vehicle movements along this street throughout the day. It is already a fairly narrow street, which suffers from congestion, especially when Freyburg Park is in use for soccer matches, and as is a street with a number of young families, I consider measures should be put in place to reduce the ability for vehicles to drive at excessive speeds along it. Similar to the proposed speed bump placement along Lambeth Road which is used as a quick link between Sandringham & Dominion Roads, I believe speed bumps (or similar) along Kiwitea Street would enhance the overall RQZ project.”

Some again expressed concern about speed humps and noise from speed humps:

“Would love the speed hump outside XXXXX Street upgraded or repainted. Cars have gotten used to the current one and can still zoom around the corner at double the suggested speed, which makes it hard to reverse out of our driveways located around that corner. Anything we can do to slow traffic down is much appreciated!”

“There’s a proposed speed hump literally right outside my house - & my bedroom’s right at the front of my house. I don’t believe these speed humps will be much quieter. I already have trouble sleeping.”

“I would like more information on the exact location of speed humps at XXXXX Rd Please, and how this could affect noise.”

“I think the speed hump outside XXXXX St needs to be looked at, it is on the steepest uphill part of the road and uphill traffic will have to slow, stop and then start to climb again. Heavy traffic will be so noisy. We need more consultation on hump at No XX, should be more closer to No XX to bring traffic slower to the Dominion Rd intersection and down around, XX is a flatter part of the hill. This creates parking issues around Church at top of street and down Elizabeth. You are opening a can of worms here.”

6. Key Themes & Responses

Theme	Response
Positive / supportive themes:	
Will reduce speed and traffic flow	<p>Thank you for your supportive comments.</p> <p>The Albert-Eden Local Board is committed to making residential streets safer and friendlier. High speed traffic and 'rat running' can make streets unsafe, noisier and generally less appealing for residents. 'Traffic calming' can slow traffic down and limit 'rat-running' creating a safer and more pleasant environment for residents, cyclists and pedestrians.</p> <p>The Residential Quiet Zones Project will support the development of safer walking and cycling routes and has been designed to complement the new Dominion Road Parallel Cycle Route that travels through the area.</p>
Will improve safety	
Will reduce noise	
Generally good for the community	
Combination of treatments is effective	
Encourages cycling and pedestrians	
Reasons for opposition / improvement themes:	
Doesn't go / extend far enough / won't solve issues	The Residential Quiet Zone is a local board initiated project. The local board will consider whether the extension of the quiet zone is worthwhile once the current proposal has been implemented and its resulting effect on vehicle speeds and movements has been monitored.
Concern about speed bump location/noise	Sinusoidal speed humps have been chosen for the area. These speed humps provide a smoother transition for vehicles and result in less road noise. The sinusoidal speed humps have been spaced to encourage consistent driver behaviour and discourage excessive braking and acceleration (i.e. generally the larger the spacing between the speed humps, the greater the braking and acceleration noise). Examples can be seen on Arabi Road in Sandringham.
Concerns regarding cyclists and pedestrians	<p>The Albert-Eden Local Board is committed to making residential streets safer and friendlier. High speed traffic and 'rat running' can make streets unsafe, noisier and generally less appealing for residents. 'Traffic calming' can slow traffic down and limit 'rat-running' creating a safer and more pleasant environment for residents, cyclists and pedestrians.</p> <p>The Residential Quiet Zones project will support the development of safer walking and cycling routes and has been designed to complement the new Dominion Road Parallel Cycle Route that travels through the area.</p>
Comments about pedestrian crossings	<p>As a result of comments on the proposed pedestrian crossing at 39 St Albans Avenue, it has now been shifted to 50 St Albans Avenue to better accommodate the walking school bus requirements. A speed hump has replaced the pedestrian crossing at 39 St Albans Avenue.</p> <p>No additional pedestrian crossings have been added to the Residential Quiet Zone.</p>

Theme	Response
Concern about road narrowing – causes congestion/noise	All instances where road narrowing was proposed have been removed from the quiet zone. The road narrowing has been replaced by either a speed hump, 'Slow Marking', or no treatment.
Loss of parking space	<p>Based on the feedback received amendments have been made to the quiet zone, as a result there is now only one location where on-street parking will be removed – Saint Albans Avenue, due to the construction of a pedestrian crossing.</p> <p>In all other locations vehicles will be able to park on top of the speed humps.</p>
Doesn't address congestion on main thoroughfares – traffic on side roads will continue to increase	<p>One of the key aims of the project is to discourage 'rat running' and keep vehicles on the main arterial roads (Balmoral, Sandringham, Dominion), which are designed to be used by traffic travelling through the area.</p> <p>Works to these arterial roads are outside the scope of this project, however the Dominion Road upgrade project seeks to improve public transport and cycling links by enhancing bus and cycle lanes and providing alternative routes for cyclists around the Mt Eden, Balmoral and Mt Roskill areas. It is hoped that encouraging more sustainable modes of transport in the area will help to ease congestion on roads. For more information on the Dominion Road Upgrade Project please visit the project webpage www.at.govt.nz/projects-roadworks/dominion-road-upgrade/</p>
Not necessary	<p>The main reason that Albert-Eden Local Board and Auckland Transport consulted residents on the proposed quiet zone was to determine whether there was support for the project and that residents thought it will have a positive impact on the area. In total 77% of respondents supported the project and only 20% of respondents opposed the project.</p> <p>As such we can now conclude that the majority of residents feel the project is necessary.</p>
Waste of money	<p>The main reason that Albert-Eden Local Board and Auckland Transport consulted residents on the proposed quiet zone was to determine whether there was support for the project and that residents thought it would be a worth the investment. In total 77% of respondents supported the project and only 20% of respondents opposed the project.</p> <p>As such we can now conclude that the majority of residents feel the project is money well spent.</p>

7. Schedule of Amendments to the Residential Quiet Zone

After carefully considering all the feedback received we have made the following amendments to the residential quiet zone.

Balmoral North (north to south, east to west)

Address / Location	Traffic calming measure proposed during consultation	Comments / final treatment	Final traffic calming measure
Sandringham Road/Ward Terrace Intersection	Threshold Treatment	No Change	Threshold Treatment
54 King Edward Street	Slow Markings	No Change	Slow Markings
2 King Edward Street	Threshold Treatment	No Change	Threshold Treatment
Sandringham Road/Paice Avenue Intersection	Threshold Treatment	No Change	Threshold Treatment
83 Paice Avenue	No Treatment	NEW – ‘Road Narrowing’ removed from 75 Paice Avenue and replaced with ‘Slow Markings’ outside 83 Paice Avenue.	Slow Markings
75 Paice Avenue	Road narrowing	REPLACED – ‘Road Narrowing’ removed from 75 Paice Avenue and replaced with ‘Slow Markings’ outside 83 Paice Avenue.	No Treatment
41 Paice Avenue	Speed Hump	No Change	Speed Hump
27 Paice Avenue	Speed Hump	No Change	Speed Hump
15 Paice Avenue	Speed Hump	No Change	Speed Hump
1 Paice Avenue	Speed Hump	No Change	Speed Hump
Dominion Road/Paice Avenue Intersection	Threshold Treatment	No Change	Threshold Treatment
Sandringham Road/Gribblehurst Road Intersection	Threshold Treatment	No Change	Threshold Treatment

Address / Location	Traffic calming measure proposed during consultation	Comments / final treatment	Final traffic calming measure
78 Gribblehurst Road	Speed Hump	No Change	Speed Hump
65 Gribblehurst Road	Speed Hump	No Change	Speed Hump
57 Gribblehurst Road	Speed Hump	No Change	Speed Hump
47 Elizabeth Street	Speed Hump	No Change	Speed Hump
25 Elizabeth Street	Speed Hump	No Change	Speed Hump
9 Elizabeth Street	Speed Hump	No Change	Speed Hump
Dominion Road/Elizabeth Street	Threshold Treatment	No Change	Threshold Treatment
Sandringham Road/Parrish Road Intersection	Threshold Treatment	No Change	Threshold Treatment
14 Parrish Road	Speed Hump	No Change	Speed Hump
29 Parrish Road	Speed Hump	No Change	Speed Hump
40 Parrish Road	Speed Hump	No Change	Speed Hump
50 St Albans Avenue	Speed Hump	REPLACED – ‘Raised Table Pedestrian Crossing’ to replace former ‘Speed Hump’. Pedestrian crossing to be similar to Brixton Road pedestrian facility with kerb build outs (no zebra crossing to be provided).	Raised Table Pedestrian Crossing
39 St Albans Avenue	Raised Pedestrian Crossing	REPLACED – ‘Speed Hump’ to replace former ‘Raised Pedestrian Crossing’ (due to revised treatment at 50 St Albans Avenue)	Speed Hump
28 St Albans Avenue	Speed Hump	No Change	Speed Hump
11 St Albans Avenue	Speed Hump	No Change	Speed Hump
Dominion Road/St Albans Avenue Intersection	Threshold Treatment	No Change	Threshold Treatment

Address / Location	Traffic calming measure proposed during consultation	Comments / final treatment	Final traffic calming measure
Sandringham Road/Cambourne Road Intersection	Threshold Treatment	No Change	Threshold Treatment
11 Cambourne Road	Slow Marking	REPLACED – ‘Speed Hump’ to replace former ‘Slow Marking’	Speed Hump
33 Goring Road	Slow Marking	REPLACED – ‘Speed Hump’ to replace former ‘Slow Marking’	Speed Hump
Sandringham Road/Truro Road Intersection	Threshold Treatment	No Change	Threshold Treatment
18 Truro Road	Slow Marking	No Change	Slow Marking
16 Goring Road	Slow Marking	REPLACED – ‘Speed Hump’ to replace former ‘Slow Markings’	Speed Hump
Dominion Road/Brixton Road Intersection	Threshold Treatment	No Change	Threshold Treatment
Sandringham Road/Lancing Road Intersection	Threshold Treatment	No Change	Threshold Treatment
15 Lancing Road	Slow Marking	No Change	Slow Marking
6 Goring Road	No Treatment	NEW – ‘Slow Marking’ added to this location	Slow Marking
23 Dunbar Road	Slow Marking	No Change	Slow Marking
9 Dunbar Road	Threshold Treatment	No Change	Threshold Treatment
Balmoral Road/Goring Road Intersection	Threshold Treatment	No Change	Threshold Treatment

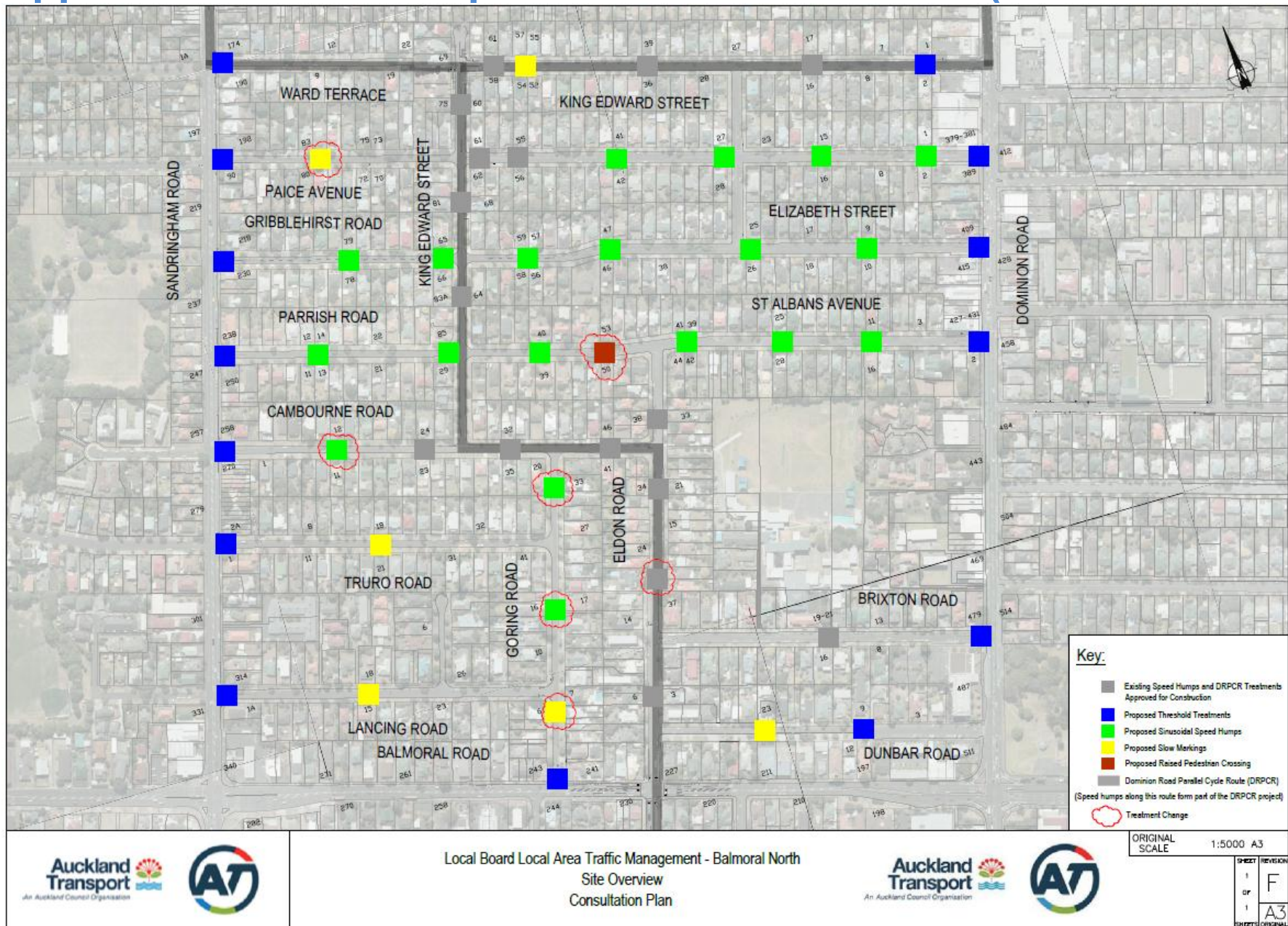
Balmoral South (north to south, east to west)

Address / Location	Traffic calming measure proposed during consultation	Comments / final treatment	Final traffic calming measure
Balmoral Road/Arabi Street Intersection	Threshold Treatment	No Change	Threshold Treatment
Balmoral Road/Volcanic Street Intersection	Threshold Treatment	No Change	Threshold Treatment
4 Arabi Street	Slow Marking	No Change	Slow Marking
27 Wiremu Street	Speed Hump	No Change	Speed Hump
11 Wiremu Street	Threshold Treatment	No Change	Threshold Treatment
Sandringham Road/Patterson Street Intersection	Threshold Treatment	No Change	Threshold Treatment
13 Patterson Street	Slow Marking	No Change	Slow Marking
7 Volcanic Street	Slow Marking	No Change	Slow Marking
Sandringham Road/Jason Avenue Intersection	Threshold Treatment	No Change	Threshold Treatment
14 Jason Avenue	Slow Marking	No Change	Slow Marking
15 Tennyson Street	Slow Marking	No Change	Slow Marking
1 Tennyson Street	Threshold Treatment	No Change	Threshold Treatment
Sandringham Road/Mars Avenue Intersection	Threshold Treatment	No Change	Threshold Treatment
12 Mars Avenue	Slow Marking	No Change	Slow Marking
44 Arabi Street	Speed Hump	No Change	Speed Hump
2A Carmen Avenue	Threshold Treatment	No Change	Threshold Treatment
Sandringham Road/Oxton Road Intersection	Threshold Treatment	No Change	Threshold Treatment
14 Oxton Road	Slow Marking	No Change	Slow Marking
Arabi Street/Oxton Road Intersection	No Treatment	NEW – improve paint markings and sign visibility at intersection	Paint Road Markings and improve Sign Visibility

Address / Location	Traffic calming measure proposed during consultation	Comments / final treatment	Final traffic calming measure
50 Arabi Street	No Treatment	NEW – ‘Speed Hump’ based on AT Road Operations request	Speed Hump
Dominion Road/Telford Avenue Intersection	Threshold Treatment	No Change	Threshold Treatment
Sandringham Road/Tranmere Road Intersection	Threshold Treatment	No Change	Threshold Treatment
14 Tranmere Road Intersection	Slow Marking	No Change	Slow Marking
Arabi Street/Halesowen Avenue Intersection	No Treatment	NEW – improve paint markings and sign visibility at intersection	Paint Road Markings and improve Sign Visibility
Arabi Street midway between Oxton Road and Tranmere Road	No Treatment	NEW – ‘Speed Hump’ based on AT Road Operations request	Speed Hump
Sandringham Road/Halesowen Avenue Intersection	Threshold Treatment	No Change	Threshold Treatment
14 Halesowen Avenue	Speed Hump	No Change	Speed Hump
52 Halesowen Avenue	Speed Hump	‘Speed Hump’ was delivered as part of the Dominion Road Parallel Cycle Route	No Treatment
66 Halesowen Avenue	Road Narrowing	REMOVED – ‘Road Narrowing’ removed from 66 Halesowen Avenue	No Treatment
82 Halesowen Avenue	Speed Hump	No Change	Speed Hump
Dominion Road/Halesowen Avenue Intersection	Threshold Treatment	No Change	Threshold Treatment
3 Calgary Street	Threshold Treatment	No Change	Threshold Treatment
16 Calgary Street	Speed Hump	No Change	Speed Hump
50 Calgary Street	Road Narrowing	REPLACED – ‘Speed Hump’ to replace former ‘Road Narrowing’	Speed Hump
64 Calgary Street	Speed Hump	No Change	Speed Hump

Address / Location	Traffic calming measure proposed during consultation	Comments / final treatment	Final traffic calming measure
82 Calgary Street	Speed Hump	No Change	Speed Hump
98 Calgary Street	Speed Hump	No Change	Speed Hump
Dominion Road/Calgary Street Intersection	Threshold Treatment	No Change	Threshold Treatment
15 Wembley Road	No Treatment	NEW – ‘Slow Marking’	Slow Marking
Dominion Road/Wembley Road Intersection	Threshold Treatment	No Change	Threshold Treatment
Sandringham Road/Lambeth Road Intersection	Threshold Treatment	No Change	Threshold Treatment
85 Lambeth Road	Speed Hump	No Change	Speed Hump
41 Lambeth Road	Speed Hump	No Change	Speed Hump
Lambeth Road/Highcliffe Road Intersection	Raised Junction	No Change	Raised Junction
15 Lambeth Road	Speed Hump	No Change	Speed Hump
Dominion Road/Lambeth Road	Threshold Treatment	No Change	Threshold Treatment

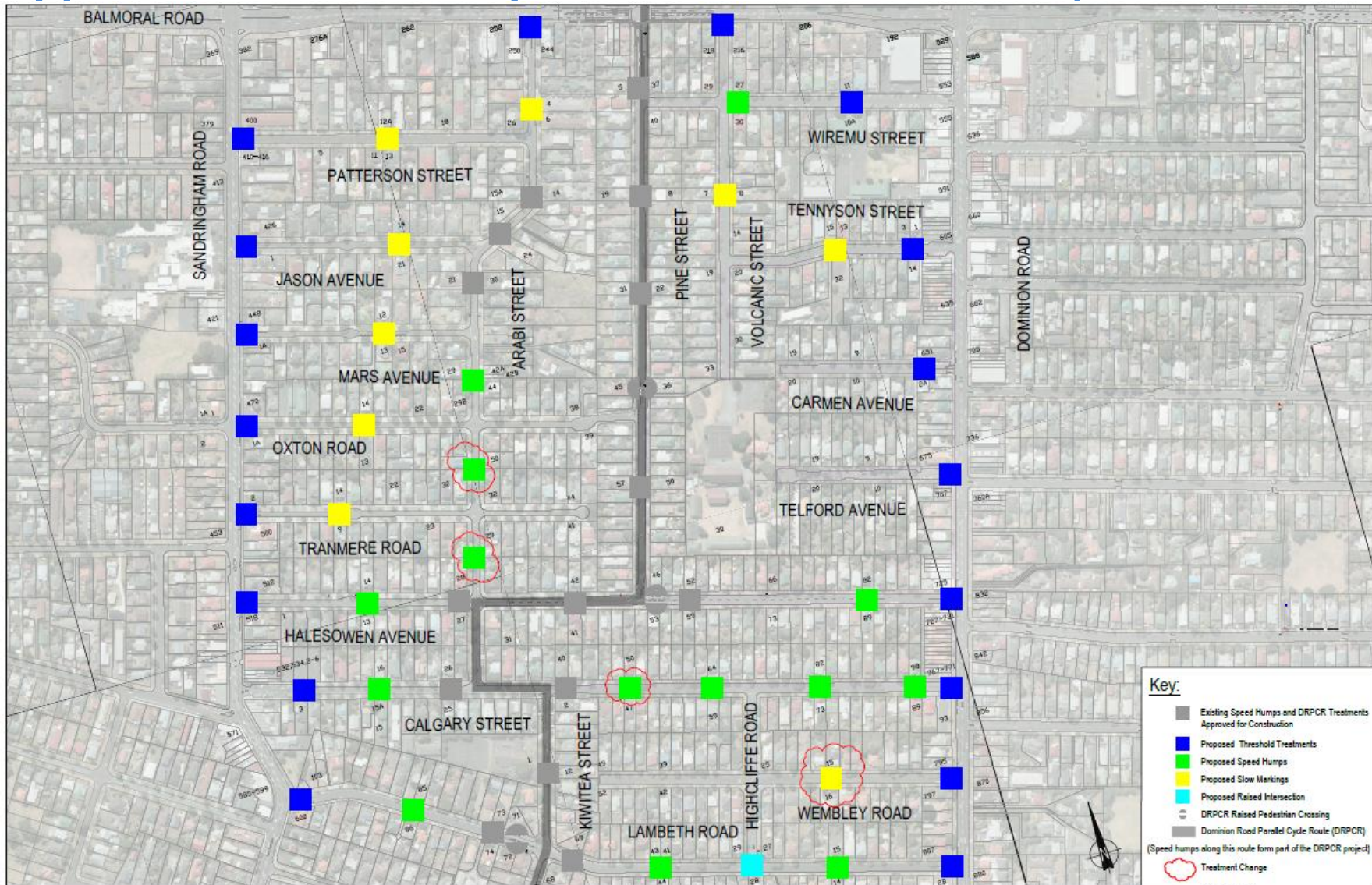
Appendix 1: North - Map of Balmoral Quiet Zone (Final Decisions)



Local Board Local Area Traffic Management - Balmoral North
Site Overview
Consultation Plan



Appendix 2: South - Map of Balmoral Quiet Zone (Final Decisions)



Local Board Local Area Traffic Management - Balmoral South
 Site Overview
 Consultation Plan



ORIGINAL SCALE	1:4000 A3
SHEET	REVISION
1	E
or	
1	A3
SHEETS	ORIGINAL