
ROADING AND TRAFFIC REPORT

1. Purpose of Report

To report to the Board on Roading and Traffic issues and to seek guidance on spending against the 2006/07 Tawa Board Discretionary Fund.

2. Recommendations

It is recommended that the Tawa Community Board:

1. *Receive the information.*
2. *Note that they need to prioritise work against CX379 Tawa Roading Improvements for 2006/07.*
3. *Approve the following traffic resolutions to be forwarded to the Council's Strategy and Policy Committee for approval:*

- a) ***NO STOPPING AT ALL TIMES – BEAUCHAMP STREET – LINDEN***
– (86-06)

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One

Column Two

Column Three

Beauchamp Street

No Stopping At All Times.

West side, commencing from its intersection with McLellan Street and extending in a northerly direction following the western kerbline for 14.7 metres.

Beauchamp Street

No Stopping At All Times.

East side, commencing 251.2 metres south of its intersection with Rawson Street and extending in a southerly direction following the eastern kerbline for 13.6 metres.

<i>McLellan Street</i>	<i>No Stopping At All Times.</i>	<i>North side, commencing 85.6 metres east of its intersection with Nathan Street and extending in an easterly direction following the northern kerbline for 9.4 metres.</i>
<i>McLellan Street</i>	<i>No Stopping At All Times.</i>	<i>North side, commencing from its intersection with Beauchamp Street and extending in an easterly direction following the northern kerbline for 10.6 metres.</i>

b) GIVE WAYS – DUNCAN STREET, HINAU STREET – TAWA – (87-06)

Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.

<i>Column One</i> <i>Duncan Street</i>	<i>Column Two</i> <i>Give Way.</i>	<i>Column Three</i> <i>Northbound traffic, at its intersection with McLellan Street and Hinau Street.</i>
<i>Hinau Street</i>	<i>Give Way.</i>	<i>Southbound traffic, at its intersection with McLellan Street and Duncan Street.</i>

c) GIVE WAYS – TAWA STREET, DUNCAN STREET – TAWA – (88-06)

Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.

<i>Column One</i> <i>Tawa Street</i>	<i>Column Two</i> <i>Give Way.</i>	<i>Column Three</i> <i>Northeast bound traffic, at its intersection with Duncan Street, Tawa Terrace and Taylor Terrace.</i>
<i>Duncan Street</i>	<i>Give Way.</i>	<i>Southbound traffic, at its intersection with Tawa Terrace, Tawa Street and Taylor Terrace.</i>

d) GIVE WAY – WILFRED STREET – TAWA – (89-06)

Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Wilfred Street	Give Way.	Northbound traffic, at its intersection with Chester Road.

e) GIVE WAY – HAMPTON HILL ROAD – TAWA – (90-06)

Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Hampton Hill Road	Give Way.	Northwest bound traffic, at its intersection with Franklyn Road and Chester Road.

f) GIVE WAY – WAKEFIELD TERRACE – TAWA – (91-06)

Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Wakefield Terrace	Give Way Control.	Eastbound traffic, at its intersection with Victory Crescent.

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Wakefield Terrace	No Stopping At All Times.	North side, commencing 160.5 metres east of its intersection with Franklyn Road and extending in an easterly direction following the kerbline for 10.5 metres.
Wakefield Terrace	No Stopping At All Times.	South side, commencing from its intersection with Victory Crescent and extending in a westerly direction following the kerbline for 11.3 metres.
Victory Crescent	No Stopping At All Times.	West side, commencing 418.6 metres north of its intersection with Hampton Hill Road and extending in a northerly direction following the western kerbline for 10.6 metres.

Victory Crescent	No Stopping At All Times.	West side, commencing from its intersection with Wakefield Terrace and extending in a northerly direction following the western kerbline for 9.5 metres.
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g) GIVE WAY – VICTORY CRESCENT – LINDENVALE – (92-06)

Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Victory Crescent	Give Way.	Southwest bound traffic, at its intersection with Davidson Crescent.

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Victory Crescent	No Stopping At All Times.	Northwest side, commencing 92.2 metres northeast of its intersection with Wakefield Terrace and extending in a north easterly direction following the north western kerbline for 11.5 metres.

h) GIVE WAYS – MAIN ROAD – TAWA – (93-06)

Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Main Road	Give Way.	Northwest bound traffic, at its intersection with Redwood Avenue.
Main Road	Give Way.	Southbound traffic, at its intersection with Redwood Avenue.

i) GIVE WAYS – HUIA STREET, TURKINGTON STREET – TAWA – (94-06)

Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.

Column One Huia Street	Column Two Give Way.	Column Three Southbound traffic, at its intersection with Larsen Crescent.
Turkington Street	Give Way.	Northwest bound traffic, at its intersection with Victory Crescent.

j) GIVE WAY – KOWHAI STREET – LINDEN – (95-06)

Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.

Column One Kowhai Street	Column Two Give Way.	Column Three Eastbound traffic, at its intersection with Ranui Terrace.
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k) NO STOPPING AT ALL TIMES – SUNRISE BOULEVARD – SOUTHGATE – (96-06)

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One Sunrise Boulevard	Column Two No Stopping At All Times.	Column Three North side, commencing 380 metres east of its intersection with Bede Grove and extending in an easterly direction following the northern kerbline for 31.8 metres.
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l) GIVE WAY – LARSEN CRESCENT – TAWA – (97-06)

Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.

Column One Larsen Crescent	Column Two Give Way.	Column Three Eastbound traffic, at its intersection with Kiwi Crescent.
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Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Larsen Crescent	No Stopping At All Times.	North side, commencing from its intersection with Kiwi Crescent and extending in a westerly direction following the northern kerbline for 8.9 metres.
Kiwi Crescent	No Stopping At All Times.	West side, commencing from its intersection with Larsen Crescent and extending in a northerly direction following the western kerbline for 16.7 metres.
Larsen Crescent	No Stopping At All Times.	South side, commencing 284.5 metres west of its intersection with Oriel Avenue and extending in a westerly direction following the southern kerbline for 19 metres.

m) NO STOPPING AT ALL TIMES – ORIEL AVENUE, LARSEN CRESCENT – TAWA – (98-06)

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Larsen Crescent	No Stopping At All Times.	North side, commencing 292.7 metres east of its intersection with Kiwi Crescent and extending in an easterly direction following the northern kerbline for 26.9 metres.
Larsen Crescent	No Stopping At All Times.	South side, commencing 179.5 metres west of its intersection with St Johns Terrace and extending in a westerly direction following the southern kerbline for 25.6 metres.
Oriel Avenue	No Stopping At All Times.	East side, commencing at its intersection with Larsen Crescent and extending in a southerly direction following the eastern kerbline for 10.7 metres.

n) **NO STOPPING AT ALL TIMES, SCHOOL CROSSING POINT – RAROA TERRACE – LINDEN – (99-06)**

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Raroa Terrace	No Stopping At All Times.	South side, commencing 127.9 metres west of its intersection with Woodman Drive and extending in a westerly direction following the southern kerbline for 118.9 metres.
Raroa Terrace	No Stopping At All Times.	East side, commencing 263.3 metres southeast of its intersection with Mahoe Street and extending in a southerly direction following the eastern kerbline for 8.3 metres.
Raroa Terrace	No Stopping At All Times.	East side, commencing 277.1 metres southeast of its intersection with Mahoe Street and extending in a southerly direction following the eastern kerbline for 121.2 metres.

Add to Schedule G (School Crossing Point) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
South of Raroa Terrace	School Crossing Point The Head Teacher, Greenacres Primary School, authorised to operate a school patrol.	154.7 metres northwest of its intersection with Woodman Drive.

o) **GIVE WAY – STEPHEN STREET – TAWA – (100-06)**

Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Stephen Street	Give Way.	Westbound traffic, at its intersection with Duncan Street.

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Stephen Street	No Stopping At All Times.	North side, commencing from its intersection with Duncan Street and extending in an easterly direction following the kerbline for 15 metres.
Stephen Street	No Stopping At All Times.	South side, commencing 100.5 metres west of its intersection with Cecil Road and extending in a westerly direction following the southern kerbline for 28.9 metres.
Duncan Street	No Stopping At All Times.	East side, commencing from its intersection with the northern kerbline of Stephen Street and extending in a northerly direction following the eastern kerbline for 10.3 metres.
Duncan Street	No Stopping At All Times.	East side, commencing from its intersection with the southern kerbline of Stephen Street and extending in a southerly direction following the eastern kerbline for 7.7 metres.

p) GIVE WAY – RANUI TERRACE – LINDEN – (101-06)

Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Ranui Terrace	No Stopping At All Times.	West side, commencing from its intersection with McLellan Street and extending in a southerly direction for 97 metres.

Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Ranui Terrace	Give Way.	Northbound traffic, at its intersection with McLellan Street.

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Ranui Terrace	No Stopping At All Times.	East side, commencing 226.8 metres south of its intersection with South Street and extending in a southerly direction following the south eastern kerbline for 29.3 metres.
Ranui Terrace	No Stopping At All Times.	East side, commencing 329.3 metres south of its intersection with South Street and extending in a southerly direction following the eastern kerbline to the end of the road.
Ranui Terrace	No Stopping At All Times.	West side, commencing from its intersection with McLellan Street and extending in a southerly direction following the western kerbline to the end of the road.

q) GIVE WAYS, NO STOPPING AT ALL TIMES – MAIN ROAD, LINDEN AVENUE – LINDEN – (102-06)

Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Main Road	Give Way.	Northbound traffic, at its intersection with Linden Avenue.
Main Road	Give Way.	Southbound traffic, at its intersection with Linden Avenue.

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Main Road	No Stopping At All Times.	East side, commencing 335.3 metres south of its intersection with Gee Street and extending in a southerly direction following the eastern kerbline for 19.3 metres.

Main Road	<i>No Stopping At All Times.</i>	<i>East side, commencing 362.3 metres south of its intersection with Gee Street and extending in a southerly direction following the eastern kerbline for 79.6 metres.</i>
Main Road	<i>No Stopping At All Times.</i>	<i>East side, commencing from its intersection with Linden Avenue and extending in a southerly direction following the eastern kerbline for 9.5 metres.</i>
Main Road	<i>No Stopping At All Times.</i>	<i>West side, commencing 86.4 metres north of its intersection with Fyvie Avenue and extending in a northerly direction following the western kerbline for 15.6 metres.</i>
Linden Avenue	<i>No Stopping At All Times.</i>	<i>North side, commencing from its intersection with Main Road and extending in an easterly direction following the northern kerbline for 31.3 metres.</i>
Linden Avenue	<i>No Stopping At All Times.</i>	<i>South side, commencing 166.6 metres west of its intersection with Beauchamp street and extending in a westerly direction following the southern kerbline for 33.3 metres.</i>

Add to Schedule B (Bus Stops) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Main Road	<i>Bus Stop At All Times.</i>	<i>West side, commencing 101.9 metres north of its intersection with Fyvie Avenue and extending in a northerly direction following the western kerbline for 14.8 metres.</i>

r) NO STOPPING AT ALL TIMES, PEDESTRIAN CROSSING – DUNCAN STREET – TAWA – (103-06)

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One <i>Duncan Street</i>	Column Two <i>No Stopping At All Times.</i>	Column Three <i>East side, commencing 89.7 metres south of its intersection with McLellan Street and extending in a southerly direction following the eastern kerbline for 30.9 metres.</i>
<i>Duncan Street</i>	<i>No Stopping At All Times.</i>	<i>West side, commencing 85.8 metres south of its intersection with McLellan Street and extending in a southerly direction following the western kerbline for 50.9 metres.</i>

Add to Schedule H (Pedestrian Crossing) of the Traffic Restrictions Schedule.

Column One <i>North of Duncan Street</i>	Column Two <i>Pedestrian Crossing.</i>	Column Three <i>109.8 metres south of its intersection with McLellan Street.</i>
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s) **GIVE WAY – HANDYSIDE STREET – TAWA – (104-06)**

Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.

Column One <i>Handyside Street</i>	Column Two <i>Give Way.</i>	Column Three <i>Southbound traffic, at its intersection with Mexted Terrace.</i>
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Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One <i>Handyside Street</i>	Column Two <i>No Stopping At All Times.</i>	Column Three <i>East side, commencing from its intersection with Mexted Terrace and extending in a northerly direction following the eastern kerbline for 22 metres.</i>
<i>Handyside Street</i>	<i>No Stopping At All Times.</i>	<i>West side, commencing 292.2 metres north of its intersection with Collins Avenue and extending in a northerly direction following the western kerbline for 27.5 metres.</i>

t) GIVE WAY – OLIVIA CRESCENT – TAWA – (105-06)

Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Olivia Crescent	Give Way.	Eastbound traffic, at its intersection with Hampton Hill Road.

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Olivia Crescent	No Stopping At All Times.	South side, commencing from a point opposite the western kerb line of Hampton Hill Road and extending in an easterly direction following the southern kerblines for 8.4 metres.
Olivia Crescent	No Stopping At All Times.	South side, commencing from a point opposite the western kerblines of Hampton Hill Road and extending in a westerly direction following the southern kerblines for 6.1 metres.

u) GIVE WAY – RIMU STREET – TAWA – (106-06)

Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Rimu Street	Give Way.	Southbound traffic, at its intersection with Hampton Hill Road.

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Rimu Street	No Stopping At All Times.	West side, commencing from its intersection with Hampton Hill Road and extending in a northerly direction following the western kerblines for 11.0 metres.

<i>Rimu Street</i>	<i>No Stopping At All Times.</i>	<i>East side, commencing from its intersection with Hampton Hill Road and extending in a northerly direction following the eastern kerbline for 12.6 metres.</i>
<i>Hampton Hill Road</i>	<i>No Stopping At All Times.</i>	<i>Northwest side, commencing from its intersection with the south western kerbline of Rimu Street and extending in a south westerly direction following the north western kerbline for 28.7 metres.</i>
<i>Hampton Hill Road</i>	<i>No Stopping At All Times.</i>	<i>North side, commencing from its intersection with the eastern kerbline of Rimu Street and extending in an easterly direction following the northern kerbline for 6 metres.</i>
<i>Hampton Hill Road</i>	<i>No Stopping At All Times.</i>	<i>West side, commencing 260.3 metres west of its intersection with Victory Crescent and extending in a northerly direction following the western kerbline for 76.8 metres.</i>

v) ***SCHOOL CROSSING POINT – HAMPTON HILL ROAD – TAWA – (107-06)***

Add to Schedule G (School Crossing Point) of the Traffic Restrictions Schedule.

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Hampton Hill Road</i>	<i>School Crossing Point The Head Teacher, Hampton Hill School, authorised to operate a school patrol.</i>	<i>17.4 metres southwest of its intersection with Rimu Street.</i>

w) ***GIVE WAY – HAMPTON HILL ROAD – TAWA – (108-06)***

Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.

Column One
Hampton Hill Road

Column Two
Give Way.

Column Three
Northbound traffic, at its intersection with Victory Crescent.

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One
Hampton Hill Road

Column Two
No Stopping At All Times.

Column Three
West side, commencing at its intersection with Victory Crescent and extending in a southerly direction following the western kerbline for 18.5 metres.

x) GIVE WAY – WOODSTOCK TERRACE – TAWA – (109-06)

Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.

Column One
Woodstock Terrace

Column Two
Give Way.

Column Three
Westbound traffic, at its intersection with Chester Road.

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One
Woodstock Terrace

Column Two
No Stopping At All Times.

Column Three
North side, commencing from its intersection with Chester Road and extending in an easterly direction following the northern kerbline for 15.9 metres.

Woodstock Terrace

Column Two
No Stopping At All Times.

Column Three
South side, commencing from its intersection with Chester Road and extending in an easterly direction following the southern kerbline for 11.5 metres.

<i>Chester Road</i>	<i>No Stopping At All Times.</i>	<i>North side, commencing from its intersection with the northern kerbline of Woodstock Terrace and extending in a northerly direction following the northern kerbline for 9.3 metres.</i>
<i>Chester Road</i>	<i>No Stopping At All Times.</i>	<i>East side, commencing from its intersection with the southern kerbline of Woodstock Terrace and extending in a southerly direction following the eastern kerbline for 8.8 metres.</i>

y) NO STOPPING AT ALL TIMES – LYNDHURST ROAD – TAWA – (110-06)

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Lyndhurst Road</i>	<i>No Stopping At All Times.</i>	<i>North side, commencing from its intersection with Chester Road and extending in an easterly direction following the northern kerbline for 14.1 metres.</i>
<i>Lyndhurst Road</i>	<i>No Stopping At All Times.</i>	<i>South side, commencing from its intersection with Chester Road and extending in an easterly direction following the southern kerbline for 17.7 metres.</i>
<i>Chester Road</i>	<i>No Stopping At All Times.</i>	<i>East side, commencing from its intersection with the northern kerbline of Lyndhurst Road and extending in a northerly direction following the eastern kerbline for 14.6 metres.</i>
<i>Chester Road</i>	<i>No Stopping At All Times.</i>	<i>East side, commencing from its intersection with the southern kerbline of Lyndhurst Road and extending in a southerly direction following the eastern kerbline for 9.7 metres.</i>

z) GIVE WAY – KIWI CRESCENT – TAWA – (111-06)

Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
<i>Kiwi Crescent</i>	<i>Give Way.</i>	<i>Westbound traffic, at its intersection with Chester Road.</i>

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
<i>Kiwi Crescent</i>	<i>No Stopping At All Times.</i>	<i>North side, commencing from its intersection with Chester Road and extending in an easterly direction following the northern kerbline for 12.6 metres.</i>
<i>Chester Road</i>	<i>No Stopping At All Times.</i>	<i>East side, commencing from its intersection with Kiwi Crescent and extending in a northerly direction following the eastern kerbline for 7.7 metres.</i>
<i>Kiwi Crescent</i>	<i>No Stopping At All Times.</i>	<i>Southeast side, commencing 15.4 metres north of a point opposite the northern kerbline of Tui Terrace and extending in a northerly direction following the eastern kerbline for 26.7 metres.</i>

aa) GIVE WAY – TUI TERRACE – TAWA – (112-06)

Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
<i>Tui Terrace</i>	<i>Give Way.</i>	<i>Eastbound traffic, at its intersection with Kiwi Crescent.</i>

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Tui Terrace	No Stopping At All Times.	North side, commencing at its intersection with Kiwi Crescent and extending in a westerly direction following the northern kerbline for 15.4 metres.
Kiwi Crescent	No Stopping At All Times.	West side, commencing at its intersection with the northern kerbline of Tui Terrace and extending in a northerly direction following the north western kerbline for 11.1 metres.

bb) GIVE WAY – REDWOOD AVENUE – REDWOOD – (113-06)

Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Redwood Avenue	Give Way.	Northwest bound traffic, at its intersection with Oriel Avenue.
Redwood Avenue	Give Way.	Southbound traffic, at its intersection with Oriel Avenue.

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Redwood Avenue	No Stopping At All Times.	East side, commencing 221.5 metres west of its intersection with Main Road and extending in a northerly direction following the eastern kerbline for 47.8 metres.
Redwood Avenue	No Stopping At All Times.	West side, commencing from its intersection with Oriel Avenue and extending in a northerly direction following the western kerbline for 18 metres.

Oriel Avenue	<i>No Stopping At All Times.</i>	<i>North side, commencing from its intersection with Redwood Avenue and extending in a westerly direction following the northern kerbline for 17.3 metres.</i>
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cc) NO STOPPING AT ALL TIMES – COLLINS AVENUE – LINDEN – (114-06)

Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Collins Avenue	<i>No Stopping At All Times.</i>	<i>North side, commencing from its intersection with Handyside Street and extending in a westerly direction for 21.5 metres.</i>
Collins Avenue	<i>No Stopping At All Times.</i>	<i>South side, commencing 76.5 metres south of its intersection with Ranui Terrace and extending in a westerly direction following the southern kerbline for 10 metres.</i>
Collins Avenue	<i>No Stopping At All Times.</i>	<i>South side, commencing 70 metres south of its intersection with Ranui Terrace and extending in a westerly direction following the southern kerbline for 4 metres.</i>
Collins Avenue	<i>No Stopping At All Times.</i>	<i>South side, commencing from its intersection with Ranui Terrace and extending in a westerly direction following the southern kerbline for 50.5 metres.</i>

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Collins Avenue	<i>No Stopping At All Times.</i>	<i>North side, commencing from its intersection with Handyside Street and extending in a westerly direction following the northern kerbline for 27 metres.</i>

<i>Collins Avenue</i>	<i>No Stopping Times.</i>	<i>At</i>	<i>All</i>	<i>North side, commencing from its intersection with Handyside Street and extending in an easterly direction following the northern kerbline for 57.6 metres.</i>
<i>Collins Avenue</i>	<i>No Stopping Times.</i>	<i>At</i>	<i>All</i>	<i>North side, commencing 6.6 metres east of its intersection with Coates Street and extending in an easterly direction following the northern kerbline for 113.4 metres.</i>
<i>Collins Avenue</i>	<i>No Stopping Times.</i>	<i>At</i>	<i>All</i>	<i>Northeast side, commencing 130.3 metres east of its intersection with Coates Street and extending in a south easterly direction following the north eastern kerbline for 9.8 metres.</i>
<i>Collins Avenue</i>	<i>No Stopping Times.</i>	<i>At</i>	<i>All</i>	<i>Northeast side, commencing 148.7 metres east of its intersection with Coates Street and extending in a south easterly direction following the north eastern kerbline for 10.6 metres.</i>
<i>Collins Avenue</i>	<i>No Stopping Times.</i>	<i>At</i>	<i>All</i>	<i>Northeast side, commencing from its intersection with Little Collins Street and extending in a south easterly direction following the north eastern kerbline for 59.9 metres.</i>
<i>Collins Avenue</i>	<i>No Stopping Times.</i>	<i>At</i>	<i>All</i>	<i>Northeast side, commencing from its intersection with Rangatira Road and extending in a south easterly direction following the north eastern kerbline for 503.4 metres.</i>
<i>Collins Avenue</i>	<i>No Stopping Times.</i>	<i>At</i>	<i>All</i>	<i>East side, commencing 535.1 metres south of its intersection with Rangatira Road and extending in a southerly direction following the eastern kerbline for 78.1 metres.</i>

<i>Collins Avenue</i>	<i>No Stopping At All Times.</i>	<i>West side, commencing from its intersection with Peckham Grove and extending in a northerly direction following the western kerbline for 11.7 metres.</i>
<i>Collins Avenue</i>	<i>No Stopping At All Times.</i>	<i>West side, commencing from its intersection with Mahoe Street and extending in a southerly direction following the western kerbline for 34.5 metres.</i>
<i>Collins Avenue</i>	<i>No Stopping At All Times.</i>	<i>West side, commencing from its intersection with Mahoe Street and extending in a northerly direction following the western kerbline for 33.8 metres.</i>
<i>Collins Avenue</i>	<i>No Stopping At All Times.</i>	<i>West side, commencing 222.6 metres north of its intersection with Mahoe Street and extending in a northerly direction following the western kerbline for 184.8 metres.</i>
<i>Collins Avenue</i>	<i>No Stopping At All Times.</i>	<i>Southwest side, commencing from its intersection with Ranui Terrace and extending in a north westerly direction following the south western kerbline for 214.3 metres.</i>

dd) PEDESTRIAN CROSSING – COLLINS AVENUE – LINDEN – (115-06)

Add to Schedule H (Pedestrian Crossing) of the Traffic Restrictions Schedule.

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Collins Avenue</i>	<i>Pedestrian Crossing.</i>	<i>24.6 metres east of its intersection with Coates Street.</i>

ee) NO STOPPING AT ALL TIMES – HANDYSIDE STREET – LINDEN - (116-06)

Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One
Handyside Street

Column Two
No Stopping At All
Times.

Column Three
East side, commencing from
its intersection with Collins
Avenue and extending in a
northerly direction following
the eastern kerbline for 5.5
metres.

*Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions
Schedule.*

Column One
Handyside Street

Column Two
No Stopping At All
Times.

Column Three
East side, commencing from
its intersection with Collins
Avenue and extending in a
northerly direction following
the eastern kerbline for 12.5
metres.

ff) NO STOPPING AT ALL TIMES – COATES STREET – LINDEN – (117-06)

*Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions
Schedule.*

Column One
Coates Street

Column Two
No Stopping At All
Times.

Column Three
West side, commencing from
its intersection with Collins
Avenue and extending in a
northerly direction following
the western kerbline for 12.5
metres.

*Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions
Schedule.*

Column One
Coates Street

Column Two
No Stopping At All
Times.

Column Three
West side, commencing from
its intersection with Collins
Avenue and extending in a
northerly direction following
the western kerbline for 34.1
metres.

gg) GIVE WAY – RANUI TERRACE – LINDEN – (118-06)

*Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions
Schedule.*

Column One
Ranui Terrace

Column Two
No Stopping At All Times.

Column Three
West side, commencing from its intersection with Collins Avenue and extending in a southerly direction following the western kerbline for 13.5 metres.

Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.

Column One
Ranui Terrace

Column Two
Give Way.

Column Three
Northeast bound traffic, at its intersection with Collins Avenue.

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One
Ranui Terrace

Column Two
No Stopping At All Times.

Column Three
Northwest side, commencing from its intersection with Collins Avenue and extending in a south westerly direction following the north western kerbline for 17.1 metres.

Ranui Terrace

No Stopping At All Times.

Southeast side, commencing from its intersection with Collins Avenue and extending in a south westerly direction following the south eastern kerbline for 18 metres.

hh) GIVE WAY – MAHOE STREET – LINDEN – (119-06)

Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.

Column One
Mahoe Street

Column Two
Give Way.

Column Three
Eastbound traffic, at its intersection with Collins Avenue.

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One Mahoe Street	Column Two No Stopping At All Times.	Column Three North side, commencing from its intersection with Collins Avenue and extending in a westerly direction following the northern kerbline for 17 metres.
Mahoe Street	No Stopping At All Times.	South side, commencing from its intersection with Collins Avenue and extending in a westerly direction following the southern kerbline for 16.2 metres.

ii) PEDESTRIAN CROSSING – REDWOOD AVENUE – REDWOOD – (120-06)

Add to Schedule H (Pedestrian Crossing) of the Traffic Restrictions Schedule.

Column One Redwood Avenue	Column Two Pedestrian Crossing.	Column Three 14.1 metres south of its intersection with McKeefry Grove.
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jj) SCHOOL CROSSING POINT – RANUI TERRACE – LINDEN – (121-06)

Add to Schedule G (School Crossing Point) of the Traffic Restrictions Schedule.

Column One Northeast of Ranui Terrace	Column Two School Crossing Point The Head Teacher, Linden School, authorised to operate a school patrol.	Column Three 89.2 metres north of its intersection with Matai Street.
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kk) PEDESTRIAN CROSSING – HINAU STREET – LINDEN – (122-06)

Add to Schedule H (Pedestrian Crossing) of the Traffic Restrictions Schedule.

Column One Northeast of Hinaiu Street	Column Two Pedestrian Crossing.	Column Three 11.9 metres north of its intersection with Kowhai Street.
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II) SCHOOL CROSSING POINT, NO STOPPING AT ALL TIMES – MAIN ROAD – TAWA – (123-06)

Add to Schedule G (School Crossing Point) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
South of Main Road	School Crossing Point The Head Teacher, St Francis Xaviers School, authorised to operate a school patrol.	184.9 metres south of its intersection with Redwood Avenue.

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Main Road	No Stopping At All Times.	West side, commencing 174.2 metres south of its intersection with Redwood Avenue and extending in a southerly direction following the western kerblines for 24.7 metres.
Main Road	No Stopping At All Times.	East side, commencing 170.35 metres south of a point opposite the southern kerblines of Redwood Avenue and extending in a southerly direction following the eastern kerblines for 22.4 metres.

mm) NO STOPPING AT ALL TIMES – MAIN ROAD – TAWA – (124-06)

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Main Road	No Stopping At All Times.	West side, commencing 328.1 metres south of its intersection with Redwood Avenue and extending in a southerly direction following the western kerblines for 6.8 metres.
Main Road	No Stopping At All Times.	West side, commencing 343.1 metres south of its intersection with Redwood Avenue and

Main Road	<i>No Stopping At All Times.</i>	<i>extending in a southerly direction following the western kerbline for 5.2 metres.</i> East side, commencing 331.3 metres south of a point opposite the southern kerbline of Redwood Avenue and extending in a southerly direction following the eastern kerbline for 5.0 metres.
Main Road	<i>No Stopping At All Times.</i>	East side, commencing 344.1 metres south of a point opposite the southern kerbline of Redwood Avenue and extending in a southerly direction following the eastern kerbline for 5.0 metres.

nn) NO STOPPING AT ALL TIMES – MAIN ROAD –TAWA – (125-06)

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Main Road	<i>No Stopping At All Times.</i>	West side, commencing 474.31 metres south of its intersection with Redwood Avenue and extending in a southerly direction following the western kerbline for 6.8 metres.
Main Road	<i>No Stopping At All Times.</i>	West side, commencing 488.7 metres south of its intersection with Redwood Avenue and extending in a southerly direction following the western kerbline for 4.9 metres.
Main Road	<i>No Stopping At All Times.</i>	East side, commencing 475.5 metres south of a point opposite the southern kerbline of Redwood Avenue and extending in a southerly direction following the eastern kerbline for 5.0 metres.
Main Road	<i>No Stopping At All Times.</i>	East side, commencing 489.2 metres south of a point opposite the southern kerbline of Redwood Avenue and extending in a southerly direction following the eastern kerbline for 5.0 metres.

oo) NO STOPPING AT ALL TIMES, BUS STOP – MAIN ROAD –TAWA – (126-06)

Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Main Road	No Stopping At All Times.	East side, commencing from its intersection with Surrey Street and extending in a northerly direction following the eastern kerbline for 137 metres to its intersection with McLellan Street.

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Main Road	No Stopping At All Times.	West side, commencing 387.1 metres south of a point opposite the southern kerbline of McLellan Street and extending in a southerly direction following the western kerbline for 9.2 metres.
Main Road	No Stopping At All Times.	West side, commencing 412.2 metres south of a point opposite the southern kerbline of McLellan Street and extending in a southerly direction following the western kerbline for 13.0 metres.
Main Road	No Stopping At All Times.	East side, commencing 385.5 metres south of its intersection with McLellan Street and extending in a southerly direction following the eastern kerbline for 11.1 metres.
Main Road	No Stopping At All Times.	East side, commencing 411.7 metres south of its intersection with McLellan Street and extending in a southerly direction following the eastern kerbline for 7.1 metres.

Add to Schedule B (Bus Stops) of the Traffic Restrictions Schedule.

Column One
Main Road

Column Two
Bus Stop At All Times.

Column Three
West side, commencing 378.5 metres south of its intersection with McLellan Street and extending in a southerly direction following the western kerbline for 8.6 metres.

pp) PEDESTRIAN CROSSING, NO STOPPING AT ALL TIMES – VICTORY CRESCENT – LINDENVALE – (127-06)

Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One
Victory Crescent

Column Two
No Stopping At All Times.

Column Three
West side, commencing 90 metres south of its intersection with Wakefield Terrace and extending in a southerly direction following the western kerbline for 61.5 metres.

Victory Crescent

No Stopping At All Times.

West side, commencing 159.5 metres south of its intersection with Wakefield Terrace and extending in a southerly direction following the western kerbline for 20.5 metres.

Victory Crescent

No Stopping At All Times.

West side, commencing 151.5 metres south of its intersection with Wakefield Terrace and extending in a southerly direction following the western kerbline for 5 metres.

Add to Schedule H (Pedestrian Crossing) of the Traffic Restrictions Schedule.

Column One

Column Two

Column Three

Victory Crescent

Pedestrian Crossing.

153.7 metres south of its intersection with Wakefield Terrace.

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Victory Crescent	No Stopping At All Times.	West side, commencing 144.1 metres south of its intersection with Wakefield Terrace and extending in a southerly direction following the western kerb line for 36.2 metres.
Victory Crescent	No Stopping At All Times.	East side, commencing 131.7 metres south of a point opposite the southern kerblines of Wakefield Terrace and extending in a southerly direction following the western kerblines for 34.9 metres.

qq) NO STOPPING AT ALL TIMES – ORIEL AVENUE – REDWOOD – (128-06)

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
St Annes Square	No Stopping At All Times.	Southeast side, commencing from its intersection with St Annes Square and extending in a south westerly direction following the south eastern kerblines for 8.9 metres.
Oriel Avenue	No Stopping At All Times.	Southwest side, commencing from its intersection with St Annes Square and extending in a south easterly direction following the south western kerblines for 22.4 metres.
Oriel Avenue	No Stopping At All Times.	Northeast side, commencing 333.5 metres west of its intersection with Redwood Avenue and extending in a north westerly direction following the north eastern kerblines for 22.4 metres.

rr) NO STOPPING AT ALL TIMES – ORIEL AVENUE – REDWOOD – (129-06)

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Oriel Avenue</i>	<i>No Stopping At All Times.</i>	<i>North side, commencing 94.2 metres west of its intersection with Redwood Avenue and extending in a westerly direction following the northern kerbline for 67.7 metres.</i>
<i>Oriel Avenue</i>	<i>No Stopping At All Times.</i>	<i>South side, commencing 5.8 metres east of its intersection with Bede Grove and extending in an easterly direction following the southern kerbline for 33.0 metres.</i>
<i>Oriel Avenue</i>	<i>No Stopping At All Times.</i>	<i>South side, commencing 4.6 metres west of its intersection with Bede Grove and extending in a westerly direction following the southern kerbline for 28.2 metres.</i>

3. Discussion

3.1 Funding for new works

The 2006/2007 Annual Plan approved funding for Tawa Road Improvement Projects. This project is intended to give the Community Board a fund to allow for the design and implementation of minor roading projects that will benefit the community but would not otherwise be funded by the Council. Funds approved for 2006/07 are \$20,000 including staff time.

3.2 Possible new works

Earlier this year we received a request from Tawa College for the erection of bus shelters outside the school. As these shelters would not provide for a normal service route we are unable to fund their installation from other sources. Similarly the Adshel programme is unable to be utilised because it doesn't fit their formula. There is a possibility however that if funding of \$20,000 can be provided we could provide an enlarged Adshel style shelter at this location for school use. In return for the opportunity to advertise on the shelter Adshel would meet the ongoing cost of maintenance.

If the Board are of a mind to carry out other projects then these need to be put forward so that they can be prioritised for funding. We can then develop up these proposals, cost them, and seek final Board approval for implementation. Remember any proposals will need to consider any lead time for investigation, consultation, consents, and design as may be required prior to implementation.

3.3 Traffic Resolutions

These resolutions are a result of the Safer Roads project implementation and formalise traffic restrictions introduced as part of that programme. You may remember that all of the Safer Roads schemes were consulted on with the public and each adjoining property owner involved in the implementation. This report now reflects the result of the consultation and what has been implemented on street.

As part of the formalisation process you are asked to agree that these be forwarded to the Strategy and Policy Committee of Council for approval before being sent to full Council for ratification.

All of the SaferRoads initiatives were publicly advertised and consulted on with the Tawa community. They were also in the Local Community newspapers.

It is recommended that the following resolutions now be agreed to by the Board and forwarded to the Strategy and Policy Committee for subsequent approval by Council.

a) NO STOPPING AT ALL TIMES – BEAUCHAMP STREET – LINDEN – (86-06)

Parking near the intersection of Beauchamp Street would block traffic from turning both in and out of Beauchamp Street into Main Road. As part of the consultation and investigations of the Tawa SaferRoads Programme, no stopping at all times restrictions have been installed in the vicinity of the junction as a solution to the problem.

b) GIVE WAYS – DUNCAN STREET, HINAU STREET – TAWA – (87-06)

As part of the Tawa SaferRoads Programme to slow speed of vehicles on Duncan Street, a roundabout has been constructed at the intersection of Duncan Street, McLellan Street and Hinau Street with new give ways installed on Duncan Street and Hinau Street in addition to the existing give ways on McLellan Street. This also provides a safer environment for students of the nearby Tawa Intermediate and Tawa College in support of the walking and cycling to school scheme. The roundabout will lower the speed of vehicles and reduce the number of accidents around both schools.

c) GIVE WAYS – TAWA STREET, DUNCAN STREET – TAWA – (88-06)

As a result of the consultation process, the intersection of Duncan Street, Tawa Street, Taylor Terrace and Tawa Terrace has been identified as a common speeding zone, especially in the morning. In the effort of slowing traffic to provide a safer environment, a roundabout has been installed with give ways on the Tawa Street and Duncan Street approaches, in addition to the existing give ways on Taylor Terrace and Tawa Terrace.

d) GIVE WAY – WILFRED STREET – TAWA – (89-06)

Residents have raised issues regarding the speed of vehicles travelling from Wilfred Street into the northern leg of Chester Road, which used to have the main priority at the junction. According to the Tawa SaferRoads Programme, it is the desire of both the Council and the local community to establish a road hierarchy that would contribute to a better distribution of traffic within Tawa. Wilfred Street is identified as a road leading to the residential area while Chester Road acts as a main thoroughfare, collecting traffic

from side roads and distributing them into arterial roads. In the effort to better define the characteristics of both roads and to remedy the speeding issue, the priority at the T-junction has been changed by removing the current give way on Chester Road and installing a give way on Wilfred Street, concurrent with squaring up the intersection.

e) GIVE WAY – HAMPTON HILL ROAD – TAWA – (90-06)

Residents have been complaining that the intersection of Chester Road, Hampton Hill Road and Franklyn Road is too wide for vehicles to negotiate comfortably. It was an uncontrolled intersection, with only the right-hand rule as a guideline. This meant that occasionally drivers turning right from Chester Road would have to wait in the thoroughfare for vehicles turning out from Hampton Hill Road. However, drivers turning from main roads do not always comply with the right-hand rule. Therefore, a give way has been installed on the Hampton Hill Road approach to improve the general safety and reduce conflicts in conjunction with the kerb extensions to clearly define the priority route.

f) GIVE WAY – WAKEFIELD TERRACE – TAWA – (91-06)

The intersection of Wakefield Terrace and Victory Crescent was uncontrolled. To minimise confusion caused to drivers, a give way has been installed on the Wakefield Terrace approach, since Victory Crescent is the main thoroughfare. No stopping at all times restrictions have also been installed in the vicinity as there have been complaints about vehicles parking at inappropriate places. The broken yellow lines will reinforce safety by preventing vehicles parking near the intersection blocking the sightlines of drivers using the intersection.

g) GIVE WAY – VICTORY CRESCENT – LINDENVALE – (92-06)

The main flow of traffic at the intersection of Davidson Crescent and Victory Crescent has changed from travelling straight through along Victory Crescent to turning from Davidson Crescent into Victory Crescent and vice versa. A give way has been installed on the northern leg of Victory Crescent to minimise confusion for drivers regarding who has the right of way. No stopping at all times restrictions have also been installed along the north eastern kerblines of Victory Crescent in the vicinity of the intersection to prevent parking that would block the access of traffic moving northeast.

h) GIVE WAYS – MAIN ROAD – TAWA – (93-06)

The speed of vehicles along Main Road is a concern, and issues regarding the safety of pedestrians and cyclists turning off Main Road into Redwood Avenue have been raised as a result of public workshops held for the Tawa SaferRoads Programme. A roundabout has been installed, with give ways on all approaches as a solution to slow the speed of traffic and improve the safety of all road users.

i) GIVE WAYS – HUIA STREET, TURKINGTON STREET – TAWA – (94-06)

The intersection of Huia Street with Larsen Crescent and Turkington Street with Victory Crescent were both uncontrolled. Drivers were only relying on the right-hand give way rule for guidance. Huia Street and Turkington Street are both side streets,

which means that occasionally vehicles turning right from Larsen Crescent and Victory Crescent into Huia Street and Turkington Street respectively have to wait in the main thoroughfare for vehicles turning out of Huia Street and Turkington Street. In the efforts of reducing driver confusion, the intersections have been controlled with give ways on Huia Street and Turkington Street.

j) GIVE WAY – KOWHAI STREET – LINDEN – (95-06)

The intersection of Kowhai Street and Ranui Terrace was uncontrolled and drivers were relying on the right-hand give way rule for guidance. This meant that occasionally drivers turning into Kowhai Street from Ranui Terrace had to wait in the middle of Ranui Terrace for vehicles turning right out from Kowhai Street. However, vehicles travelling on the main road do not normally comply with the rule. As a remedy to reduce driver confusion and conflicts, a give way has been installed on Kowhai Street at its intersection with Ranui Terrace.

k) NO STOPPING AT ALL TIMES – SUNRISE BOULEVARD – SOUTHGATE – (96-06)

As a result of the Tawa SaferRoads Programme investigations, it has been found that Sunrise Boulevard lacks proper delineation, which would have contributed to high travelling speeds inappropriate for the environment. Improvements have been made to its intersection with Main Road. Apart from installing splitter islands at the intersection, the existing no stopping restrictions on the north side have been extended, which will improve the safety of road users.

l) GIVE WAY – LARSEN CRESCENT – TAWA – (97-06)

As part of the investigations and consultations conducted under the Tawa SaferRoads Programme, the main stream of traffic has been found to be travelling from the eastern leg of Larsen Crescent into Kiwi Crescent. This intersection was uncontrolled which caused confusion as to who has the right of way. To better define the priority route and eliminate confusions, a give way control has been installed on the western leg of Larsen Crescent, together with some no stopping restrictions in the vicinity of the intersection to deter parking that would restrict sight distances for drivers using the intersection.

m) NO STOPPING AT ALL TIMES – ORIEL AVENUE, LARSEN CRESCENT – TAWA – (98-06)

Concerns for the safety of pedestrians crossing Larsen Crescent near Oriel Avenue have been raised in the public consultation workshops held under the Tawa SaferRoads Programme. A central refuge has been installed near the intersection to provide a safer crossing environment for pedestrians. No stopping at all times restrictions have also been installed in the vicinity to provide the needed visibility that would ensure pedestrians are not hidden by parked vehicles.

n) NO STOPPING AT ALL TIMES, SCHOOL CROSSING POINT – RAROA TERRACE – LINDEN – (99-06)

The public has expressed concerns regarding congestion outside Greenacres School and the need for a crossing for students to safely cross the road. A school crossing point has therefore been installed outside Greenacres School to provide children with a place to cross the road safely. The existing no stopping at all times restriction has also been extended to provide the visibility needed for drivers to see children using the crossing point.

o) GIVE WAY – STEPHEN STREET – TAWA – (100-06)

Stephen Street is a side street feeding into Duncan Street. The T-junction was uncontrolled and there was only the right-hand give way rule to guide drivers at the intersection. Vehicles turning right into Stephen Street had to wait on the priority route for vehicles turning right out of Stephen Street. However, this did not happen sometimes because drivers on the main road do not usually comply with the rule, and create confusion as to who should have priority. A give way has been installed on the approach of Stephen Street to Duncan Street. No stopping at all times restrictions are also installed in the vicinity of the intersection to provide a safer environment for vehicles using the intersection.

p) GIVE WAY – RANUI TERRACE – LINDEN – (101-06)

The southern end of Ranui Terrace leads to the entrance of Tawa Intermediate. The southern leg of Ranui Terrace is a dead end and traffic is mainly travelling south on Ranui Terrace turning right into McLellan Street and vice versa. The priority at the intersection has been changed, giving priority to the right turn from Ranui Terrace to McLellan Street and vice versa, instead of straight through. A no stopping restriction has also been installed on the east side. The no stopping restriction along the west side has been extended to provide a safe intersection for road users.

q) GIVE WAYS, NO STOPPING AT ALL TIMES – MAIN ROAD, LINDEN AVENUE – LINDEN – (102-06)

One of the problems raised from the public workshops with the Tawa community, held as part of the Tawa SaferRoads Programme, was the speed of vehicles travelling along Main Road. Drivers trying to turn off Linden Avenue into Main Road had to wait at the intersection for an excessive amount of time, especially with the increase in traffic using the intersection. A roundabout has been installed at the junction of Linden Avenue and Main Road, with roundabout give ways on all legs of the roundabout, adding two new ones on Main Road to the existing on Linden Avenue. The roundabout would slow the speed of the traffic and provide better opportunities for vehicles from Linden Avenue to merge into the main flow. No stopping at all times restrictions are installed in the region to provide safe approaches to the roundabout. A bus stop on the northbound traffic lane has been relocated from the opposite side of Linden Avenue to further north as a result of the installation of the roundabout.

r) NO STOPPING AT ALL TIMES, PEDESTRIAN CROSSING – DUNCAN STREET – TAWA – (103-06)

The Tawa Community has requested for a pedestrian crossing near Tawa Intermediate due to a number of accidents occurring near the school. A pedestrian crossing has since

been installed near the exit of Tawa Intermediate to raise the awareness of drivers towards the existence of students crossing the road, especially during school terms. No stopping at all times restrictions required for visibility near the pedestrian crossing are also to be installed in conjunction with the crossing.

s) GIVE WAY – HANDYSIDE STREET – TAWA – (104-06)

The main traffic flow along this section of Handyside Street turns into Mexted Terrace. Vehicles travelling straight through will reach the end of Handyside Street, which is mainly a residential area. The priority at the intersection has been changed from straight through along Handyside Street to right turn from Handyside Street to Mexted Terrace and vice versa. A give way has been installed on the northern leg of Handyside Street along with no stopping at all times restrictions near the intersection to provide good visibility and smooth flow of traffic.

t) GIVE WAY – OLIVIA CRESCENT – TAWA – (105-06)

The majority of vehicles are making a right turn from the eastern leg to the northern leg of Hampton Hill Road, instead of going straight through from Hampton Hill Road to Olivia Crescent. A give way control had been installed on Olivia Crescent, changing the priority from straight through to right turn from the eastern leg of Hampton Hill Road into the northern leg and vice versa. No stopping restrictions have also been installed on the south side of the intersection to provide adequate lane width for smooth traffic flow.

u) GIVE WAY – RIMU STREET – TAWA – (106-06)

The intersection of Rimu Street and Hampton Hill Road was uncontrolled with only the right-hand give way rule as guidance for drivers using the intersection. The unusual layout has caused confusion with drivers regarding the priority at the intersection. A give way has been installed on Rimu Street, which is a side street that feeds into Hampton Hill Road. No stopping at all times restrictions have also been installed in conjunction with the give way to provide visibility at the intersection.

v) SCHOOL CROSSING POINT – HAMPTON HILL ROAD – TAWA – (107-06)

From the public workshops held as part of the investigations for the Tawa SaferRoads Programme, there were concerns about the lack of a safe crossing place on Hampton Hill Road. A school crossing point has been installed near Hampton Hill School where a school patrol will operate after school to help children cross the road safely. The central islands act as a refuge for pedestrians crossing the road during times when the school patrol is not operating.

w) GIVE WAY – HAMPTON HILL ROAD – TAWA – (108-06)

Hampton Hill Road is a side street that feeds into Victory Crescent, which is the main road. The intersection of Hampton Hill Road and Victory Crescent was uncontrolled, creating confusion to drivers as to who has the right of way. A give way has been installed on Hampton Hill Road with no stopping at all times restrictions on the west side to provide the needed sight distance for drivers to turn into Victory Crescent safely.

x) GIVE WAY – WOODSTOCK TERRACE – TAWA – (109-06)

The intersection where Woodstock Terrace meets Chester Road was uncontrolled. Priority at the intersection was unclear due to the unusual layout of the intersection. In the effort of relieving drivers' confusion, a give way has been installed on Woodstock Terrace, along with no stopping at all times restrictions on both sides of the road at the intersection to provide safe and smooth traffic flow. The restrictions will also provide good visibility of oncoming traffic on Chester Road.

y) NO STOPPING AT ALL TIMES – LYNDHURST ROAD – TAWA – (110-06)

Lyndhurst Road is give way controlled at its intersection with Chester Road. No stopping at all times restrictions have been installed at the intersection of Lyndhurst Road and Chester Road to provide good visibility of oncoming traffic, especially southbound traffic where they come around the bend just before the intersection with Lyndhurst Road.

z) GIVE WAY – KIWI CRESCENT – TAWA – (111-06)

The intersection of Kiwi Crescent and Chester Road was uncontrolled, and the complicated layout of the roads had added to the confusion of drivers. A give way has been installed on the eastern leg of Kiwi Crescent, giving priority to traffic moving straight from Chester Road to the southern leg of Kiwi Crescent and vice versa. No stopping at all times restrictions have been provided on both sides of the eastern leg of Kiwi Crescent to ensure sufficient width for traffic turning into the road, as well as providing the required sight distance for safe manoeuvring.

aa) GIVE WAY – TUI TERRACE – TAWA – (112-06)

Tui Terrace is a cul-de-sac feeding into Kiwi Crescent. The intersection of Tui Terrace and Kiwi Crescent was uncontrolled, with only the right-hand give way rule as guidance for drivers. The intersection is now controlled with a give way on Tui Terrace. No stopping at all times restrictions are installed on the north side of Tui Terrace and west side of Kiwi Crescent to provide the required sight distance, which is limited by the bank and the layout of the area.

bb) GIVE WAY – REDWOOD AVENUE – REDWOOD – (113-06)

The intersection of Redwood Avenue and Oriel Avenue had been identified as hazardous from the consultations and investigations done as part of the Tawa SaferRoads Programme. Speed had been recognised as a problem on both Oriel Avenue and Redwood Avenue. To slow the speed of traffic and provide a safer environment for all road users, a roundabout has been installed at the intersection of Oriel Avenue and Redwood Avenue, with new give ways on both the northern and south eastern legs of Redwood Avenue. No stopping at all times restrictions have been installed on all approaches to the roundabout to ensure unobstructed visibility for all road users.

cc) NO STOPPING AT ALL TIMES – COLLINS AVENUE – LINDEN – (114-06)

A bank around the corner of Handyside Street and Collins Avenue has limited the sight distance of drivers exiting Handyside Street and Coates Street.

With the installation of the new flush median, parking at certain sections of the road has led to vehicles travelling on the flush median due to insufficient road width. In the effort of addressing these problems, no stopping at all times restrictions have been installed at suitable locations on Collins Avenue. The no stopping at all times restrictions are installed at the blind corner between Handyside Street and Coates Street, which would provide better visibility for vehicles exiting both side streets to notice oncoming cars. No stopping at all times restrictions at other locations provide sufficient lane widths for vehicles travelling on the road and improve safety.

dd) PEDESTRIAN CROSSING – COLLINS AVENUE – LINDEN – (115-06)

The pedestrian crossing has been moved from its previous position to approximately eight metres eastward in order to make space for a right turn bay in front of Coates Street. The relocation of the pedestrian crossing has allowed more time for vehicles heading eastward to detect pedestrians and stop their vehicles, since their sightline has been limited by a bank between Handyside Street and Coates Street on the north side of Collins Avenue.

ee) NO STOPPING AT ALL TIMES – HANDYSIDE STREET – LINDEN – (116-06)

Due to the limited sight distance at the intersection of Handyside Street and Collins Avenue, the no stopping at all times restriction has been extended to deter parking near the intersection. This has improved the general safety of the intersection.

ff) NO STOPPING AT ALL TIMES – COATES STREET – LINDEN – (117-06)

Drivers travelling eastward on Collins Avenue have limited sight distance when passing Handyside Street towards Coates Street. Vehicles parked on the west side of Coates Street near its intersection with Collins Avenue pose as hazards for vehicles making a left turn from Collins Avenue into Coates Street. Therefore, the existing no stopping at all times restrictions have been extended to reduce any conflicts between parked and moving vehicles.

gg) GIVE WAY – RANUI TERRACE – LINDEN – (118-06)

Ranui Terrace is a side street feeding into Collins Avenue. It was an uncontrolled intersection. Drivers had only the right-hand give way rule as guidance and it was at times confusing as to who should have the priority at the intersection. As a remedy, a give way has been installed on Ranui Terrace, together with no stopping at all times restrictions at the intersection to provide the required sight distance and improve safety.

hh) GIVE WAY – MAHOE STREET – LINDEN – (119-06)

The T-junction of Mahoe Street and Collins Avenue was an uncontrolled intersection, with Mahoe Street acting as a side street feeding into Collins Avenue. Drivers were

confused as to who should have the priority at the intersection. A give way has been installed to alleviate any confusion altogether. No stopping at all times restrictions are also installed at the intersection to provide the required sight distances, as well as improving safety by reducing conflicts between parked vehicles and vehicles turning into Mahoe Street.

ii) PEDESTRIAN CROSSING – REDWOOD AVENUE – REDWOOD – (120-06)

The existing pedestrian crossing in the middle of Redwood Avenue has been relocated from the north corner of Lane Crescent to the south corner of Lane Crescent. This is a more suitable location as it is just outside the shops and will be used by customers visiting the shops. It is also safer than the previous location, which is in the middle of two staggered intersections.

jj) SCHOOL CROSSING POINT – RANUI TERRACE – LINDEN – (121-06)

There was no crossing point on Ranui Terrace for school children to safely cross the road. Hence, a school crossing point has been installed outside Linden School, which is operated by a school patrol to help children cross the road safely during certain times of the school days.

kk) PEDESTRIAN CROSSING – HINAU STREET – LINDEN – (122-06)

The previously existing pedestrian crossing on Hinai Street was located just beside a driveway, which could compromise the safety of pedestrians using the crossing. Therefore, the pedestrian crossing has been shifted southwards nearer to its intersection with Kowhai Street. At this point, drivers coming out from the driveway now have a better view of any pedestrians preparing to cross the road.

ll) SCHOOL CROSSING POINT, NO STOPPING AT ALL TIMES – MAIN ROAD – TAWA – (123-06)

According to the workshop held under the Tawa SaferRoads Programme, there had been residents requesting a crossing for St Francis Xavier's School and the Redwood Retirement Village. Therefore, a school crossing point has been established outside St Francis Xaviers School, which can operate as a pedestrian refuge outside school hours, accompanied by some no stopping at all times restrictions to provide sufficient sightlines to both motorists and pedestrians.

mm) NO STOPPING AT ALL TIMES – MAIN ROAD –TAWA – (124-06)

Main Road is an arterial road with heavy traffic and it is sometimes hard for pedestrians to cross the road. As part of the Tawa SaferRoads Programme, a central pedestrian refuge island has been installed near Redwood Park to provide a safe crossing point for pedestrians at this section of Main Road. Some no stopping at all times restrictions have also been installed in the vicinity to provide the required visibility to create a generally safer environment.

nn) NO STOPPING AT ALL TIMES – MAIN ROAD –TAWA – (125-06)

A central pedestrian refuge island has been provided for pedestrians near to Redwood School. This will provide a safer crossing point for both pedestrians and children to cross Main Road, which is usually heavy with traffic, and provide some traffic calming effect to slow the speed of vehicles. The installation of some no stopping at all times restrictions in the vicinity will help reinforce the safety of the crossing point.

oo) NO STOPPING AT ALL TIMES, BUS STOP – MAIN ROAD –TAWA – (126-06)

A crossing point has been provided outside 286 Main Road with the installation of a central island. This not only acts as a refuge for pedestrians, it also helps to slow traffic down by providing some traffic calming effect. No stopping at all times restrictions have been provided on both sides of the crossing point to prevent parked cars from blocking the visibility of both pedestrians and drivers. As a result, a bus stop has been moved further north to allow space for the crossing point.

pp) PEDESTRIAN CROSSING, NO STOPPING AT ALL TIMES – VICTORY CRESCENT – LINDENVALE – (127-06)

To provide a safer crossing point at the pedestrian crossing on Victory Crescent, central islands have been installed to make the pedestrian crossing more conspicuous in addition to provide some traffic calming effect to slow the speed of vehicles around Hampton Hill School. Due to the installation of these central islands, it is essential to move the existing pedestrian crossing a little to the north in order to provide space for adjacent property owners to get in and out of their driveways with ease. The existing no stopping at all times restrictions are also adjusted accordingly to provide the required sight distance for pedestrians and motorists.

qq) NO STOPPING AT ALL TIMES – ORIEL AVENUE – REDWOOD – (128-06)

The crossing point near St Annes Square has resulted from extensive consultation with local schools and has been developed as part of Council's 'Safer Routes to School' programme, which aims to make the journey to and from school safer for children. The no stopping at all times restrictions accompanying the crossing point will allow for good visibility for pedestrians to spot oncoming traffic and vice versa.

rr) NO STOPPING AT ALL TIMES – ORIEL AVENUE – REDWOOD – (129-06)

The crossing point provided near the intersection of Bede Grove is part of the 'Safer Routes to School' programme on Oriel Avenue to help provide children with a safer journey to and from school. The no stopping at all times restrictions will help enforce the safety of the crossing point by providing better visibility.

3.4 General Matters

Over recent times a number of traffic matters have been discussed by board members. Following consultation with members of the Roading and Traffic working party the following works will be actioned:

Oxford Street

The no stopping restriction on the north side of Oxford Street from its intersection with Tawa Main Road will be extended by one car length (6m) eastward to improve the operation and safety of cars manoeuvring through this intersection.

Supermarket

All exits from the supermarket will be controlled by Give Way signs and markings. This is to clarify any confusion over the right hand rule use at uncontrolled intersections. The entrance off Tawa Main Road will also have hatched markings painted along the edge of the north side parking space to discourage motorists from parking too close to the entrance.

Collins Ave /Hinai Street Intersection

It is proposed to hatch in yellow the intersection of Collins Ave at Hinai Street to discourage motorists queuing across the intersection blocking right turning traffic while waiting for trains to cross. The intersection will be treated with an anti skid surfacing to counter the extensive use of paint required to do this. The anti skid surface is in response to concern we have for vehicles braking in the area, particularly because of its close proximity to the pedestrian crossing.

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