

7. ADDINGTON CLUSTER RECONSTRUCTION PROJECT

General Manager responsible:	General Manager City Environment
Officer responsible:	Don Munro, Acting General Manager City Environment
Author:	Lee Kelly, Senior Capital Programme Consultation Leader, DDI 941-8355

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the Addington Cluster reconstruction project to proceed to final design, tender and construction.

EXECUTIVE SUMMARY

2. The Council has budgeted for the reconstruction of six streets in the Addington Area, known as the Addington Cluster project, in the 2004/2005, 2005/2006 and the 2006/2007 financial years. The budget for the reconstruction of the six streets is from the Transport & City Streets Unit Capital Works budget and includes funding from the Greenspace Unit for stormwater mitigation (rain gardens) and the Urban Renewal Unit for integrated art work features.
3. The budget for the Addington Cluster reconstruction project is \$3.8 million.
4. In June/July 2004 residents and/or property owners of Kipling Street, Barrie Street, Crohane Place, Ruskin Street, Burke Street, Braddon Street and Fairfield Avenue were advised by a letter that the Council was proposing to reconstruct their streets over the next four financial years. They were asked to provide feedback on the generic aims and objectives that the Council had listed for the project so that these objectives could be expanded to enable the Addington Cluster project to more fully reflect what residents and owners wanted. Included in the letter was information on the added value proposals that the Council wanted to implement in these streets during the reconstructions.
5. The added value elements of the project included the proposed use of integrated art features and a proposal to improve the quality of storm water run off.
6. The integrated art features for the Addington Cluster adopted a Literary Theme for the area that highlights the use of well known writers' names for street names. Including art works in a street can act as 'the icing on the cake' of a Council project, signifying its importance and helping to enhance a neighbourhood.
7. At the time that the more formal consultation took place, primarily through the designing and publication of a special Addington edition of "Our City" in 2004, the project team were only in the early stages of designing a way to remove contaminants from storm water run off as required by legislation. The ongoing design work since that time has resulted in the initiative to install rain gardens within the landscaped areas in the newly reconstructed streets. This new initiative to remove contaminants from storm water run off for the Addington Cluster project was outlined and explained in the Addington Update (a consultation newsletter) in April 2005.
8. The submissions received were incorporated into the concept plan for the Addington Cluster project and this was redelivered in a consultation newsletter format to residents in April 2005. The close off date for submissions was 31 May 2005. However, due to a clerical error, the consultation newsletter was not immediately sent to absentee owners. Consequently, the close off date for submissions was extended to 12 June 2005.
9. Submissions received via the consultation newsletter:
10. **Barrie Street**
 - (a) **Roading:** Three submissions received. Two related to difficulties that two elderly women may have in reversing out of their driveways. It is proposed to resolve the problem by relocating an existing power pole back to the boundary, if possible, and to "splay" their vehicle crossings to provide more manoeuvring area. The third submission was supportive of the proposed plan.
 - (b) **Integrated Art Feature:** Two "no comment" and two others supporting the proposed art feature.

- (c) **Rain Garden:** Two “no comment”, one submitter concerned that the rain gardens may just collect rubbish and create more flooding, the last submission was in support of the proposal.

11. **Crohane Place**

- (a) **Roading:** Two submissions received. One fully supportive of the proposal. The second submission expressed concern that exiting from a corner property may be more difficult with the proposed plan. It is therefore proposed to install a “no stopping” area adjacent to the Crohane Place driveway of this property, thereby eliminating any existing problems.
- (b) **Integrated Art Feature:** Two no comment.
- (c) **Rain Garden:** One submission supportive of the Rain Garden.

12. **Ruskin Street**

- (a) **Roading:** Five submissions received. Four submissions supporting the proposal, although three out of the four expressed disappointment that the “no exit” end of Ruskin Street (east of St Asaph Street) would not be reconstructed. One out of the four expressed a concern that there would be fewer on-street parks. The fifth submission (which included supporting submissions) was opposed to an element of the plan. Specifically, the submitters advised that they are a four car household and on-street parking immediately adjacent to their property has been removed. Although they are in favour of street reconstruction and beautification they are not prepared to park away from their property and will seek a rate reduction should the existing parks go. The project team acknowledge the loss of on-street parking immediately adjacent to this property with the proposal and have reworked the proposal to reinstate one car park adjacent to their Ruskin Street property along with shortening the proposed area of rain garden adjacent to their Barry Street property frontage to enable two vehicles to be parked adjacent to the rain garden in the driveway.
- (b) **Integrated Art Feature:** Five submissions. Three “no comment” and two in support.
- (c) **Rain Garden:** Five submissions. Two “no comment”, two supportive. The fifth submission suggested that the proposed rain garden should be removed in favour of installing car parking for their use.

13. **Burke Street**

- (a) **Roading:** Five submissions. One of the five absolutely thrilled with the proposal. One submitter absolutely horrified; believes that the proposed threshold outside her property will make it difficult to exit her property. Project team to recheck, but believe that the proposed threshold will not have the negative effect the submitter believes. One submitter in favour, but does not support the planting of Totara and Cabbage Trees. The fourth submitter suggested that staff review where it is proposed to install the “no stopping” areas with a view to making some changes. The fifth submitter owns a butcher shop on Selwyn Street between Ruskin and Burke Streets and is opposed to the proposed “no stopping” on Ruskin Street as he notices that parents using the local kindergarten park in Ruskin Street. Transport & City Streets Unit will investigate with the kindergarten to determine what their parking needs are with a view to providing some time restricted parking on Selwyn Street if appropriate.
- (b) **Integrated Art Feature:** Five submissions. Two “no comment” and three in support. One of the three suggested that Burke Street housed a number of “maimed” returned Servicemen from WW1 during their convalescence. One submitter advised that Burke after whom the street is named, had a great respect for the law, and therefore a stone book with a suitable quote could be installed.
- (c) **Rain Garden:** Two “no comment” and two in support. The third submitter qualifies his/her support by raising a concern that he/she hopes that the rain garden does not just end up collecting street litter.

14. **Braddon Street**

- (a) **Roading:** Four submissions. First submission is not completely readable, however, what is readable the submitter requests that the narrow grass strip proposed adjacent to his property boundary be landscaped instead. The second submitter supports the narrowing of the street and the general enhancement proposed but has requested that we do not plant two Kowhai trees in the grass berm adjacent to her property. The third submitter supports the proposal in principal, but has requested that we do not plant trees in the grass berms as the trees will shade properties in the winter. The project team's decision is to proceed with the planting of trees within the berms as the aim is to introduce an "avenue" affect for Braddon Street. It is also anticipated that the new kerb line reconstruction will mean that the proposed trees are further away from properties and unlikely to create any shading problems. The fourth submitter is pleased that all their earlier suggestions have been incorporated into the proposed plan.
- (b) **Integrated Art Feature:** Four submissions. Two "no comment". One against and one supportive. The submitter against the proposal believes that the art feature will only become a target for vandals. The submitter supportive of the proposal is pleased to know that the art feature will be outside her property.
- (c) **Rain Garden:** Four submissions. Two "no comment" and two in support.

15. **Fairfield Avenue**

- (a) **Roading:** Five submissions. Three supportive of the project. Two expressed concern that there would not be enough on-street parks and one of the two objectors was concerned that street trees would block their view of the street and therefore enable vandalism to go undetected.
- (b) **Integrated Art Feature:** Five submissions. Three supportive and two "no comment".
- (c) **Rain Garden:** Five submissions. Two "no comment", two supportive and the fifth submission is concerned that the rain gardens will not be maintained by the Council.

FINANCIAL AND LEGAL CONSIDERATIONS.

16. The estimated total costs for this project is \$3,800,770 inclusive of all consultation, design and project management
17. The Addington Cluster is part of the Street Renewal Programme and is programmed for construction over the 2005/2006, 2006/2007 financial years. The annual budget for Street Renewal is approximately \$15 million.

Transport & City Streets Street Renewal Budget		Greenspace Unit Rain Garden & Drainage
Barrie	387,000	71,200
Crohane	343,000	48,575
Ruskin	901,000	83,700
Burke	455,000	57,375
Braddon	566,000	116,575
Fairfield	1,158,000	308,220
		TOTAL 3,800,770

BACKGROUND ON THE ADDINGTON CLUSTER RECONSTRUCTION PROJECT

18. The Council is proposing to reconstruct six streets in the Addington area. Known as the Addington Cluster Reconstruction project, planning started in 2004 with construction proposed over the 2005/06 and 2006/07 financial years. The budget is \$3.8 million dollars.
19. The aim of the Addington Cluster project is to enhance one of the city's oldest neighbourhoods while conserving its significant and unique character.
20. Consultation started in June 2004 for the proposed work with the release of a special Addington edition of "Our City", a Christchurch City Council newsletter.

21. The newsletter outlined the forward planning for Addington based on the reconstruction of the then seven streets in that area bordered by Brougham Street, Selwyn Street, Hazeldean Road and Antigua Street. The seven streets are Kipling Street, Barrie Street, Crohane Place, Ruskin Street, Burke Street Braddon Street and Fairfield Avenue. Included in the reconstruction work is to be a focus on publicly owned land, known as “public space”. Public space ranges from significant green areas like reserves to the street outside private properties. Public space is potentially one of a community’s greatest assets.
22. Reconstruction of Kipling Street has been completed along with the addition of an Integrated Art Feature. The Art Feature is the Kipling Street Companion Bench that includes the figure of the famous writer. Nick-named “Mr Kipling” by the street’s residents, the figure has been embraced as a new neighbour, a meeting point and a play-mate for the local children.
23. With the completion of Kipling Street in 2004 and the consultation completed for the next six streets this report seeks the support of the Spreydon/Heathcote Community Board for the Addington Cluster project to proceed to final design, tender and construction, on a street-by-street basis.

Aims & Objectives:

- To renew a Council asset, namely, the carriageway of six streets in the Addington area.
- To enhance one of the City’s oldest neighbourhoods whilst conserving its significant and unique character.
- To improve the roading environment for all road users.
- To reduce speed and volume of traffic along local roads.
- To maintain consistency with the Addington Neighbourhood Improvement Plan.
- To maintain as much on-street parking as possible while maintaining appropriate sight distances.
- To improve the quality of storm-water run-off.
- To install Integrated Art Features where appropriate.

OPTIONS

24. Barrie Street

Four options were considered for Barrie Street, including:

- A 9 metre offset berm with a swale on the west side and a 8 metre carriageway and a 3 metre berm on the east side. It included a winding narrow lane connection to Brougham Street with angled parking in a landscaped area.
- A 8 metre offset berm with a swale on the west side with a 9 metre carriageway and a 3 metre berm on the east side. Similar to the option above, this option also included a winding narrow lane connection to Brougham Street with angled parking in a landscaped area.
- A 6 metre berm with a swale on the west side with a 9 metre carriageway and a 5 metre berm on the east side. This option had a 9 metre carriageway continuing through to Brougham Street with parallel parking on both sides.

Recommended Option

- A centralised 9m carriageway with 5.5 metre berms on each side. All of the intersections have 50 mm raised paved platforms with pedestrian access. The Brougham Street end of Barrie Street will have a 20 metre long landscaped area to separate the local road from the arterial road, included in the landscaping will be two rain gardens. Rain gardens are the recommended alternative to a swale.

25. Crohane Place

Five options were considered for Crohane Place, including:

- A 9 metre offset berm with a swale on the south side with a 8 metre carriageway and a 3 metre wide berm on the north side. This option also included a 30 metre “pocket parking area” at the Antigua Street end of Crohane Place incorporating 3 angle parking spaces.

- A 8.4 metre offset berm with a swale on the south side with a 9 metre carriageway and a 2.7 metre wide berm on the north side. Similar to the option above, this option also had a 30 metre “pocket parking area”
- A 9 metre wide centred carriageway with 5.5 metre wide berms along both sides. This option proposed a 16.5 diameter cul-de-sac at the Antigua Street end without provision for on-street parking.
- This option was similar to the option above but with a slight variation to the cul-de-sac treatment.

Recommended Option

- The recommended option is similar to options 3 and 4 above, though with a 9 metre wide carriageway and a cul-de-sac end providing three on-street parks. Rain gardens on Crohane Place at the Antigua Street end are the recommended alternative to a swale.

26. Ruskin Street

Four options were considered for Ruskin Street, including:

- A 8 metre centred carriageway with varying berm widths on both sides depending on the road reserve width. The section of carriageway between Kipling and Barrie Streets is reduced to 7.6 metre because of the narrow road reserve available. This option also included type “B” threshold treatments at the Selwyn and Antigua Street intersections. The radius at the Barrie Street intersection is tight, with pedestrian access away from the intersection.
- Similar to the option above, though with reverse curves at all intersections and kerb build-outs. This option has type “C” threshold treatments at the Selwyn and Antigua Streets intersection. As above, this option also had a tight radius at Barrie Street with footpath crossings away from the intersection.
- A 7.5 metre wide carriageway between Selwyn Street and Ruskin Reserve. The carriageway then reduces to 7 metre between Ruskin Reserve and Barrie Street. This options also has reverse curves at all intersection and kerb build-outs and a type “C” threshold treatment at the Selwyn Street and Antigua Street intersections.

Recommended Option

- The recommended option has a centralised carriageway with varying berm widths on each side. All of the intersections have 50mm raised paved platforms with pedestrian access. One way courtesy slow points are used for traffic calming with 50mm raised platforms. Type “C” thresholds are used at Selwyn and Antigua Streets. It is not possible to plant trees along the narrow section of Ruskin Street. However, the enhanced and enlarged Ruskin Reserve (no 47) frontage does offer landscaping opportunities. It is proposed to install an integrated art feature on the boundary fence of the Reserve and to install six rain gardens within landscaped areas in Ruskin Street.

27. Burke Street

Only one option was considered for Burke Street due to the limited road reserve width.

Recommended Option

- A 7 metre centred carriageway width with varying berm widths along both sides depending on the road reserve width. It is proposed to install a type ‘B’ threshold treatment at Selwyn Street leading into a narrowed 5.5 metre road narrowing adjacent to Ruskin Reserve. It is proposed to install a narrowed 3.5 metre wide courtesy one way chicane midway along this section. Three rain gardens are proposed in Burke Street.

28. Braddon Street

Only one option was considered for Braddon Street. Swale options were investigated but not pursued.

Recommended Option

- It is proposed to install a 9 metre wide carriageway between Fairfield Avenue and Disraeli Street with 5.5 metre wide berms along both sides. The recommended option has a narrow two way chicane mid block that would link the Baxters Drain project from the Cemetery across the road and into Braddon Reserve. This option was developed further to include the standard Addington Cluster treatment with paved narrow approaches at the intersection of Fairfield Avenue. The Disraeli Street intersection has kerb build-outs to increase sight distances for exiting vehicles and will also provide a landscaping opportunity and may also reduce the opportunity for this intersection to be used for "burn-outs".
- The section of Braddon Street from Disraeli Street to Hazeldean Avenue only requires kerb replacement along the west side. The new kerb will be installed on the existing alignments as this is a business zone with a high parking demand and large truck use.

29. Fairfield Avenue

Three options were considered for Fairfield Avenue.

- A 9 metre wide central carriageway with 5.5 metre wide berms along both sides and a narrowed carriageway proposed on Fairfield Avenue adjacent to property numbers 32 and 33.
- A 9 metre wide central carriageway with 5.5 metre wide berms along both sides with two narrow sections between Selwyn Street and Braddon Street. One slow point is a 3.5 metre One Way courtesy slow point, the other provides for two way traffic and is adjacent to property no 47.

Recommended Option

- It is proposed to install a 9 metre wide carriageway with 5.5 metre wide berms along both sides (similar to the options above). This option has two narrowed sections between Selwyn Street and Braddon Street. One is a 3.5 metre one way courtesy slow point and the other provides for two way traffic and is adjacent to property no 47. It is proposed to install the standard Addington Cluster intersection treatment at Braddon Street and type 'C' thresholds at Selwyn Street and Antigua Street. It is proposed to install eight rain gardens in Fairfield Avenue.

STAFF RECOMMENDATIONS

It is recommended that the Board:

- (a) Approve the Addington Cluster Project (being Barrie Street, Crohane Place, Ruskin Street, Burke Street, Braddon Street and Fairfield Avenue) as illustrated in the attachment, proceeding to final design, tender and construction.
- (b) Approve the following amendments/additions to the Christchurch City Traffic & Parking Bylaw 1991:

Barrie Street parking restrictions

- (i) That all existing parking restrictions on Barrie Street be rescinded.
- (ii) That the stopping of vehicles be prohibited at any time on the east side of Barrie Street commencing at its intersection with Brougham Street and extending in a northerly direction for a distance of 25 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the east side of Barrie Street commencing 18 metres south of its intersection with Crohane Place and extending in a northerly direction for a distance of 43 metres.
- (iv) That the stopping of vehicles be prohibited at any time on the east side of Barrie Street commencing at its intersection with Ruskin Street and extending in a southerly direction for a distance of 18 metres.

- (v) That the stopping of vehicles be prohibited at any time on the west side of Barrie Street commencing at its intersection with Brougham Street and extending in a northerly direction for a distance of 22 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the west side of Barrie street commencing at a point 18 metres south of its intersection with Ruskin Street and extending in a northerly direction for a distance of 43 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the west side of Barrie Street commencing at its intersection with Ruskin Street and extending in a southerly direction for a distance of 12 metres

Crohane Street parking restrictions

- (i) That all existing parking restrictions on Crohane Place be rescinded, and
- (ii) That the stopping of vehicles be prohibited at any time on the north side of Crohane Place commencing at its intersection with Barrie Street and extending in an easterly direction for a distance of 17 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the south side of Crohane Place commencing at its intersection with Barrie Street and extending in an easterly direction for a distance of 17 metres.
- (iv) That the stopping of vehicles be prohibited at any time on both sides of Crohane Place commencing at a point 19 metres west of its intersection with Antigua Street and extending in a westerly direction for a distance of 12 metres

Ruskin Street parking restrictions

- (i) That all existing parking restrictions in Ruskin Street be rescinded, and
- (ii) That the stopping of vehicles be prohibited at any time on both sides of Ruskin Street commencing at its intersection with Antigua Street and extending in a westerly direction for a distance of 14 metres.
- (iii) That the stopping vehicles be prohibited at any time on the north side of Ruskin Street, commencing at a point 60 metres west of its intersection with Antigua Street and extending in a westerly direction for a distance of 24 metres.
- (iv) That the stopping of vehicles be prohibited at any time on the south side of Ruskin Street, commencing at a point 60 metres west of its intersection with Antigua Street and extending in a westerly direction for a distance of 21 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the north side of Ruskin Street commencing at a point 18 metres east of its intersection with Barrie Street and extending in a westerly direction for a distance of 28 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the north side of Ruskin Street commencing at a point 108 metres east of its intersection with Kipling Street and extending in a westerly direction for a distance of 76 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the south side of Ruskin Street commencing at a point 13 metres east of its intersection with Kipling Street and extending in a westerly direction for a distance of 30 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the north side of Ruskin Street commencing at a point 16 metres east of its intersection with Kipling Street and extending in a westerly direction for a distance of 51 metres.
- (x) That the stopping of vehicles be prohibited at any time on the south side of Ruskin Street commencing at a point 34 metres west of its intersection with Kipling Street and extending in a westerly direction for a distance of 28 metres.

- (xi) That the stopping of vehicles be prohibited at any time on the north side of Ruskin Street commencing at a point 113 metres east of its intersection with Selwyn Street and extending in a westerly direction for a distance of 37 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the south side of Ruskin Street commencing at a point 101 metres east of its intersection with Selwyn Street and extending in a westerly direction for a distance of 33 metres.
- (xii) That the stopping of vehicles be prohibited at any time on the south side of Ruskin Street commencing at a point 51 metres east of its intersection with Selwyn Street and extending in an easterly direction for a distance of 14 metres.
- (xiii) That the stopping of vehicles be prohibited at any time on the south side of Ruskin Street commencing at its intersection with Selwyn Street and extending in an easterly direction for a distance of 25 metres.
- (xiv) That the stopping of vehicles be prohibited at any time on the north side of Ruskin Street commencing at its intersection with Selwyn Street and extending in an easterly direction for a distance of 12 metres.

Burke Street parking restrictions

- (i) That all existing parking restrictions in Burke Street be rescinded, and
- (ii) That the stopping of vehicles be prohibited at any time on the north side of Burke Street, commencing at its intersection with Selwyn Street and extending in an easterly direction for a distance of 30 metres
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Burke Street, commencing at a point 42 metres from its intersection with Selwyn Street and extending in an easterly direction for a distance of 13 metres.
- (iv) That the stopping of vehicles be prohibited at any time on the north side of Burke Street, commencing at a point 91 metres from its intersection with Selwyn Street and extending in an easterly direction for a distance of 51 metres.
- (v) That the stopping of vehicles be prohibited at any time on the north side of Burke Street, commencing at a point 150 metres from its intersection with Selwyn Street and extending in an easterly direction for a distance of 6 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the north side of Burke Street., commencing at a point 169 metres from its intersection with Selwyn Street and extending in an easterly direction for a distance of 7 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the north side of Burke Street, commencing at a point 180 metres from its intersection with Selwyn Street and extending in an easterly direction for a distance of 31 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the north side of Burke Street, commencing at a point 228 metres from its intersection with Selwyn Street and extending in an easterly direction for a distance of 40 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the south side of Burke Street commencing at its intersection with Selwyn Street and extending in an easterly direction for a distance of 12 metres.
- (x) That the stopping of vehicles be prohibited at any time on the south side of Burke Street commencing at a point 47 metres from its intersection with Selwyn Street and extending in an easterly direction for a distance of 20 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the south side of Burke Street commencing at a point 100 metres from its intersection with Selwyn Street and extending in an easterly direction for a distance of 31 metres.

- (xii) That the stopping of vehicles be prohibited at any time on the south side of Burke street commencing at a point 159 metres from its intersection with Selwyn Street and extending in an easterly direction for a distance of 8 metres.
- (xiii) That the stopping of vehicles be prohibited at any time on the south side of Burke Street commencing at a point 213 metres from its intersection with Selwyn Street and extending in an easterly direction for a distance of 60 metres.

Braddon Street parking restrictions

- (i) That all existing parking restrictions in Braddon Street be rescinded, and
- (ii) That the stopping of vehicles be prohibited at any time on the east side of Braddon Street commencing at its intersection with Fairfield Avenue and extending in a northerly direction for a distance of 15 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the west side of Braddon Street commencing at its intersection with Fairfield Avenue and extending in a northerly direction for a distance of 13 metres.
- (iv) That the stopping of vehicles be prohibited at any time on the east side of Braddon Street commencing at a point 91 metres from its intersection with Fairfield avenue and extending in a northerly direction for a distance of 30 metres.
- (v) That the stopping of vehicles be prohibited at any time on the west side of Braddon Street commencing at a point 87 metres from its intersection with Fairfield Avenue and extending in a northerly direction for a distance of 32 metres.
- (vi) That the stopping of vehicles be prohibited at any time on both sides of Braddon Street commencing at its intersection with Disraeli Street and extending in a southerly direction for a distance of 14 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the west side of Braddon Street commencing at its intersection with Disraeli Street and extending in a northerly direction for a distance of 13 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the south side of Disraeli Street commencing at a point 14m west of its intersection with Braddon Street and extending in an easterly direction for a distance of 32 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the north side of Disraeli Street commencing at its intersection with Braddon Street and extending in a westerly direction for a distance of 18 metres.

Fairfield Avenue parking restrictions

- (i) That all existing parking restrictions in Braddon Street be rescinded, and
- (ii) That the stopping of vehicles be prohibited at any time on both sides of Fairfield Avenue commencing at its intersection with Antigua Street and extending in a westerly direction for a distance of 16 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the south side of Fairfield Avenue commencing at a point 12 metres east of its intersection with Braddon Street and extending in a westerly direction for a distance of 27 metres.
- (iv) That the stopping of vehicles be prohibited at any time on the north side of Fairfield Avenue commencing at its intersection with Braddon Street and extending in an easterly direction for a distance of 16 metres.
- (v) That the stopping of vehicles be prohibited at any time on the north side of Fairfield Avenue commencing at its intersection with Braddon Street and extending in a westerly direction for a distance of 14 metres.

- (vi) That the stopping of vehicles be prohibited at any time on the south side of Fairfield Avenue commencing at a point 52 metres west of its intersection with Braddon Street and extending 28 metres in a westerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the north side of Fairfield Avenue commencing at a point 50 metres west of its intersection with Braddon Street and extending 31 metres in a westerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the north side of Fairfield Avenue commencing at a point 68 metres east of its intersection with Selwyn Street and extending 22 metres in an easterly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the south side of Fairfield Avenue commencing at a point 68 metres east of its intersection with Selwyn Street and extending in an easterly direction for a distance of 30 metres.
- (x) That the stopping of vehicles be prohibited at any time on the north side of Fairfield Avenue commencing at its intersection with Selwyn Street and extending in an easterly direction for a distance of 15 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the south side of Fairfield Avenue commencing at its intersection with Selwyn Street and extending in an easterly direction for a distance of 20 metres.

CHAIRPERSON'S RECOMMENDATION

That the officer's recommendations be adopted.