



Christchurch City Council

BURWOOD/PEGASUS COMMUNITY BOARD AGENDA NO 253

WEDNESDAY 2 MAY 2007

5.00 PM

IN THE BOARDROOM,
CNR BERESFORD AND UNION STREETS
NEW BRIGHTON

Community Board: Glenda Burt (Chairperson), Carole Evans, Carmen Hammond, Caroline Kellaway, Tina Lomax, Don Rowlands, Gail Sheriff

Community Board Principal Adviser

Clare Sullivan

Telephone: 941-6601

Fax: 941-6604

Email: clare.sullivan@ccc.govt.nz

Acting Community Secretary

Leanne Smith

Telephone: 941-6624

Fax: 941-6604

Email: leanne.smith@ccc.govt.nz

PART A - MATTERS REQUIRING A COUNCIL DECISION

PART B - REPORTS FOR INFORMATION

PART C - DELEGATED DECISIONS

INDEX

- | | | |
|--------|-----|---|
| PART C | 1. | APOLOGIES |
| PART C | 2. | CONFIRMATION OF REPORT |
| PART B | 3. | PETITIONS |
| PART B | 4. | CORRESPONDENCE |
| PART B | 5. | DEPUTATIONS BY APPOINTMENT |
| PART B | 6. | RESIDENTS' ASSOCIATIONS/COMMUNITY GROUPS |
| PART B | 7. | SPORTS LIAISON ADVISER UPDATE |
| PART C | 8. | MONCRIEFF PLACE - PROPOSED "NO STOPPING" RESTRICTIONS |
| PART C | 9. | PARKWOOD PLACE - PROPOSED "NO STOPPING" RESTRICTION |
| PART C | 10. | PORRITT PARK CAR PARKING PROJECT |
| PART A | 11. | AVON RIVER SAFETY PROJECT |
| PART B | 12. | COMMUNITY BOARD PRINCIPAL ADVISER'S UPDATE |
| PART B | 13. | NOTICES OF MOTION UNDER STANDING ORDERS 2.16 |
| PART B | 14. | QUESTIONS UNDER STANDING ORDERS 4.1 |
| PART B | 15. | BOARD MEMBERS' INFORMATION EXCHANGE |

We're on the Web!

www.ccc.govt.nz/Council/Agendas/



1. APOLOGIES

2. CONFIRMATION OF REPORT

The report of the ordinary meeting of the Burwood/Pegasus Community Board held on Wednesday 18 April 2007 has been circulated to Board members.

STAFF RECOMMENDATION

That the report of the ordinary meeting held on Wednesday 18 April 2007 be confirmed.

3. PETITIONS

4. CORRESPONDENCE

5. DEPUTATIONS BY APPOINTMENT

6. RESIDENTS' ASSOCIATIONS/COMMUNITY GROUPS

Time is allocated at Board meetings for Residents' Association/Community Group representatives to address the Board on local matters. Each group is being invited to do this in rotation.

7. SPORTS LIAISON ADVISER UPDATE

Simon Battrick (Sports Liaison Adviser) will be in attendance to provide a presentation on his role.

8. MONCRIEFF PLACE - PROPOSED "NO STOPPING" RESTRICTIONS

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Manager
Author:	Malcolm Taylor, Traffic Engineer - Community

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the installation of "No Stopping" lines on the north side of Moncrieff Place, Burwood (see **attachment**).

EXECUTIVE SUMMARY

2. The Council has been approached by a Moncrieff Place resident who is experiencing difficulties entering and exiting their driveway when vehicles are parked adjacent to or opposite their driveway.
3. This is due to the fact that the driveway is only 3 metres wide and Moncrieff Place is 7 metres wide. The driveway services three properties.
4. There is no formed footpath on the northern side of the street, and a 1.8 metre fence is located close to the kerb and channel. This reduces the visibility around the corner. The removal of on-street parking in this section of Moncrieff Place will not only improve access to the driveway opposite but also improve safety for vehicles travelling around the bend.
5. The affected residents support the "No Stopping" proposal.
6. It is proposed that "No Stopping" lines be installed opposite the driveway to 5, 7 and 9 Moncrieff Place, to improve the safe movement of vehicles. This is considered to be the most cost-effective and practical solution to the problem.

FINANCIAL IMPLICATIONS

7. An estimated cost for this work is \$50.

Do the recommendations of this report align with 2006-16 LTCCP budgets?

8. The installation of road markings is within the LTCCP Streets and Transport Operational Budget.

LEGAL CONSIDERATIONS

9. The Land Transport Rule provides for the installation of parking restrictions, including "No Stopping" lines.

Have you considered the legal implications of the issue under consideration?

10. As noted in paragraph 9.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes - Safety.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

12. This contributes to improve the level of service for safety.

ALIGNMENT WITH STRATEGIES

13. The recommendations align with the Council's Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

14. As noted in paragraph 13.

2. 5. 2007

- 4 -

CONSULTATION FULFILMENT

15. The residents affected by the installation of the "No Stopping" lines outside their properties support the proposal.

STAFF RECOMMENDATION

It is recommended that the Board approve that the stopping of vehicles be prohibited at any time on the north side of Moncrieff Place commencing at a point 46 metres from its intersection with Kingsford Street and extending in a westerly direction for a distance of 21 metres.

9. PARKWOOD PLACE - PROPOSED "NO STOPPING" RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Manager
Author:	Peter Harte - Technical Assistant to Traffic Engineers Malcolm Taylor, Traffic Engineer - Community

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the installation of a section of "No Stopping" lines in Parkwood Place, Parklands (see **attachment**).

EXECUTIVE SUMMARY

2. The Council has received a complaint from a resident of Parkwood Place regarding safety and visibility problems both entering and exiting Parkwood Place. Concerns have been raised about the presence of vehicles parked on both sides of Parkwood Place and also up to the intersection with Queenspark Drive.
3. Currently there are no restrictions or controls present in Parkwood Place or at the Queenspark Drive intersection. The area is residential but the presence of the Parklands Shopping Centre opposite and the Parklands Reserve nearby contributes to the high demand for parking.
4. At the time of inspection (11.00 am) vehicles were parked on both sides of the street up to the intersection resulting in safety and visibility problems. Many of these vehicles are believed to be staff from the Parklands Shopping Centre.
5. The installation of broken yellow "No Stopping" lines on the east side of Parkwood Place and around the Queenspark Drive intersection on both sides is considered the most cost-effective and practical solution to the problem.

FINANCIAL IMPLICATIONS

6. An estimated cost for this work is \$120.

Do the recommendations of this report align with 2006-16 LTCCP budgets?

7. The installation of road markings is within the LTCCP Streets and Transport Operational Budget.

LEGAL CONSIDERATIONS

8. The Land Transport Rule provides for the installation of parking restrictions, including "No Stopping" lines.

Have you considered the legal implications of the issue under consideration?

9. As noted in paragraph 8.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes - Safety.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

11. This contributes to improve the level of service for safety.

ALIGNMENT WITH STRATEGIES

12. The recommendations align with the Council's Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

13. As noted in paragraph 12.

CONSULTATION FULFILMENT

14. Consultation has been carried out with the affected residents and they support the proposed action.

STAFF RECOMMENDATIONS

It is recommended that the Board approve:

- (a) That the stopping of vehicles be prohibited at any time on the south side of Queenspark Drive commencing at its intersection with Parkwood Place and extending in an easterly direction for a distance of 12 metres.
- (b) That the stopping of vehicles be prohibited at any time on the south side of Queenspark Drive commencing at its intersection with Parkwood Place and extending in a westerly direction for a distance of 12 metres.
- (c) That the stopping of vehicles be prohibited at any time on the east side of Parkwood Place commencing at its intersection with Queenspark Drive and extending in a southerly direction for a distance of 54 metres.
- (d) That the stopping of vehicles be prohibited at any time on the west side of Parkwood Place commencing at its intersection with Queenspark Drive and extending in a southerly direction for a distance of 12 metres.

10. PORRITT PARK CAR PARKING PROJECT

General Manager responsible:	General Manager Community Services, DDI 941-8554
Officer responsible:	Sports Services Manager
Author:	Simon Battrick, Sports Liaison Adviser

PURPOSE OF REPORT

1. The purpose of this report is to inform the Board on the Porritt Park Car Parking Project and to seek final sign off for the project.

EXECUTIVE SUMMARY

2. The Porritt Park Car Parking Project provides more car parks for both hockey and river users while also providing significant landscape enhancements to the overall area between Kerrs Reach and Hockey Lane and the river adjacent to Avonside Drive.
3. This report provides information on the Porritt Park Car Parking Project after further consultation with the local community and user groups to provide the best option to maximise the amount of car parking within this area and to ensure the enhancement of the green space in the area.
4. The report also outlines the proposed removal of one mature tree within the area proposed on the Neighbourhood Improvements Plan (see **Attachment 1**) plus the removal or relocation of another seven smaller trees to allow uninterrupted flow of vehicle movement within the car park and to ensure that the maximum number of car parks are able to be situated which will in turn reduce parking on Avonside Drive.
5. The proposal also allows easier access for Christ's College Rowing to move their boats in and out of their building and into the car park area adjacent to the Arawa Canoe Club.
6. Sign off for the plan and the tree removal is sought from the Board.

FINANCIAL IMPLICATIONS

7. This project has been estimated at \$230,000 for completion. There is currently \$230,000 in the 2006/07 budget for completion of this project. The documentation for tender has been prepared and is waiting approval from the Board before submitting to tender for construction.

Do the recommendations of this report align with 2006-16 LTCCP budgets?

8. Yes, budget allocation has been completed and approved.

LEGAL CONSIDERATIONS

9. Resource consent has been granted for the stormwater discharge from the car park into the Avon River by ECAN Consent: CRC071697 To Discharge Contaminants to Water.

Have you considered the legal implications of the issue under consideration?

10. Yes. Resource consent for stormwater discharge is required and has been approved.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. The recommendations contained within this report align with the LTCCP and Activity Management Plans.

ALIGNMENT WITH STRATEGIES

12. The recommendations contained within this report align with existing Council strategies.

CONSULTATION FULFILMENT

13. Consultation has been completed with the Avon River users and Canterbury Hockey regarding the project and associated impacts.

2. 5. 2007

- 8 -

STAFF RECOMMENDATIONS

It is recommended that the Board:

- (a) Approve the Neighbourhood Improvements Plan of the Porritt Park Car Park Project for construction.
- (b) Approve the removal and/or relocation of the trees noted and approve the additional plantings indicated on the Neighbourhood Improvements Plan to enable the project to be submitted for tender and construction to begin in May 2007.

BACKGROUND

14. In recent years there has been a significant increase in the number of users of the Kerrs Reach water sports area and following the completion of the second artificial turf at Porritt Park has resulted in increased complaints from public and users of these areas in relation to car parking. There have been additional car parks added to the Kerrs Reach area over the past few years and Canterbury Hockey replaced car parks which they lost when adding the second turf. The total number of car parks no longer meets the requirements for the number of people regularly using both facilities. Canterbury Hockey also used on regular occasions the grassed area in between the Porritt Park and Kerrs Reach entrance for overflow car parking which resulted in this area suffering damage to the grass surface in winter months.
15. In March 2005, there were four concept plans for car parking presented to a Council Seminar all of which encroached on the park area currently used for overflow parking. These concepts were rejected in favour of utilising the grassed area within the hockey leased area to provide the extra parks - shifting the focus of parking away from the current entrance and using the Kerrs Reach entrance. This provides dual benefit for hockey as well as rowing, having the least impact on the grassed areas and enabling the removal of the sealed access road between the two entranceways.
16. In a report to the Board on 21 June 2006 a new landscape plan was presented and approved pending consultation with user groups. This has since been completed with complete support from the user groups of the area ie Christ's College Rowing and Arawa Canoe Club. Further refinements to the plan have necessitated the removal of one mature tree and the relocation/removal of another seven smaller and less significant trees to maximise the number of car parks (maximum 114) and to enhance the surrounding environs (see **Attachment 2**). It is intended to also provide additional plantings in the area to assist the revitalisation of this environ.
17. It is anticipated that construction would take place over a similar time period as the Avon River Safety Project. Discussions will be held with contractors to minimise disruption to all park and river users at the time of construction.

THE OBJECTIVES

18. To increase the number of car parks for Avon River users, community groups and individuals and Canterbury Hockey Association and clubs.
19. To enhance the landscape surrounding Porritt Park/Avon River through additional plantings.
20. Reduces car parking congestion for residents along Avonside Drive.

THE OPTIONS

21. See **attachment 1**: Porritt Park Car Park: Neighbourhood Improvements Plan.

THE PREFERRED OPTION

22. Porritt Park Car Park: Neighbourhood Improvements Plan.

ASSESSMENT OF OPTIONS**The Preferred Option**

23. That the Board approve the Porritt Park Car Parking Project.

	Benefits (current and future)	Costs (current and future)
Social	Increased usage of the park and associated river bank by user groups and by the community.	
Cultural	N/A	
Environmental	Improvement of landscape and removal of a tree affecting the health and development of more desirable plants and negatively interfering with the original design of the park.	
Economic	Decreases costs long term with landscaping of Porritt Park.	Project Budget \$230,000.
<p>Extent to which community outcomes are achieved:</p> <ul style="list-style-type: none"> • Provides improved level of service for community groups using Council facilities. • Reduces car parking congestion for residents along Avonside Drive. • Fulfilment of LTCCP community outcomes: <ul style="list-style-type: none"> - A city of people who value and protect the natural environment. - A city for recreation, fun and creativity. - An attractive and well-designed city. <p>Impact on the Council's capacity and responsibilities:</p> <p>Nil. Continuation of service and delivery of capital programme.</p> <p>Effects on Maori:</p> <p>Nil.</p> <p>Consistency with existing Council policies:</p> <p>Supports the 2006/16 LTCCP and 2006/07 Annual Plan.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>Canterbury Hockey Association and Avon River user groups support the project.</p> <p>Other relevant matters:</p> <p>Nil.</p>		

Maintain the Status Quo

24. That the Board not approve the Porritt Park Car Parking Project.

	Benefits (current and future)	Costs (current and future)
Social	Status quo for users of the Avon River area and Canterbury Hockey.	Lower level of service provided.
Cultural	Nil.	Nil.
Environmental	No increased benefit.	May cost more to complete if undertaken in future.
Economic	Saving of \$225,00 capital expenditure.	May cost more to complete if undertaken in future.
Extent to which community outcomes are achieved: Non-fulfilment of LTCCP outcomes. Impact on the Council's capacity and responsibilities: Nil. Effects on Maori: Nil. Consistency with existing Council policies: Supports the 2006/16 LTCCP and 2006/07 Annual Plan. Views and preferences of persons affected or likely to have an interest: Avonside Drive residents, Canterbury Hockey and Avon River users would be extremely disappointed at lack of car parking made available. Other relevant matters: Nil.		

11. AVON RIVER SAFETY PROJECT

General Manager responsible:	General Manager Community Services, DDI 941-8554
Officer responsible:	Sports Services Manager
Author:	Simon Battrick, Sports Liaison Adviser

PURPOSE OF REPORT

1. The purpose of this report is to inform the Board on the Avon River Safety Project, and to inform the Board of an approach by the river users for additional funding from Council for enhancements to the project (refer Attachments 1 and 2).

EXECUTIVE SUMMARY

2. The Avon River Safety Project addresses the issue of safety on the Kerrs Reach and Owles Terrace launching areas to improve safety for non-powered water craft users. The project involves the installation of pontoons at Kerrs Reach and at Owles Terrace plus signage along the river to improve safety and knowledge by users of the rules of the river.
3. Council set aside \$600,000 in its capital works budget for the 2005/06 financial year for this project. This figure was considered a provision for the project rather than a firm estimate of the cost of the work needed as precise costs were not available at the time. This figure was then carried over into the 2006/07 financial year.
4. A design was agreed by the river users groups and tenders sought.
5. Due to the unique nature of this project, further detail emerging of the needs of the user groups and a lack of similar projects upon which to base construction estimates the tender price received for the project was \$755,000 to carry out the safety works.
6. In order to progress with the project an additional \$155,000 was reallocated from within the existing capital works budgets and agreements finalised with the successful tender company to carry out the work.
7. Late in 2006 the river users came back to Council officers with a number of changes and additions to the agreed designs which resulted in subsequent time delays and re-drawing of the plans.
8. Most of these changes were able to be incorporated into the existing plans without affecting the overall budget and have been accommodated by variations to the agreement with the construction company. Sign off of the amendments to the plans was finally given by the user groups on 16 April 2007.
9. The river users/leaseholders have also identified additional works over and above the agreed plans which are not crucial to the functionality of the asset but which would enhance the project and maximise the usability of the asset. An additional \$120,000 is required to complete these enhancements.
10. Approval for the re-allocation of a further amount of \$120,000 for the additional enhancements is sought from Council via a report to be presented on 3 May 2007.

FINANCIAL IMPLICATIONS

11. The Avon River Safety Upgrade Project was initially estimated to cost \$600,000 and this sum was included in the budget for the 2005/06 financial year. Due to the unique nature of this construction and a lack of similar projects nation-wide upon which to base construction estimates and upon further detail emerging of the needs of the user groups, the actual budget needed to adequately complete the project was subsequently revised to \$755,000.
12. An additional \$155,000 was then allocated to this project from within the existing Capital Works budget to enable the project to proceed.
13. The Avon River users and leaseholders based at Kerrs Reach have signed off on the plans for the project but have subsequently requested additional enhancements to the project totalling a further \$120,000.

14. The additional funds to carry out this extra work can be found by reallocating funds from within the existing Capital Works programme with no impact on rates.

LEGAL CONSIDERATIONS

15. None.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

16. A sum of \$600,000 was included in the 2005/06 Annual Plan for the project and carried over to the 2006/07 financial year. The recommendation supports the Council's 2006/16 LTCCP and delivery of Council's Capital Works projects for 2006/07.

ALIGNMENT WITH STRATEGIES

17. The recommendation aligns with Goal 1 of the Council's Physical Recreation and Sports Strategy - a safe physical environment that encourages participation in recreation and sport.

CONSULTATION FULFILMENT

18. Significant consultation with the river user groups has been undertaken throughout this project.

STAFF RECOMMENDATIONS

It is recommended that the Board:

- (a) Receive the report.
- (b) Support the application by the river users for an additional \$120,000 from Council for additional enhancements to the project.

BACKGROUND

19. The Avon River Safety Project was initiated in 2004, following regular concerns being expressed to the Council from the rowing groups and other users of the Kerrs Reach rowing facility regarding safety and overcrowding on the river. A report was presented at a Council Seminar in March 2005 expressing these concerns and outlining a number of options to pursue to minimise the increasing near accidents on the river with all of the waterways options being supported.
20. A sum of \$600,000 was included in the 2005/06 LTCCP for the project.
21. Due to the seasonal nature of the sport and hence a lack of opportunities to progress the planning and development discussions with users plus difficulties in the establishment of a representative group for all users, there was limited progress on the development stages of the project and the budget was carried over to the 2006/07 financial year.
22. There were also some design change requests received from the user groups late in 2006 which required some significant re-design of the agreed plans and put the planning of the project back.
23. After considerable consultation with river users a concept was agreed upon incorporating the following three components:

(a) **Installation of Pontoons and Riverbank Improvements at Kerrs Reach**

The installation of pontoons and by excavating a portion of the embankment in the Kerrs Reach will provide two benefits, (1) a much wider area available for launching and taking out the canoes and rowing skiffs, and (2) the introduction of the pontoons provide for low and high tide entry at the same point, therefore impact on the useable river width is minimised.

(b) **Improvement to the Launching Ramp at Owles Terrace**

This work will specifically improve the launching area for the Waka Ama craft, however, these improvements should also make the facility more attractive to casual users and dragon boats. It is also proposed to install a section of pontoon at this location.

(c) **Signage and Education**

It is proposed to install new signage at Kerrs Reach, Owles Terrace and at strategic places along the river which will advise users of the "rules" that apply to this area of water and to be vigilant and careful in the use of this recreation facility.

24. A design was initially agreed to by the users and tenders for the civil works were sought. Only one was received at this time and was significantly higher than budget so the project was re-tendered and eight tenders were received - with the lowest being the original tender received in the first round.
25. Upon receipt of these tenders and the subsequent revision of budgets, additional funding was re-allocated from the existing capital works budget to enable the project to proceed and a tender accepted.

Current Situation

26. At a meeting on 16 April 2006, the river users groups unanimously accepted the final staged plan for the pontoons, signage and river bank work. It is expected that construction could begin in May 2007 with a construction period of approximately three months.

Request for Additional Funding from User Groups

27. The river user groups have also requested a number of additions to the existing agreed plan which would be considered non-essential but which would improve conditions for users and add further value to the facility. These additions would require an additional \$120,000 to be added to the project.

28. The requested changes include:

- Asphaltting the concourse area.
- Replacing the concrete ramp adjacent to the Avon Rowing Club.
- Replacement and re-grading of the existing concrete slab outside the Christ's College storage shed.
- Paving an area adjacent to the Arawa Canoe Club.
- Formalising the cycleway/footpath between the existing buildings and the river.

29. These additional works would add to the usability of the facility and enjoyment for all users and would enhance the overall outcome of the project. It would be cost effective to complete this work at the time of construction.

THE OBJECTIVES

30. Ensure the Avon River Safety Project is completed and Council's investment in the asset is maximised.

THE OPTIONS

31. Two options exist for the Board:

- (a) Support the request by the river users groups for an approach to Council for additional funding for the additional river project enhancements.
- (b) Do not support the request by the river users groups for an approach to Council for additional funding for the additional river project enhancements.

THE PREFERRED OPTION

32. Support the request by the river users groups for an approach to Council for additional funding for the additional river project enhancements.

ASSESSMENT OF OPTIONS**The Preferred Option**

33. The Board supports the request by the river users groups for an approach to Council for additional funding for the additional river project enhancements.

	Benefits (current and future)	Costs (current and future)
Social	Enhanced safety and usability of the asset.	
Cultural	N/A.	
Environmental	Nil.	Minimal.
Economic	Nil.	Additional \$120,000 capital expenditure and minor additional ongoing maintenance costs.
<p>Extent to which community outcomes are achieved:</p> <p>Fulfilment of LTCCP outcomes.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Nil. Continuation of service and delivery of capital programme.</p> <p>Effects on Maori:</p> <p>Nil.</p> <p>Consistency with existing Council policies:</p> <p>Supports the 2006/16 LTCCP and 2006/07 Annual Plan.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>Avon River user groups strongly support the proposal.</p> <p>Other relevant matters:</p> <p>Nil.</p>		

Maintain the Status Quo

34. The Board does not support the request by the river users groups for an approach to Council for additional funding for the additional river project enhancements.

	Benefits (current and future)	Costs (current and future)
Social		Lower level of service.
Cultural	Nil.	Nil.
Environmental	Nil.	Nil.
Economic	Saving of \$120,000 capital expenditure and slightly lower ongoing maintenance cost.	May cost more to complete this additional work if undertaken in future.
Extent to which community outcomes are achieved: Fulfilment of LTCCP outcomes. Impact on the Council's capacity and responsibilities: Nil. Effects on Maori: Nil. Consistency with existing Council policies: Supports the 2006/16 LTCCP and 2006/07 Annual Plan. Views and preferences of persons affected or likely to have an interest: Avon River user groups strongly support the proposal. Other relevant matters: Nil.		

12. COMMUNITY BOARD PRINCIPAL ADVISER'S UPDATE

13. NOTICES OF MOTION UNDER STANDING ORDERS 2.16

14. QUESTIONS UNDER STANDING ORDERS 4.1

Members may at any ordinary meeting put a question to the Chairperson concerning any matter relevant to the role or function of the Community Board concerning any matter that does not appear on the order paper. All questions are subject to Standing Orders 4.1.1 to 4.1.5.

15. BOARD MEMBERS' INFORMATION EXCHANGE

Board members will have an opportunity to provide updates on community activities and/or Council issues.