

**SHIRLEY/PAPANUI COMMUNITY BOARD
AGENDA**

WEDNESDAY 19 MAY 2010

AT 4PM

**IN THE BOARDROOM
PAPANUI SERVICE CENTRE
CORNER LANGDONS ROAD AND RESTELL STREET**

Community Board: Yvonne Palmer (Chairperson), Ngaire Button, Kathy Condon, Pauline Cotter, Aaron Keown, Matt Morris, and Norm Withers

Community Board Adviser:

Peter Croucher

Phone 941 5414 DDI

Email: peter.croucher@ccc.govt.nz

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1. APOLOGIES

Kathy Condon.

2. CONFIRMATION OF MINUTES– 5 MAY 2010

The minutes of the Board's ordinary meeting of Wednesday 5 May 2010 are **attached**. The public excluded minutes of the meeting have been separately circulated to members.

CHAIRPERSON'S OR STAFF RECOMMENDATION

That the minutes of the Board's ordinary meeting of 5 May 2010, *both open and public excluded*, be confirmed.

3. DEPUTATIONS BY APPOINTMENT

3.1 LYNDA GOODRICK AND SIMON HILL – BELFAST AREA NETWORK

Lynda Goodrick and Simon Hill will advise the Board of the work of the network..

3.2 MARGARET HOWLEY – SEATING FOR ST JAMES PARK

Margaret Howley will speak on her wish to have two seats in St James Park.

3.3 ROBERT JACKSON – BLAIR AVENUE STREET RENEWAL

Robert Jackson is seeking clarification around this project.

3.4 LIZ VAN MONTFORT – STAPLETONS ROAD

Liz Van Montfort will speak on the traffic and safety issues in Stapletons Road.

4. PRESENTATION OF PETITIONS

5. NOTICES OF MOTION

5.1 The following notice of motion has been submitted by Yvonne Palmer pursuant to Standing Order 3.10.1:

That the Council consider installing 40 kilometre per hour speed restrictions outside Christchurch schools and that it advocate to central government through the Minister of Transport for a mandatory 40 kilometre per hour speed restriction outside every school in New Zealand.

5.2 The following notice of motion has been submitted by Pauline Cotter pursuant to Standing Order 3.10.1:

That, under its delegated authority, the Board agrees to install yellow No Stopping lines on St Albans Street to the west of the property at 147 St Albans Street, for a distance of one car length, to facilitate a safer exit from the property into the street.

6. BRIEFINGS

6.1 DAVID DALLY – UNIT MANAGER CUSTOMER SERVICES

David Dally will provide a briefing on the Unit he manages.

7. BLAIR AVENUE STREET RENEWAL

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Christine Toner, Transport Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to seek the Shirley/Papanui Community Boards' approval for the proposed Blair Avenue Street Renewal project as shown in **attachment** (TP317301, Issue 2).

EXECUTIVE SUMMARY

2. Blair Avenue is a 14 metre wide road that is approximately 315 metres long and ends with a no exit cul-de-sac at the railway. It is classified as a local road and intersects with Papanui Road at the eastern end via a Give Way controlled intersection. The street is naturally divided with a residential section in the west and a commercial section at the eastern end adjoining Papanui Road. The railway line runs along the boundary of Blair Avenue at the western end but there is no access over the railway line. Two residential lanes, Stroud Lane and St Bathans Lane, are accessed from Blair Avenue. In the commercial section, KFC is on the northern side of the road, and on the southern side of the road is Harcourts Real Estate Agents and an access to an off-street car park and the Papanui Road BP garage. There is currently unrestricted parallel parking against the kerbs on both sides of the street.
3. Papanui Road is a bus route and there are bus stops provided in the vicinity of Blair Avenue. The Main North/Papanui Road bus priority lane has recently been marked on Papanui Road in the vicinity of the Blair Avenue intersection.
4. Traffic volume and speed surveys show an average of approximately 75 vehicles travelling both east and west through the day with an 85 percentile speed of 46.4 kilometres per hour. The Land Transport Safety Crash Analysis System shows there have been no crashes recorded for the five year period between 2004 and 2009 within the study area of Blair Avenue.
3. The Blair Avenue street renewal project is scheduled for construction in the 2010/11 financial year.
4. Recent feedback from the Main North/Papanui Road bus priority project and the Bellvue Avenue Street Renewal Project consultations was used to consider the community views when drafting the options. A series of options were evaluated against the initial information and in January and February 2010 a 'preferred option' plan fulfilling community and council objectives was circulated to stakeholders for community consultation. This proposal was presented to this Community Board in December 2009 prior to distribution to stakeholders, property owners and residents. 16 submissions were received, of which 15 were generally in support of the proposal. 12 people attended the project information meeting. The consultation feedback is summarised in paragraph 25.
5. The final selected design for Blair Avenue street renewal proposes to replace the kerb and channel and to provide a distinction between the two environments in the street, the commercial area to the east and the residential area to the west.
6. A large build-out at the intersection with Papanui Road shortens the crossing distance for pedestrians and therefore creates a more pedestrian friendly environment for Blair Avenue and for shoppers and users of the commercial uses on Papanui Road in the vicinity of Blair Avenue. The proposed build out results in one exit lane to Papanui Road and one entry lane into Blair Avenue. A similar scheme was proposed and accepted at Bellvue Avenue, the street to the north of Blair Avenue.
7. Also proposed within this area to the west of the build out are ten 90 degree angle parking bays on the south side of Blair Avenue near Papanui Road. The proposal provides a net gain of one parking bay and one mobility park compared to the parking spaces that exist at present.

7 Cont'd

8. A "Type C" intersection treatment is proposed, which would slow vehicles entering the street from Papanui Road. The slow turning traffic will assist vehicles manoeuvring in and out of parking bays.
9. The proposed new wide kerb side berm would allow space for trees and the existing berm that runs along the private boundary would be reduced in size. Some existing trees that are in poor condition would be replaced.
10. A formalised turning circle will be accommodated at the western end of the street. Landscaping is proposed around the turning circle adjacent to the railway line.
11. After consideration of the feedback from consultation, five changes were made to the original concept plan. These changes are outlined in paragraph 28 of this report and have been updated on the Blair Avenue for Board Approval Plan, refer **attachment** (TP317301, Issue 2).

FINANCIAL IMPLICATIONS

12. Funding for the proposed kerb and channel renewal works in Blair Avenue is provided in the 2009-19 LTCCP Street Renewal Programme, Page 245, as shown below.

2009/10	\$70,000
2010/11	\$596,000

13. The current project cost estimates indicate there is sufficient budget allocated in the 2009-2019 LTCCP to implement the project.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

14. Funding for this project is provided within the Transport and Greenspace Unit's Capital Programme as outlined above.

LEGAL CONSIDERATIONS

15. There are no land ownership issues associated with this project. The project is within existing land boundaries.
16. There is one Notable tree outside number 8 Blair Avenue, and no Heritage trees shown along Blair Avenue in the City Plan on the intranet.
17. There are no Heritage or Historic buildings, places and objects, shown along Blair Avenue in the City Plan on the intranet.
18. A Resource consent is required when working within 10 metres of the protected tree outside number 8. Community Board resolutions are required to revoke the existing traffic restrictions in the street and approve the new traffic and parking restrictions.
19. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
20. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Board includes the resolution of parking restrictions and Traffic Control Devices.
21. The installation of any parking restriction signs and/or marking must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

22. Yes, as above.

7 Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

23. This project aligns with the Transport and Greenspace Unit's Asset Management Plan of the Capital Works Programme, page 245, of the 2009-19 LTCCP.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

24. As above.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

25. This project is consistent with key council strategies including the Parking Strategy, Road Safety Strategy, Pedestrian Strategy and Cycling Strategy.

CONSULTATION FULFILMENT

26. Recent feedback from the Main North/Papanui Road bus priority project and the Bellvue Avenue Street Renewal Project consultations was used to consider the community views when drafting the options to assist development of the proposed Blair Avenue Scheme design. The main issue highlighted was the need to provide additional parking at the Papanui Road end of Blair Avenue.
27. The scheme plan was presented to the Shirley/Papanui Community Board at a seminar on 16 December 2009.
28. Community consultation of the proposed design was undertaken in January/February 2010. Leaflets were delivered to residents in the immediate area and other stakeholders including absentee landowners. A project information meeting was held in the street during the consultation period. 16 submissions were received, of which 15 were generally in support of the proposal. 12 people attended the project information meeting, and only some of these 12 sent in submissions. Details of the comments received are summarised below, with staff responses.
- (a) **Request to leave the width of the street as existing and simplify the design, using the remaining money to underground the overhead services.** The proposed street renewal is consistent with current design standards, and other local roads in the area. There is no option to underground the services in any local road in the city under current Council budgets.
- (b) **Kerb build out and entry/exit width at Papanui Road.** Concern that the entry/exit would be narrowed to seven metres wide and would only have a single exit lane, which might cause queues to build and delay vehicles turning into Papanui Road and entering Blair Avenue, especially when there are queues from KFC backed up on the street. The single lane exit is not anticipated to create delays for vehicles exiting Blair Avenue. This situation was studied in depth prior to constructing a similar design in Bellvue Ave. The new design provides an overall improvement in safety for pedestrians using the intersection (due to the shorter crossing distance) and enables the provision of the 90 degree parking behind the kerb extension, which was a requirement following the bus priority consultation.
- (c) **Concern that proposed plan will worsen the problems caused by traffic queuing to enter KFC and blocking Blair Avenue (an existing issue).** The entry to the KFC drive through is off Blair Avenue. At busy times for KFC, vehicles queue up on Blair Avenue and at times around the corner onto Papanui Road, causing residents entering Blair Avenue having to overtake the queuing vehicles. Changes are required on the KFC site to resolve these issues. Christchurch City Council (CCC) staff have had and are continuing discussions with KFC to see if these issues can be resolved. CCC design staff are confident that the proposed design is appropriate for this street.

7 Cont'd

- (d) **Parking issues.** At peak periods (e.g. when Harcourts have auctions) demand for parking is high on the street. Also concerns were raised with being able to get in and out of the 90 degree parks if there are cars queued to enter KFC. The provision of the 90 degree parking at the Papanui Road end is a requirement from the bus priority consultation and will provide more parks in the area for people accessing the businesses at the Papanui Road end of the street. Given the low speed environment that will be created with the proposed plan and volume of traffic using the street, access to the 90 degree parks should not be a problem. This will be even easier if the issues with the queuing vehicles to KFC is resolved, as mentioned above. The project team believe that the proposed plan provides an appropriate level of parking for this street.
 - (e) **Large vehicles exiting Blair Avenue.** Large vehicles e.g. tour coaches, trucks and fire engines use the BP service station on Papanui Road and exit out onto Blair Avenue to turn back onto Papanui Road. Concerns were raised at these large vehicles using Blair Avenue and if they could still negotiate the corners. The radius of kerb exiting Blair Avenue will be the same as is presently there. The exit lane has been widened by 0.5 metres, and staff have checked the swept paths of these larger vehicles and are satisfied they will still be able to negotiate the corners.
 - (f) **Bus Priority.** The creation of the bus priority lane on Papanui Road resulted in the removal of the flush median on Papanui Road past the Blair Avenue intersection and increased difficulty in exiting and entering Blair Avenue. This bus priority issue is outside the scope of this Blair Avenue project, but the concerns raised have been passed on to the Network Operations and Bus Priority teams. As a result, some changes are proposed which will see a flush median reinstated on Papanui Road past the Blair Avenue intersection.
 - (g) **Landscaping issues.** Comments were received about the proposed trees; issues ranged from people being pleased with what was proposed, to people wanting different species, people concerned about the size of the trees and people concerned about visibility if trees are included. The landscape architect feels that the species proposed is suitable for this street and will not get too big.
 - (h) **Speed.** One submission raised concerns with speeding. The speed counts did not indicate that speeding was an issue on this street, but the proposed design is narrower and will lower the speed environment.
 - (i) **Flooding near Dudley Creek.** Concerns were raised about storm water levels causing flooding at Dudley Creek. The existing culvert under Blair Avenue for Dudley Creek will remain. It will have a man hole added which will facilitate better access for maintenance to clear any localised blockages. Also double sumps are proposed to replace the existing single sumps, which should reduce the instances of these becoming blocked.
 - (j) **Sewerage issues.** Concerns were raised about historic sewerage issues from the sewer being blocked with fat being put down the drains from KFC and the Indian Shop. This is outside the scope of this project and is an enforcement issue.
 - (k) **Power issues.** Concern was raised about the state of the overhead wiring following previous issues experienced. This is outside the scope of this project. Any issues with power supply should be referred to Orion.
29. Changes made as a result of the consultation:
- (a) The entry/exit will be widened by 0.5 metres to 7.5 metres.
 - (b) The new footpath will be 1.5 metres wide.
 - (c) To assist truck exit, the exit onto Papanui Road has been widened by 0.5 metres to 7.5 metres.

7 Cont'd

- (d) Other minor to the landscaping layout with relation to maintenance.
30. After the formal consultation period, and as a result of feedback from residents, Council staff visited managers of the KFC outlet that is accessed from the north side of Blair Avenue, and the owners of the BP Petrol station on Papanui Road that has access to and from Blair Avenue through the Harcourts car parking area.
- (a) KFC advised that they are reluctant to make any changes to their site at this stage as they are investigating the long term options for that site. Internal Council investigations involving the consents and network operations teams have highlighted that the queue is not illegal, provided it does not block an intersection. The project team designers have reconsidered the plan in the light of this issue, and consider that the proposed design is appropriate for this street.
- (b) The BP Petrol Station owners asked for reassurance that the proposed plan would not prevent access for private vehicles, tour coaches, fire trucks and large truck and trailer units that currently use the car park and Blair Avenue route. This route is used mainly when leaving the petrol station as it is easier for larger vehicles to exit this way rather than trying to turn on the BP site and enter the traffic lane on Papanui Road directly. As a result, small changes were made to the radius of the kerb line as detailed in 31(d) below. The BP owners were visited again with the 'swept curve' diagrams for a tour coach and a B-train, showing that the proposed angle parking and kerb realignment would permit these vehicles to leave the petrol station and turn left without any problem.
31. The following changes have been made to the preferred option as a result of consultation feedback:
- (a) provision of 1.5 metre wide footpaths;
- (b) replacement of the landscaping with grass between the driveway of number 2 and number 4 Blair Avenue;
- (c) investigation at detailed design stage of potential relocation of approximately 10 metres of Orion cable 0.5 metres north to avoid conflict with the proposed kerb line;
- (d) widening of Blair Avenue at the intersection with Papanui Road from 7 to 7.5 metres and increasing the radius on the northern kerb line to accommodate manoeuvres by delivery vehicles and tour coaches from the service station; and
- (e) reduction of the landscaped areas close to the Papanui Road intersection to enhance the desire line across Blair Avenue and to reduce the potential for pedestrians to walk within these areas.
32. All respondents have been sent a final reply letter thanking them for their input and including a colour copy of the amended proposed plan for their street. The letter informed respondents when the plan would be presented to the Board for approval to construct. Details of the meeting (time, venue etc) were also provided so that any interested people could attend or address the Board prior to the decision being made.

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board approve the following:

- (a) The Blair Avenue Street Renewal Plan as shown in **attachment** (TP317301, Issue 2).
- (b) Revocation of existing stopping restrictions:
- (i) That all existing stopping restrictions on the north side of Blair Avenue be revoked.
- (ii) That all existing stopping restrictions on the south side of Blair Avenue be revoked.

7 Cont'd

- (iii) That the existing stopping restriction on the west side of Papanui Road commencing at its intersection with Blair Avenue and extending in a southerly direction for a distance of 14 metres be revoked.
- (c) Revocation of existing Give-way:
 - (i) That the existing Give-way on Blair Avenue on the approach to the intersection with Papanui Road be revoked.
- (d) Adopt new no stopping restrictions:
 - (i) That the stopping of vehicles be prohibited at any time on the north side of Blair Avenue commencing at its intersection with Papanui Road and extending in a westerly direction for a distance of 15 metres.
 - (ii) That the stopping of vehicles be prohibited at any time on the south side of Blair Avenue commencing at its intersection with Papanui Road and extending in a westerly direction for a distance of 14 metres.
 - (iii) That the stopping of vehicles be prohibited at any time on the north side of Blair Avenue commencing at a point 54 metres west from its intersection with Papanui Road and extending in a westerly direction for a distance of 25.5 metres.
 - (iv) That the stopping of vehicles be prohibited at any time on the south side of Blair Avenue commencing at a point 45 metres west from its intersection with Papanui Road and extending in a westerly direction for a distance of 17 metres.
 - (v) That the stopping of vehicles be prohibited at any time around the head of the cul-de-sac of Blair Avenue commencing on the south side of Blair Avenue at a point 291 metres west of its intersection with Papanui Road and extending in a clockwise direction around the head of the cul-de-sac for a distance of 52 metres finishing on the north side of Blair Avenue.
 - (vi) That the stopping of vehicles be prohibited at any time on the west side of Papanui Road at its intersection with Blair Avenue and extending 20 metres in a southerly direction.
- (e) Adopt new parking restrictions:

New Parking Restriction – Mobility Park

- (i) That a Mobility Park be installed on the south side of Blair Avenue commencing at a point 14 metres west from its intersection with Papanui Road and extending in a westerly direction for a distance of 3.6 metres.

New Parking Restriction – P60

- (i) That the parking of vehicles be restricted to a maximum period of 60 minutes At Any Time on the south side of Blair Avenue commencing at a point 17.6 metres west from its intersection with Papanui Road and extending in a westerly direction for a distance of 27 metres.

New Parking Restriction – P120

- (i) That the parking of vehicles be restricted to a maximum period of 120 minutes At Any Time on the north side of Blair Avenue commencing at a point 15 metres west from its intersection with Papanui Road and extending in a westerly direction for a distance of 40 metres.

7 Cont'd

(e) Adopt new Give Way:

- (i) That a give way be placed against the Blair Avenue approach at its intersection with Papanui Road.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

7 Cont'd

BACKGROUND (THE ISSUES)

33. The design of both parts of Blair Avenue has taken into consideration the number of pedestrians and cyclists that use the street.
34. The final selected option takes into consideration all identified asset management issues, best practice guidelines, safety issues, safety audit recommendations and legal considerations associated with this project.
35. There are no formal on-street parking bays, however approximately eight vehicles could park along the southern side of the carriageway between Papanui Road and the entrance to Harcourts Real Estate Agents. Approximately three vehicles could park along the northern side of the carriageway between Papanui Road and the entrance to KFC. On-site observations show that parallel parking did occur on both sides of the carriageway in the commercial area.
36. There are existing footpaths on both sides of Blair Avenue for the full length, however, existing power poles reduce their width in sections. There are no dedicated cycle facilities on Blair Avenue, and it is not a bus route.

THE OBJECTIVES

37. The objectives of this project are to:
 - (a) Meet budget and achieve lowest overall cost solution.
 - (b) Maintain or improve user safety and level of service.
 - (c) Renew the kerbs and channels to suit drainage and adjacent street drainage needs as required.
 - (d) Renew street drainage pipes as required.
 - (e) Renew carriageway(s) as required.
 - (f) Renew footpaths as required.
 - (g) Renew berms as required.
 - (h) Renew streetlight assets as required.
 - (i) Renew signs and markings as required.
 - (j) Renew other Transport and Streets assets e.g. cycle, traffic signals, retaining walls, fences, railings, etc if required.
 - (k) Install traffic calming infrastructure to suit the speed environment required.
 - (l) Install new landscaping and street trees to meet Council's Community Outcomes.
 - (m) Install additional assets to meet current standards and the new street layout.

THE OPTIONS

38. Three options were developed for comparison. Option three has been selected as the preferred option as it best meets the project objectives.

7 Cont'd

39. **Option 1 – (Do minimum)**

- (a) Includes replacing the kerb and channel along the existing alignment. This option does not change road widths, the cross section, speed environment, priority controls or pedestrian facilities. Option one has not been selected as the preferred option as it does not meet all the project objectives

40. **Option 2**

- (a) Option two seeks to create two separate environments to enhance the residential area to the west and the commercial area to the east. In the commercial area, the carriageway width would be retained at 14 metres. Five on-street parallel parking bays would be accommodated along the southern section of the carriageway and one parking bay could be provided on the northern side of the carriageway. This would result in a loss of about five car parking spaces on Blair Avenue adjacent to the commercial uses.
- (b) Two exit lanes from Blair Avenue would be retained at the intersection with Papanui Road.
- (c) In the residential zone, a carriageway width of 9 metres is proposed, with the footpath moved from the kerbside to the middle of the two berms. This could also allow for street trees and landscaping, however at the western end of Blair Avenue, a number of hedges would have to be removed.
- (d) A turning head would be accommodated at the western end of the street. This turning head would be less than the recommended standard in the Infrastructure Design Standard, however this would be acceptable to the Christchurch City Council (CCC) Network Operations team as discussed in the Part 4 options meeting. The proposed build outs will highlight the change of environment between the two areas, and provide areas for landscaping.
- (e) The scheme could result in the loss of about five car parking bays. The initial design of the landscaping and footpath at the western end could result in the loss of hedges against private boundaries. Any works within 10 metres of the notable tree would require resource consent.
- (f) Option two has not been selected as the preferred option as it does not meet all the project objectives

41. **Option 3 - (the preferred option)**

- (a) Option three replaces the kerb and channel on Blair Avenue and provides a distinction between the two environments in the street, the commercial area to the east and the residential area to the west.
- (b) In the commercial area a large build out is proposed at the intersection with Papanui Road. This shortens the crossing distance for pedestrians and therefore creates a more pedestrian friendly environment for Blair Avenue and for shoppers and users of the commercial uses on Papanui Road in the vicinity of Blair Avenue.
- (c) The proposed build out results in one lane exit to Papanui Road and one lane entry into Blair Avenue. A similar scheme has recently been constructed at Bellvue Avenue, the street to the north of Blair Avenue.
- (d) Three metre wide 90 degree angle, parking bays are included along the southern side of the carriageway in the commercial area. This creates 10 parking spaces. These parking bays would be time restricted to 60 minutes. The parking bay closest to Papanui Road within the 90 degree parking bays would be a mobility park. A cut down will be provided for the driver and pedestrian, and the space would measure 3.6m wide.

7 Cont'd

- (e) In addition to these parks, three time limited (P120) parallel parking bays are proposed along the northern side of the carriageway.
- (f) The proposed parking numbers in this area of Blair Avenue would provide a net gain of one parking bay and one mobility park compared to the present.
- (g) A Type C treatment would be provided on Blair Avenue to slow vehicles entering the street from Papanui Road. The slow turning traffic will assist vehicles manoeuvring in and out of parking bays.
- (h) A flush pavement treatment is proposed to define the commercial and residential environments, and to make drivers aware they are entering a residential area. This is consistent with the Bellvue Avenue scheme currently being implemented to the north of Blair Avenue.
- (i) In the residential area, the road width will be reduced to 9 metres. Re-allocating road space to the footways and berms would allow for unobstructed footpaths, in addition to a new wide kerb side berm that would allow space for trees. The existing berm that runs along the private boundary will be reduced in size to accommodate the footpath and new berm, and the existing power poles will then be located within the grass and not in the footpath.
- (k) At the western end of the scheme, a landscaped formalised turning circle is proposed adjacent to the railway line.
- (l) It is proposed to remove some existing trees that are in poor condition. Any works within 10 metres of the notable tree would require resource consent.
- (m) The proposal will include upgrading the street drainage pipes, footpaths and street lighting and signs and markings as required, fully reconstruct the carriageway from Number 1 to Number 50 Blair Avenue and renew berms in the residential area.

8. PROPOSED RIGHT OF WAY NAMING

General Manager responsible:	General Manager Regulation and Democracy Services, DDI 941-8462
Officer responsible:	Environment Policy and Approvals Manager
Author:	Bob Pritchard, Subdivisions Officer

PURPOSE OF REPORT

1. The purpose of this report is to obtain the Board's approval to one new right of way name.

EXECUTIVE SUMMARY

2. The approval of proposed new road and right of way names is delegated to Community Boards.
3. The Subdivision Officer has checked the proposed name against the Council's road name database to ensure it will not be confused with names currently in use.

29 Crosby Street – St Albans Shirley Working Men's Club

The St Albans Shirley Working Men's Club is carrying out a small subdivision of some of their excess land. Eight new residential allotments are being created, to be served by a formed and sealed right of way accessing off Hills Road (refer **attachment**). There are insufficient property numbers available off Hills Road, therefore to avoid confusion, the private right of way should be named. This will assist New Zealand Post and service deliveries in locating these properties. Five names were proposed, however four of these are already in use in Christchurch. The remaining name, Friel Lane is proposed. Mr Friel was the first President of the St Albans Shirley Working Men's Club, and also a Life Member of the Club.

FINANCIAL IMPLICATIONS

4. There is no financial cost to the Council. The application fee, and the cost of name plate manufacture is charged direct to the developer.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

5. Not applicable.

LEGAL CONSIDERATIONS

6. Council has a statutory obligation to approve road names.

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

7. Yes. There are no legal implications.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. Not applicable.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

9. Not applicable.

ALIGNMENT WITH STRATEGIES

10. Not applicable.

Do the recommendations align with the Council's strategies?

11. Not applicable.

8 Cont'd

CONSULTATION FULFILMENT

12. Where proposed road names have a possibility of being confused with names in use already, consultation is held with Land Information New Zealand and New Zealand Post.

STAFF RECOMMENDATION

It is recommended that the Board consider and approve the proposed right of way name Friel Lane, for the right of way between 267 and 269A Hills Road.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

BACKGROUND (THE ISSUES)

13. There are no issues.

THE OBJECTIVES

14. Approval by the Community Board of the right of way name proposed in this report.

THE OPTIONS

15. Decline the proposed name and require alternative names to be supplied.

THE PREFERRED OPTION

16. Approve the name as submitted by the applicant.

9. AVERILL STREET AT STAPLETONS ROAD– PROPOSED NO STOPPING RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Basil Pettigrew, Traffic Engineer – Community

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval that the stopping of vehicles be prohibited at any time on the north side of Averill Street at its intersection with Stapletons Road.

EXECUTIVE SUMMARY

2. Staff are initiating the installation of this "No Stopping" proposal to address concerns over parking in this area with the associated safety and property access issues (see the **attached** plan).
3. Averill Street and Stapletons Road are both Local Roads with low traffic volumes. Access to the Christchurch Richmond Bowling Club is provided along the long driveway associated with the property owned by the Bowling Club at Number 7 Averill Street. Alternative access is also available from Petrie Street through the club's back entrance off Petrie Reserve.
4. The attached plan illustrates the common practice of Bowling Club Members parking on the corner. The three vehicles shown are illegally parked contravening both the New Zealand Transport Agency (NZTA) Road User Rules and the "Road Code" with respect to parking on a bend, or within 6 metres of an intersection.
5. The Bowling Club and the adjacent property owners have been given an opportunity to comment over this proposal and are supportive, although some members of the Bowling Club resent the loss of street parking at this location.

FINANCIAL IMPLICATIONS

6. The estimated cost of this proposal is approximately \$100.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

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

LEGAL CONSIDERATIONS

8. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
9. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices
10. The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

11. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

9 Cont'd

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

13. As above.

ALIGNMENT WITH STRATEGIES

14. The recommendations align with the Council Strategies including the Parking Strategy 2003, Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

15. As above.

CONSULTATION FULFILMENT

16. The property owners within the area of the plan and the Bowling Club were circulated with the proposal during January 2010 and given an opportunity to comment. No written response was received from the Bowling Club. However three very detailed emails from residents were received, in full support of the proposal, but also commenting on the inconsiderate parking by the Bowling Club members.
17. The officer in Charge- Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board approve that the stopping of vehicles be prohibited at any time on the north side of Averill Street commencing at a point 25 metres east of its intersection with Stapletons Road and extending in a north westerly direction for a distance of 16 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

10. ERICA STREET – SAFETY CONCERNS

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manage
Author:	Basil Pettigrew, Traffic Engineer – Community

PURPOSE OF REPORT

1. The purpose of this report is to review the implementation of the following low cost options for safety improvement in Erica Street:
 - (a) Yellow “No Stopping” lines on the bends;
 - (b) Reduction in the speed limit from 50 kilometres per hour to 30 kilometres per hour;
 - (c) Stop signs at either end of Erica Street;
 - (d) Other low cost safety options.

EXECUTIVE SUMMARY

2. During the Shirley/Papanui Community Board meeting on 17 December 2008, a petition from residents of Erica Street was submitted to the Board identifying safety concerns associated with speeding traffic in Erica Street.
3. In response to this petition, a memo from staff was circulated to the members of the Shirley/Papanui Community Board on 11 February 2009 explaining the reasons why Erica Street did not have significant traffic safety issues to warrant traffic calming.
4. Subsequently, during its meeting on 18 February 2009, the Board suggested that some low cost options could perhaps be implemented and resolved as follows:

*“The Board **decided** that staff be requested to provide a report on the installation of yellow lines on the bends and the speed limit reduced from 50 kilometres per hour to 30 kilometres per hour, and stop signs at each end of Erica Street and/or other relevant low cost safety options, including consideration of raised medians on corners.”*
5. A seven-day traffic count was carried out from 18 August to 24 August 2009 outside number 11 Erica Street with the following results:
 - (a) Average Daily Traffic Volume – 234 Vehicles
 - (b) 85 percent Speed – 42 kilometres per hour (85 percent travel under that speed)
 - (c) Average Speed – 34 kilometres per hour
 - (d) Peak Traffic volume – 30–36 per hour (3pm–4pm)
6. These figures, together with the absence of any crashes reported to the Police, did not support an application for capital funding to install traffic calming.
7. An assessment of the practicality of implementing the options promoted by the Board has been investigated, including talking to a selection of residents and business owners on site regarding their experience with the traffic issues.

10 Cont'd

(a) Yellow "No Stopping" Lines on Bend

This option has not met with any support from residents and from a traffic engineering perspective would be counter productive in terms of reducing speed. It is recognised that parking on street creates side friction which has a positive effect on reducing vehicle speed. Residents spoken to prefer not to park on the apex of a bend if an alternative adjacent park is available. Implementation of a parking restriction on the bends could create issues for residents by eliminating existing parking space during times of peak demand.

(b) Reduction in Speed Limit

This is not an option that the Council promotes for an individual local street in Christchurch as it is recognised that the police do not have sufficient resources available to carry out effective enforcement of such speed limits. Consequently 40 kilometre per hour speed limits are normally only introduced on roads which form part of an area which has well defined boundaries and where physical traffic calming measures are already in place this results in the speed restriction being self-enforcing. An example of this is the 40 kilometre per hour speed zone which has been implemented in Charleston as an area-wide treatment in conjunction with extensive traffic calming and street enhancement with all entry points signed with distinctive speed limit signs.

The posted Speed Limit of 50 kilometres per hour is the maximum speed motorists can travel at. The Road Code states that "You must drive slower if conditions make the speed limit shown unsafe." The majority of motorists in Erica Street are complying with this, as the 85 percent speed is 42 kilometres per hour. There were only five occasions in the seven-day 24-hour period where speeds in the range 55-60 kilometres per hour were recorded. It is therefore concluded that the extreme speedsters reported by the community were not present during the survey period and may have moved to another area.

(c) Stop Signs at either end of Erica Street (Presently Uncontrolled Intersections)

These would have merit in formalising the Give way rule, although would have little influence over the average speed of traffic along Erica Street. There is no crash history to support their installation and the traffic volumes are very low at these locations. Research has shown and is now being promoted that for some situations a reduction in white lines creates uncertainty, thus encouraging drivers to reduce their speed. Road markings and signage have installation and ongoing maintenance costs and the streetscape can also change with their installation.

(d) Other Low Cost Options**(i) Centre line marking**

This could be an option at the locations shown on the **attached** plan. The Land Transport (Road User) Rule 2004 states that "A driver, when driving, must at all times drive as near as practical to the left side of the roadway unless this rule otherwise provides." However the installation of centrelines can result in motorists needing to cross the centreline when there are parked vehicles in the same area. Centrelines also provide a certain amount of direction to the motorist. The result of this is the average speed goes up.

(ii) Children Warning Signs

Consultation with local residents has determined that there is increasing use of Erica Reserve by young children. It is therefore appropriate to consider the placement of the standard PW – 31 Children Warning sign at the locations shown on the **attached** plan. This can be justified by the proximity of the park and the fact that there is children's playground equipment supplied.

10 Cont'd

FINANCIAL IMPLICATIONS

8. The estimated cost of this proposal is approximately \$1,000.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

9. The installation of road markings and signs is within the LTCCP Streets and Transport Operational Budgets.

LEGAL CONSIDERATIONS

10. The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

11. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

13. As above.

ALIGNMENT WITH STRATEGIES

14. The recommendations align with the Council Strategies including the Parking Strategy 2003, Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

15. As above.

CONSULTATION FULFILMENT

16. A selection of residents, including the original petition submitters and local business owners, have been visited to discuss their concerns over traffic safety in Erica Street. They have been given feedback on the traffic speeds recorded during the seven day survey and were advised that the data collected did not support capital funding for traffic calming. The other options reviewed above have also been discussed with them to see if any other low cost options could be supported.
17. They were apposed to the installation of "No Stopping Lines" but were told that the installation of the Children Warning signs at the locations shown on the **attached** plan would be promoted.

10 Cont'd

STAFF RECOMMENDATION

It is recommended that the Shirley / Papanui Community Board:

- (a) Receive the above information;
- (b) Approve that centrelines, as shown on the **attached** plan, be installed;
- (c) Approve that the Children Warning signs be installed

CHAIRPERSON'S RECOMMENDATION

For discussion.

11. GRASSMERE STREET – PROPOSED NO STOPPING RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Basil Pettigrew, Traffic Engineer – Community

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval that the stopping of vehicles be prohibited at any time on the north side of Grassmere Street in the vicinity of Roderick Alley Lane.

EXECUTIVE SUMMARY

2. During the Shirley/Papanui Community Board's Greenspace Traffic Works Committee meeting on 15 December 2008, the Committee agreed that "staff be requested to consider the effectiveness of the current street parking allowed adjacent to the Grassmere Street traffic island. Members believe there are problems with the area east of this traffic island, which is too narrow for buses if cars are parked nearby. Note: the area is east of the area covered by the Grassmere Renewal project."
3. Reconstruction of the section of Grassmere Street from Main North Road to the centre island was completed during August 2009. The detail of this is shown on the consultation plan (**Attachment 1**) and includes time restricted parking on sections of the north and south sides.
4. A site visit was made on 7 September 2009 at 12 midday and only two vehicles were observed parked on Grassmere Street east of the island. The Red Bus was able to proceed along the road past the island without any difficulty.
5. However recent surveys have established that commuter parking on this section of road is now common place with vehicles parking on both sides of the narrow 8 metre wide road. These vehicles are believed to belong to owners or workers from Northlands Mall. The area in question is also adjacent to an automotive business and the owner is reporting difficulty with heavy vehicles accessing his business.
6. It is therefore proposed that parking be restricted on the north side of Grassmere Street opposite Roderick Alley Lane as shown on the plan (**Attachment 2**).

FINANCIAL IMPLICATIONS

7. The estimated cost of this proposal is approximately \$200.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

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

LEGAL CONSIDERATIONS

9. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.
10. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices
11. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

12. As above.

11 Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

14. As above.

ALIGNMENT WITH STRATEGIES

15. The recommendations align with the Council Strategies including the Parking Strategy 2003, Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

16. As above.

CONSULTATION FULFILMENT

17. The owner of the automotive business just west of Roderick Alleyn Lane has been very helpful over recent months with monitoring the parking and is fully supportive of the proposal. No other parties have been contacted.
18. The Officer in Charge – Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board approve the following on Grassmere Street:

- (a) That any existing parking restrictions at any time on the north side of Grassmere Street to a point 127 metres in a westerly direction from the western kerb line of Roderick Alleyn Lane be revoked.
- (b) That the stopping of vehicles be prohibited at any time on the north side of Grassmere Street commencing at a point 25 metres in an easterly direction from the western kerb line of Roderick Alleyn Lane and extending in a westerly direction for a distance of 127 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

12. STRENGTHENING COMMUNITIES FUNDING – KEY LOCAL PROJECTS 2010

General Manager responsible:	General Manager Community Services, DDI 941-8607
Officer responsible:	Community Support Manager
Author:	Bruce Meder, Community Development Adviser

PURPOSE OF REPORT

1. The purpose of this report is for the Shirley/Papanui Community Board to consider whether there should be any new Key Local Projects recommended to the Metropolitan Strengthening Communities Fund for 2010/11.

EXECUTIVE SUMMARY

2. In a public excluded seminar, held on 14 April 2010, the Shirley/Papanui Board considered the issue of Key Local Projects (KLPs) for 2010.
3. In 2008/09, the Shirley/Papanui Community Board recommended three projects be funded as KLPs. These projects received funding from the Metropolitan Strengthening Communities Fund for a three year period. No new KLPs were recommended by Shirley/Papanui Community Board in 2009/10.
4. Based on the accountability reports that have been submitted, as well as staff wider knowledge of the group and the project, staff recommend that the Board continue to support the existing projects as KLPs for the final year of their three year funding.
5. Following discussions at the Board seminar, and after reviewing the list of applications for 2010/11, staff recommend that no new projects be recommended from Shirley/Papanui Community Board as KLPs for 2010/11.
6. A list of all applications to the Shirley/Papanui Community Board Strengthening Communities Fund 2010/11 is attached (**Attachment 1**).

FINANCIAL IMPLICATIONS

7. There are no new financial implications.
8. In 2010/11, the Shirley/Papanui Community Board will have \$238,918 to allocate in its Strengthening Communities Fund.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

9. Yes, see LTCCP pages 176 and 177 regarding community grants schemes including Board funding.

LEGAL CONSIDERATIONS**Have you considered the legal implications of the issue under consideration?**

10. Yes. Community Board funding decisions are made under delegated authority from the Council.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?**

11. Yes. Strengthening Communities Funding and Community Board Funding, see LTCCP pages 176 and 177 regarding community grants schemes including Board funding.

12 Cont'd

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

12. The funding allocation process carried out by Christchurch Community Boards is covered in the Council's Strengthening Communities Strategy.

CONSULTATION FULFILMENT

13. Not required.

STAFF RECOMMENDATION

It is recommended that no new projects be recommended from the Shirley/Papanui Community Board as KLPs for 2010/11

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

12 Cont'd

BACKGROUND

14. In October 2007, the Council adopted the Strengthening Communities Fund operational procedures, which included the process for nominating Key Local Organisations (KLOs), subsequently renamed Key Local Projects (KLPs).
15. Projects that are recommended by the Community Board as a KLP are considered for funding from the Metropolitan Strengthening Communities Fund. The agreed process to determine if a "local" funding application should be processed as a KLP was detailed as bullet point 16 in the report adopted by the Council on 4 October, 2007.
16. In the assessment process undertaken by staff, the following guidelines were used to assist staff in determining candidates for KLP funding consideration:
- Proven track record with the Council in providing a high quality level of service.
 - Provides a significant contribution towards the Council's Funding Outcomes and Priorities.
 - Demonstrates leadership and innovation.
 - Demonstrates best-practice and collaboration.
17. The process for considering KLPs is as follows:
- (i) Community Boards nominate and prioritise their KLPs and make a recommendation to the Metropolitan Funding Sub-Committee
 - (ii) The Metropolitan Funding Sub-Committee makes decisions on Board recommended KLPs
 - (iii) Successful KLPs are allocated funding from the Metropolitan Strengthening Communities Fund
 - (iv) Unsuccessful KLPs are returned to the Community Board for consideration under the local Strengthening Communities Fund
18. If a KLP is successful in receiving funding from the Metropolitan Funding Sub-Committee, then there can be no further call on the Board for that project, even if the project is funded to a lower level than has been recommended by the Board. This reflects the "Funding Constraints" criteria agreed by the Council in Appendix F of the October 4, 2007 report, which states that *"Groups receiving funding at a Metropolitan level may only receive Local level funding if the project is specifically local and no portion of it has been funded at the Metropolitan level"*.
19. In 2008/09, the Shirley Papanui Community Board recommended three projects be funded as Key Local Projects from the Metropolitan Strengthening Communities Fund. These projects, which were all funded for a three year term, were:

Name of Group	Name of Project	Amount Funded
Shirley Community Trust	Support the work of the Trust	\$22,880
St Albans Residents Association	Wages	\$40,000
Papanui Youth Development Trust	Trust Manager	\$27,000

20. Each of the KLPs are required to submit twice-yearly accountability reports to the Council so that staff can monitor the progress of the projects.
21. It should be noted that funding for KLPs for 2009/10 was not released until staff were satisfied with the 2008/09 accountability report.

12 Cont'd

New accountability measures – Results Based Accountability

22. In 2008/09, a new accountability system, based on a Results Based Accountability framework developed by Mark Friedman, was implemented to better measure the impact and efficiency of the projects funded.
23. Results Based Accountability starts with the desired 'ends' and works backward, step by step, to the 'means'. For example – for communities, the ends are conditions of well-being for children, adults, families and the community as a whole such as residents with good jobs, a safe neighbourhood, or a clean environment.
24. The system uses three basic questions:
 - How much did you do?
 - How well did you do it?
 - Is anyone better off?
25. Mark Friedman is a speaker, consultant and author of the book '*Trying Hard Is Not Good Enough: How to Produce Measurable Improvements for Customers and Communities*'. Mr Friedman directs the Fiscal Policy Studies Institute (FPSI) in Santa Fe, New Mexico. His work has been used in over 40 states in America and countries around the world, including Australia, New Zealand, the United Kingdom, Ireland, the Netherlands and Norway.
26. Mark Friedman gave a presentation on the Results Based Accountability System to Elected Members on 10 June 2009 at Civic Chambers.
27. All groups that received funding in the 2008/09 year were invited to attend a seminar with Mark Friedman on 5 December 2008. The seminar explained the reasoning behind Results Based Accountability and showed groups how to measure their project's outcomes in this way.
28. Staff have also been trained on the Results Based Accountability System and are available to groups to help them to complete their accountability reports.

New Key Local Projects for 2010/11

29. Staff have reviewed the applications to the Strengthening Communities Fund 2010/11 to identify if there are any projects that should be considered for recommendation to the Metropolitan Funding Committee as Key Local Projects for 2010/11.
30. A list of all applications to the Shirley/Papanui Community Board Strengthening Communities Fund 2010/11 is attached (**Attachment 1**). This list of all applicants was previously provided to the Shirley/Papanui Community Board to inform their discussions at the public excluded seminar that was held on 14 April 2010.
31. Staff recommend that no new projects be recommended from Shirley/Papanui Community Board as KLPs for 2010/11.

13. CORRESPONDENCE

Any items of correspondence that have been received will be separately circulated to members.

14. COMMUNITY BOARD ADVISER'S UPDATE

14.1 CURRENT ISSUES

14.2 UPDATE ON LOCAL CAPITAL PROJECTS

That the Board receives the April Local Capital Project Update for information (**attached**).

14.3 BOARD FUNDING UPDATE FOR 2009/10 (attached).

14.4 CSR REPORT FOR APRIL 2010 (attached).

15. MEMBERS QUESTION