



Christchurch City Council

BURWOOD/PEGASUS COMMUNITY BOARD AGENDA NO 263

WEDNESDAY 19 SEPTEMBER 2007

AT 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 Adviser

Peter Dow

Telephone: 941-5305

Fax: 941-5306

Email: peter.dow@ccc.govt.nz

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1. **APOLOGIES**

2. **CONFIRMATION OF MEETING REPORT – 5 SEPTEMBER 2007**

The report of the Board's ordinary meeting of 5 September 2007 is **attached**.

STAFF RECOMMENDATION

That the report of the Board's ordinary meeting of 5 September 2007, be confirmed.

3. **DEPUTATIONS BY APPOINTMENT**

4. **LOCAL RESIDENTS' ASSOCIATION**

Representatives from the South New Brighton Residents' Association will be in attendance to update the Board on current local activities.

5. **PETITIONS**

6. **NOTICES OF MOTION**

7. **CORRESPONDENCE**

8. SOUTH NEW BRIGHTON SCHOOL VARIABLE SPEED LIMIT

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Manager
Author:	David Pinkney, Project Manager, Capital Programme Team Transport

PURPOSE OF REPORT

1. The purpose of this report for the Board to endorse the installation of a new variable speed limit (40 km/h the school zone) in Estuary Road at South New Brighton School and that the Board recommend to the Council that it approve a new variable speed limit and include it in the Christchurch City Speed Limits Register.

EXECUTIVE SUMMARY

2. The Council has a programme of installing 40 km/h variable speed limits (known as “school zones”) outside schools according to a prioritisation process. To date eighteen schools have benefited from this treatment. A further school, South New Brighton School on Estuary Road, has been selected as a school that would benefit from having 40/50 km/h variable speed limit installed. One “school zone” is required for the school on Estuary Road. The “school zone” will operate on school days, for no more than 45 minutes in the morning at a time between 8am and 9am, and for no more than 45 minutes in the afternoon at a time between 2.30pm. and 3.30pm.
3. Now that the Council has formalised the Christchurch City Council Speed Limits Bylaw 2005, it can resolve to make these new variable speed limits. Accordingly, infrastructure for these variable speed limits cannot be commissioned until they have been formally resolved by the Council.

FINANCIAL IMPLICATIONS

4. The funding for this project will initially be managed out of the Ocean Outfall budget, South New Brighton School is programmed for the 2009/10 financial year. The Council has allocated, under its LTCCP commitments, \$100,000 per annum for temporary School Speed Zone signage. The \$30,000 estimate to complete South New Brighton School will require an internal transfer from the School Speed Zone Budget in 2009/10 back into the Ocean Outfall project, which should be nearing completion.
5. The recommendations of this report align with 2006-16 LTCCP budgets.

LEGAL CONSIDERATIONS

6. The proposed variable speed limit complies with the conditions specified and published by the Director of Land Transport New Zealand in the *New Zealand Gazette* (2/6/2005, No. 86, page 2051) approving a variable speed limit of 40 km/h in school zones and setting out conditions for those speed limits. A copy of that notice is shown in **Attachment 2**. A Council resolution is required to implement the speed limit restrictions and traffic management changes.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

7. This report's recommendations support the project objectives as outlined in the 2006-16 LTCCP.
8. This project aligns with the Transport and Greenspace Unit's Our Community Plan 2006-16.

ALIGNMENT WITH STRATEGIES

9. This project is consistent with key Council strategies including the Road Safety Strategy, Pedestrian Strategy and Safe Routes to School Strategy.

8. Cont'd

CONSULTATION FULFILMENT

10. The South New Brighton Board of Trustees have been informed in writing of the proposed variable speed limits and have expressed support in writing of the installation of variable speed limits at their school. Information newsletters have been made available to all the families of children attending the school. Property owners and residents have received a newsletter about the signage to be installed outside their properties; these properties have also been visited, and given a minimum of 14 days to make submissions about these. No written submissions have been received from property owners and residents in response to the newsletter as set out in **Attachment 1**. No submissions requiring actions needing to be addressed were received.
11. Before the Council can set a variable speed limit pursuant to Clause 5(1) of the Christchurch City Speed Limits Bylaw 2005, the public consultation requirements set out in Section 7.1 of the Land Transport Rule Setting of Speed Limits 2003 Rule 54001 must be complied with. Section 7.1(2) provides that the persons that must be consulted before the Council sets a speed limit are:
 - (a) road controlling authorities that are responsible for roads that join, or are near, the road on which the speed limit is to be set or changed; and
 - (b) a territorial authority that is affected by the existing or proposed speed limit; and
 - (c) any local community that the road controlling authority considers to be affected by the proposed speed limit;
 - (d) and the Commissioner of Police, and
 - (e) the Chief Executive Officer of the New Zealand Automobile Association Incorporated, and
 - (f) the Chief Executive Officer of the Road Transport Forum New Zealand; and
 - (g) other organisation or road user group that the road controlling authority considers to be affected by the proposed speed limit; and
 - (h) The Director of Land Transport New Zealand.
12. Section 7.1(3) of the Rule provides:

A road controlling authority must consult by writing to the persons in 7.1(2) advising them of the proposed speed limit and giving them a reasonable time, which must be specified in the letter, to make submissions on the proposal. In terms of Section 7.1(2)(a) and 7.1(2)(b) there are no road controlling authorities or territorial authorities that are required to be consulted in respect of any of the proposed variable speed limits.
13. The representatives of the Commissioner of Police, the Director of Land Transport New Zealand, the Chief Executive Officer of the New Zealand Automobile Association Incorporated and the Chief Executive Officer of the Road Transport Forum of New Zealand have received written advice of the proposed new variable speed limit in accordance with Section 7.1(2) (d), (e), (f) and (h). No other organisation or road user group is considered affected by the proposed speed limits. No neighbouring road controlling authority is affected. Support for the proposed variable speed limits has been received in writing from the New Zealand Police and from Land Transport New Zealand.

8. Cont'd

STAFF RECOMMENDATION

That the Board advise the Council:

- (a) That it is satisfied that the consultation undertaken by the Council in respect of the proposals to set the new variable speed limit of 40 km/h specified below meets the requirements of Section 7.1 of the Land Transport Setting of Speed Limits Rule 2003.

That the Board recommend to the Council:

- (b) That pursuant to Clause 5(1) of the Christchurch City Speed Limits Bylaw 2005 a variable speed limit of 40 km/h apply on Estuary Road, 340 meters commencing at a point 10 metres northwest from the intersection of Beatty Street and extending in a northwesterly direction to a point 50 metres northwest from the intersection of Cradock Street.
- (c) When the steady state LED display 40 km/h legend in the variable speed limit sign is illuminated on any school day during the following times:
 - (i) 35 minutes before the start of school until the start of school, and
 - (ii) 20 minutes at the end of school, beginning no earlier than five minutes before the end of school; and
 - (iii) 10 minutes at any other time when at least 50 children cross the road or enter or leave vehicles at the roadside.
- (d) That the abovementioned variable speed limits shall come into force on the date of adoption of this resolution.

8. Cont'd

BACKGROUND ON THE SOUTH NEW BRIGHT SPEED ZONE

14. Due to the extensive works currently underway in and around this area, as part of the Ocean Outfall Project and the future kerb and channel renewal on Bridge Street in 2008/09, staff were request to investigate installing 40 km/h speed zones outside this school earlier than planned in the School Speed Zone programme. South Brighton School is ranked high on the list but funding for this is several years out. Funding for this will be project managed internally and will not affect the current roll-out programme for other schools around the city.

THE OBJECTIVES

15. The objectives of a school zone are to:
 - (a) Slow approaching motorists, who are driving too fast for the conditions (pedestrians hit by a vehicle travelling at 70 km/h have a 95% risk of death, whereas this risk decreases dramatically at lower speeds i.e. 5% risk at 30 km/h)
 - (b) Raise awareness of the approaching motorist (a motorist in an alert state can potentially react up to one second faster than when not in an alert state. For example, at 65 km/hr vehicles are travelling at 18 metres per second, a distance that may be critical to saving a pedestrian casualty).
 - (c) Creating a safer environment for children needing to cross a roadway at the school.
16. There is a need to establish a set of selection criteria so that each school can be compared and prioritised. The criteria have been established as:

Road Environment

17. Issues to be addressed are land use, road engineering, approach visibility, traffic growth potential, and urban fringe and alignment issues. Sites are scored according to the following, where zero is considered an ideal environment, and ranging to four being considered a difficult road environment.
18. An example of an ideal road environment can be:
 - (i) A roadway with good approach visibility i.e. visibility not obstructed by horizontal or vertical alignment changes.
 - (ii) Zero distractions created by advertising clutter on the roadside.
 - (iii) No land uses which generate activity such as entering or exiting traffic from sites or heavy parking demand, not associated with the school.
19. Where the ideal road environment does not exist, school frontage roads will be assessed for a school zone based on the following scoring rational:
 - 0 = ideal road environment
 - 1 = low level of distractions, low level of other land use traffic generation, and average approach visibility.
 - 2 = medium level of distractions, medium level of other land use traffic generation, and low approach visibility.
 - 3 = high level of distractions, high level of other land use traffic generation. And poor approach visibility.
 - 4 = Very high level of distractions, very high level of other land use traffic generation, and very poor approach visibility.
20. While it may be debated that an ideal road environment is conducive to a higher speed environment and therefore should be scored high rather than low, the ideal road environment reduces the potential for approaching vehicles to be operated by unaware motorists. The scoring for other criteria accounts for speed and other issues. South New Brighton School scored two in this category.

8. Cont'd

Kerbside Activity

21. Consideration of activity outside the school.
- 0 = A minimal problem.
 - 1 = low/median activity, i.e. activity is similar to surrounding land use parking activity.
 - 2 = full demand i.e. all available kerbside occupied.
 - 3 = full demand with some parking disturbance i.e. double parking, reversing.
 - 4 = a situation of chronic parking congestion and manoeuvring. Roadway may effectively be narrowed to one lane.
22. The degree of parking activity may create a situation whereby the approaching motorist is distracted by this activity. Children may attempt crossing the roadway by walking out between parked cars. Double parking further compromises the inter-visibility by the physical obstruction to sight lines. While not a desirable activity, the reality is that children may be on the roadway when getting into/out of cars, on the driver's (road side) of the vehicle. South New Brighton School scored three in this category.

Number of Heavy Vehicles (Trucks, Buses etc)

23. Assessment of the number of Heavy Vehicles passing the school gate where
- 0 = virtually none.
 - 1 = low.
 - 2 = low/medium.
 - 3 = medium/high.
 - 4 = very high.
24. Where heavy vehicles are present, the potential risk to child safety increases. There have been a number of child fatalities, where the child has collided with a heavy vehicle. While the vehicle operator is not necessarily at fault, the fact is, that heavy vehicles are unforgiving when colliding with a person. South New Brighton School scored two in this category.

Cyclists

25. Assessment of cyclist activity within the zones, where
- 0 = indicates very few cyclists
 - 1 = low level
 - 2 = medium level
 - 3 = high level
 - 4 = very high level, at locations with Intermediate / Secondary schools adjacent.
26. Where a greater number of cyclists occur, travelling to and from school, children tend to bunch (riding two, sometimes three abreast). Also, in greater numbers, the probability of unexpected manoeuvres (sudden changes of direction/road crossings etc), can increase. South New Brighton School scored two in this category.

8. Cont'd

Motor Vehicle Operating Speeds

27. Assessment of the 85th percentile speed of vehicles at the school crossing at peak times, where
- 0 = below 45 km/h school zone not warranted below 45 km/h in LTSA. Note 37.
 - 1 = 45–49 km/h
 - 2 = 50-54 km/h
 - 3 = 55-60 km/h
 - 4 = 60-69 km/h
 - 5 = 70-79 km/h
 - 6 = 80 km/h, and above.
28. The stopping distance increases exponentially, with an increase in vehicle speed. This creates a potential safety risk to the cyclist or pedestrian, as identified in the opening statement of objectives, and the comment relating to alertness/reaction time. South New Brighton scored two in this category.

Motor Vehicle Volume

29. Assessment of the average daily total, where
- 0 = below 3,000 vehicles
 - 1 = 3,000-4,000 vehicles
 - 2 = 4,000-6,000 vehicles
 - 3 = 6,000-8,000 vehicles
 - 4 = 8,000+ vehicles.
30. In Christchurch, the traffic volume during the morning peak traffic hour, when school children are arriving at school, is typically 10% of the daily traffic volume. For example, a road with 6,000 vehicles per day, will have about 600 vehicles per peak morning hour, or one vehicle every six seconds, on average, passing the school when children are arriving. These volume rates give an indication of the level of road use activity at the critical time and the relative difficulty of gap selection etc. South New Brighton scored two in this category.

Level of Crossing Activity

31. Assessment of school related road crossing activity, numbers and duration, where:
- 0 = usually zero pedestrians i.e. dropped off by car or do not need to cross the roadway.
 - 1 = low 1-19 school pedestrians
 - 2 = medium 20-50 school pedestrians
 - 3 = high above 50 school pedestrians
32. Where there is relatively low activity, school staff can generally manage children crossing the roadway. South New Brighton School scored three in this category.

Road Status

33. Assessment of the road network classifications, where
- 1 = Local
 - 2 = Collector
 - 3 = Minor Arterial
 - 4 = Major Arterial.

8. Cont'd

34. The status of the road provides an indication of the general awareness of passing motorists. For example, a local road generally has motorists who live locally with a high awareness of the road environment outside the school. A major arterial road may have a significant number of motorists passing, who are on a longer journey, with no local knowledge of the road environment. South New Brighton School scored two in this category.

Community Interest

35. An issue to be addressed is the level of community involvement and sensitivity, where a score of zero indicates no community concern raised to the Council, to a score of four which reflects substantial community lobbying, ie political involvement and meetings held. South New Brighton scored four in this category.

THE OPTIONS

36. There are two options; the preferred option is to install a temporary 40 km/h speed limit using electronic and static signage that operates during the daily opening and closing periods of South New Brighton School. The other option is to do nothing.

8. Cont'd

ASSESSMENT OF OPTIONS

The Preferred Option

37. South New Brighton School using the above criteria ranks equal fifth in the present school prioritisation.

	Benefits (current and future)	Costs (current and future)
Social	Improved pedestrian safety for school children.	Nil.
Cultural	Nil.	Nil.
Environmental	Nil.	Additional roadside signage.
Economic	Nil	Capital expenditure and maintenance.
<p>Extent to which community outcomes are achieved:</p> <p>Primary alignment with community outcome <i>“Our City provides a choice of housing, easy mobility and access to open spaces, and a range of utilities that allow people to enjoy an acceptable quality of life”</i> by providing a safe transportation network.</p> <p>Impact on the Council’s capacity and responsibilities:</p> <p>No impact</p> <p>Effects on Maori:</p> <p>It is considered that there are no effects on Maori.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the Road Safety Strategy particularly in respect to designing and managing roads with appropriate speed environments and providing safe facilities for pedestrians.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>All affected parties have been contacted and all responses indicated support of the proposal.</p> <p>Other relevant matters:</p> <p>Nil.</p>		

8. Cont'd

Maintain the Status Quo.

38. Maintaining the status quo or doing nothing will achieve nothing for the community. The South New Brighton School has requested that something be done to lower vehicle speeds on this section of Estuary Road when school children are crossing the road. To do nothing will maintain a possibly hazardous situation.

	Benefits (current and future)	Costs (current and future)
Social	Nil	Potential for pedestrian crossing crashes with time.
Cultural	Nil	Nil
Environment al	Nil	Nil
Economic	No capital expenditure or on going maintenance costs.	Nil
<p>Extent to which community outcomes are achieved:</p> <p>Maintaining the status quo is not aligned to any Community Outcomes.</p> <p>Impact on Council's capacity and responsibilities:</p> <p>No impact</p> <p>Effects on Maori:</p> <p>It is considered that there are no effects on Maori.</p> <p>Consistency with existing Council policies:</p> <p>Maintaining the status quo is not consistent with the Road Safety Strategy or the CCC Financial Plan and Programme 2004 and conflicts with the objectives of the asset management plan.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>Given that feedback in support was received for the option distributed for public consultation it is considered that there is some support for not maintaining the status quo.</p> <p>Other relevant matters:</p> <p>Nil.</p>		

9. **BURWOOD/PEGASUS FUNDING ASSESSMENT COMMITTEE – REPORT OF 22 AUGUST 2007**

General Manager responsible:	General Manager, Regulation and Democracy Services, DDI 941-8549
Officer responsible:	Democracy Services Unit, Unit Manager
Author:	Peter Dow, Community Board Advisor

PURPOSE OF REPORT

The purpose of this report is to submit for the Board's information and record purposes, the outcomes of the Funding Assessment Committee meeting of Wednesday 22 August 2007 as follows.

**A meeting of the Burwood/Pegasus Funding Assessment Committee
was held on Wednesday 22 August 2007 at 5.30 pm
in the Boardroom, Corner Beresford and Union Streets**

PRESENT: Carmen Hammond (Chairperson), John Grocott, Caroline Kellaway, Jacky Martin, Maree Sugrue and Jan Waiti

IN ATTENDANCE: Natalie Dally (Community Development Adviser), Peter Dow (Community Board Adviser) and Janet McDougall (Acting Secretarial Services Officer)

APOLOGIES: Apologies for absence were received and accepted from Tina Lomax and Karen Morgan and from Jan Waiti for lateness.

1, **BURWOOD/PEGASUS COMMUNITY DEVELOPMENT SCHEME 2007/08 – FUNDING ALLOCATIONS**

The Committee considered the 30 applications received for funding for 2007/08 for which \$37,575 was available for allocation. The total cost of projects was \$426,132 with \$65,194 being the amount applied for from the fund.

The Committee **resolved** to approve the following grant allocations:

App	Applicant and Purpose	Allocation \$
622	Bexley Residents' Assn Inc Community Gala Day	800
810	Burwood Community Church Trust Senior Youth Worker Salary Note: Project based applications preferred in the future with the Trust being invited to consider other funding avenues next year for salary/wage support.	2,500
811	Burwood Community Church Trust Volunteer support costs	1,650
814	Burwood OSCAR Group Inc Annual wages and overhead costs	1,000
575	Crossroads Youth with a Future Trust Community vehicles running costs	1,000
507	Dallington Community Cottage Trust Friendship group expenses Note: Subject to receiving latest financial accounts	250

9. Cont'd

	Kidsfirst – Kindergarten – Ngaire Larcombe Children's trips	700
708	Kidsfirst Kindergarten – Ngaire Larcombe Arts and craft resources	650
803	Kidsfirst Kindergarten – Queenspark DVD camcorder and carry case purchase costs Note: Declined but invited to apply for another project	0
706	Kidsfirst Portsmouth Street Kindergarten Carpentry area equipment	1,280
815	New Brighton Community Gardens Trust Annual administration and overhead costs	3,000
506	North Avon BMX Club September Gala Day Note: Subject to receiving latest financial accounts	450
807	North Beach Community Childcare Centre Outdoor safety equipment costs Note: Carmen Hammond declared an interest in this item and took no part in the discussion or voting thereon. Caroline Kellaway assumed the chair.	930
816	Northshore Residents' Association Administration costs Note: Subject to receiving latest financial accounts	100
812	Parklands Baptist Community Church Youth Worker wages Note: Project based applications preferred in the future with the Trust being invited to consider other funding avenues next year for salary/wage costs	2,500
709	Parkview Out of School Care and Recreation Society Wages and volunteer support Note: Declined as operational expenses already supported by Board project funding	0
583	Puddleducks Toy Library Annual rent and electricity costs	300
806	Queenspark Community Trust Community work project Note: Declined, contact with PEEEP suggested	0
805	Senior Net New Brighton Inc New computer system	3,000
804	South New Brighton Community Toy Library Educational DVD costs	500
603	St Andrews House Community Trust Weekly craft group costs	700
604	St Andrews House Community Trust Budget buying tour costs	220
605	St Andrews House Community Trust Movement and music programme	300

9. Cont'd

813	The Brighton Gallery Trust Relocation costs Note: Application withdrawn	0
809	The Salvation Army Community programmes	1,500
808	The Salvation Army Aranui Community Ministries Manager's salary Note: Project based applications preferred in the future with the applicant being invited to consider other funding avenues next year for salary costs	2,500
459	Wainoni/Avonside Community Services Trust Community Workers salary (\$2500) and volunteer costs (\$1000) Note: Project based applications preferred in the future with the Trust being invited to consider other funding avenues next year for salary costs. Subject also to receiving latest financial accounts	3,500
800	Youth Alive Trust Trust administration costs Note: declined	0
801	Youth Alive Trust Praxis Student Youth Worker training costs Note: Project based application preferred in the future with the Trust being invited to consider other funding avenues for employment related costs	2,500
802	Youth Alive Trust Family fun night	600
	Total Allocations	\$32,430

The Committee further **resolved**:

- (a) That the Community Development Scheme balance of \$5,145 be utilised for local community development projects during the remainder of the 2007/08 financial year.
- (b) That the pending requirements of the Charities Commission be brought to the attention of local funding recipients.

The meeting concluded at 7.46pm.

10. BURWOOD/PEGASUS FUNDING ASSESSMENT COMMITTEE – 28 AUGUST 2007

General Manager responsible:	General Manager, Regulation and Democracy Services, DDI 941-8549
Officer responsible:	Manager, Democracy Services Manager
Author:	Peter Dow, Community Board Adviser

PURPOSE OF REPORT

The purpose of this report is to submit for the Board's information and record purposes, the report of the Funding Assessment Committee meeting of Tuesday 28 August 2007 as follows.

**A meeting of the Burwood/Pegasus Funding Assessment Committee
was held on Tuesday 28 August 2007 at 5.30 pm
in the Boardroom, Corner Beresford and Union Streets**

- PRESENT:** Carmen Hammond (Chairperson), John Grocott, Caroline Kellaway, Tina Lomax, Jacky Martin and Maree Sugrue
- IN ATTENDANCE:** Jacqui Miller (Community Recreation Adviser), Peter Dow (Community Board Adviser) and Janet McDougall (Acting Secretarial Services officer)
- APOLOGIES:** Apologies for absence were received and accepted from Karen Morgan and Jan Waiti

1. WELCOME AND THANKS

The Chairperson welcomed members and staff to this the final allocation meeting of the current Board term. She extended her thanks to the community representatives and to retiring member Caroline Kellaway for her valuable contribution to the work of the Committee over the years. Caroline responded in kind.

2. BURWOOD/PEGASUS RECREATION AND SPORT FUND 2007/08 – FUNDING ALLOCATIONS

The Committee considered the 30 applications received for funding for 2007/08 for which \$30,000 was available for allocation. The total cost of projects was \$164,873 with \$24,768 being the amount applied for from the fund.

It was noted that in 2006/07, the Committee had decided that funding assistance for uniforms would not be eligible in the future. However, as this aspect was inadvertently overlooked in the preparation of this year's application form and some group's had applied for such support, the Committee **resolved** to accept and consider those applications.

The Committee **resolved** to approve the following grant allocations:

1. Metropolitan (Burwood/Pegasus Share)

App	Applicant and Purpose	Allocation \$
739	Anglican Harrier Club Purchase race numbers.	65
701	Canterbury Caledonian Society Airmiles and tuition fee for international tutor. Note: Declined and recommend applying to Creative Communities Fund.	0
862	Canterbury Canine Obedience Club Purchase six hurdles.	31
475	Canterbury Outboard Boating Club One new kneeboard for junior members.	138

10. Cont'd

484	Canterbury Secondary School Mountain Bike Club Mountain biking promotion through schools.	3
959	Canterbury Wheelchair Rugby Association Costs for venue hire and volunteer costs.	487
606	Christchurch Metropolitan Highland Pipe Band Promotions to schools for new members Note: Declined and recommend applying to Creative Communities Fund	0
702	Christchurch Resettlement Services Refugee women's swimming programme	520
742	Christchurch School of Gymnastics Send 12 coaches on nationally recognised course	480
695	Philippine Culture and Sport Ethnic basketball event Note: Hold pending accountability report	333
443	Riccarton Dance Club Dance class operating costs	225
643	Southern Pride Indoor Bowls Club Equipment for new bowls club Note: Declined, as too few members	0
860	The New Zealand National Tai Chi Chuan Association Inc (Canterbury) Promotional billboards festival of Tai Chi	180
663	The Pinoy Cantabrians Sports Club Inc Travel cost to compete in Filipino Sports Tournament in Rotorua Note: Declined with applications to be made to Boards' Youth Development Schemes	0

2. Local (Burwood/Pegasus)

859	Union Rowing Club Inc Refurbishment of skiff for schools programme	350
821	A Town Boxing Gym Competition uniform replacement	2,000
930	Aranui Eagles Affiliation fees for juniors and first aid kits	2,000
482	Ascot Petanque Club Equipment costs Note: Carmen Hammond declared an interest in this item and took no part in the discussion or voting thereon. Tina Lomax assumed the chair.	1,328
863	Canterbury Volleyball Association Coach costs in promoting volleyball	480
483	Crossroads Youth With A Future Trust Safety equipment for outdoor activities	998
931	Mainland North BMX Association Refreshments for Officials and volunteers Note: Declined as project has received separate Council funding support	0

10. Cont'd

734	New Brighton Junior Football Club Coach training and equipment	2,000
481	North Avon BMX Club Coaching and first aid courses	1,625
440	North Beach Tennis Club Junior administrator, court rental and Junior expenses	2,000
932	North Wai Boardriders Club Projector for junior development programmes Note: Subject to: (a) 2006/07 accountability report, (b) evidence of a job description, (c) latest financial accounts, (d) quotation for screen	1,000
933	Parklands Youth Trust Energisers programme	2,000
641	Powerhouse Youth Ministries of Burwood Equipment purchase and subsidy for events/camps	2,000
934	Te Roopu Takaro Maori ki Otautahi Equipment hire and employ Co-ordinator for 2008 Maori Sports Festival Note: Subject to: (a) 2006/07 accountability report for the 2007 event (b) budget breakdown (c) latest financial accounts, (d) job description	1,000
699	The Boy's Brigade 8th Christchurch Company Two tents and sports equipment	965
820	Youth Alive Trust Sports equipment, parachute and first aid	927
	Total Allocations	\$23,460

The Committee further **resolved** that the Recreation and Sports Fund balance of \$6,540 be retained by the Board for allocation towards recreation and sports projects during the remainder of the 2007/08 financial year.

The meeting concluded at 7.10pm.

11. WELCOME TO NEW BRIGHTON ARTWORK/SIGN LIGHTING - FUNDING REQUEST

General Manager responsible:	General Manager Stephen McArthur, DDI 941-8534
Officer responsible:	Recreation and Sports Unit Manager
Author:	Jacqui Miller, Community Recreation Adviser and Marlene Le Cren, Arts Adviser

PURPOSE OF REPORT

1. The purpose of this report is to request funding from the Board's discretionary fund for the lighting of the 'Welcome to New Brighton' artwork/sign.

EXECUTIVE SUMMARY

2. At its 7 February 2007 meeting, the Board approved the project tender document and allocated \$2,500 from its discretionary funding.
3. At this meeting the Board also requested that the project brief be amended to allow the artist/designer to consider lighting of the artwork/sign as part of the project and that if the Burwood/Pegasus Artworks in Public Places Working Party felt the lighting would enhance and complement the artwork/sign that a request for funding assistance be brought back to the Board for consideration.
4. The Board approved the final design of local artist Hatesa Seumanutafa for the Welcome to New Brighton artwork/sign at its meeting on 15 August 2007.
5. The total cost of the installation of the artwork/sign lighting is \$2,135 plus GST. This cost includes the illumination of the words "New Brighton" with white LED's and the illumination of the steel design on top with blue (or another colour) LED's. The work will be done by Grant Robertson of The Light Site. Grant is the internationally recognised lighting technician who designed and installed the Pier lights in June 2007. Hatesa has met and discussed her artwork/sign with Grant Robertson and feels that the subtle lighting effect which will be achieved will compliment the artwork/sign, the same effect cannot be achieved through the use of the existing street lighting. There is a cost of \$400 included in the \$2,135 from Connetics for taking the cabling down the lamp post to be connected to Grant's underground cabling to the artwork/sign.
6. The LED's and control equipment come with a 36 month warranty. The expected useful life of the LED's is 50,000 hours. At 12 hours per night that equates to approximately eleven years average life.

FINANCIAL IMPLICATIONS

7. The total budget for the 'Welcome to New Brighton' artwork/sign is \$4,500. This budget includes costs for the design, fabrication and installation of the 'Welcome to New Brighton' artwork/sign.

The requested amount of \$2,135 plus GST will cover the costs of materials, design and installation. Power would come from the lamppost adjacent to the area, with the control equipment being located inside the base of the lamppost. The Light Site would install underground low voltage cabling from the lamppost to the artwork/sign. This is included in the above costs. Supply of power to the base of the pole in the form of a fused 3 pin outlet or PCU would be completed by Connetics.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

8. Yes

LEGAL CONSIDERATIONS

9. There are no legal issues to be considered.

11. Cont'd

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

10. Yes

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Yes

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

12. Yes

ALIGNMENT WITH STRATEGIES

13. This project aligns with the Arts in Public Places Strategy

Do the recommendations align with the Council's strategies?

14. Yes.

CONSULTATION FULFILMENT

15. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Board allocate \$2,135 plus GST from its 2007/08 discretionary fund for the lighting of the 'Welcome to New Brighton' artwork/sign.

BACKGROUND ON PROJECT

As part of the New Brighton Taskforce a project to replace the existing 'Welcome to New Brighton' sign was identified approximately four years ago. The previous sign was located at the New Brighton roundabout on the corner of Seaview Road and Hawke Street.

The Artworks in Burwood/Pegasus Working Party comprises four Board members and four community representatives and is responsible for all artworks and associated installations in the Burwood/Pegasus ward.

The Working Party made a recommendation regarding the artwork/sign which they selected, this recommendation was signed off by the Board on 15 August 2007.

The process for the 'Welcome to New Brighton' artwork/sign project entailed five designer responding to a project brief with a design concept. The Artworks in Burwood/Pegasus Working Party then selected one design to be progressed to fabrication and installation.

12. BURWOOD/PEGASUS COMMUNITY BOARD - 2006/07 FUNDING ACCOUNTABILITY REPORT

General Manager responsible:	General Manager, Regulation and Democracy Services, DDI 941-8549
Officer responsible:	Democracy Services Manager
Author:	Peter Dow, Community Board Adviser

PURPOSE OF REPORT

1. The purpose of this report is to submit for the Board's information, accountability details for the end of year outcomes regarding the funding allocations of \$390,000 made by the Burwood/Pegasus Community Board in 2006/07.

EXECUTIVE SUMMARY

2. At its meeting on 8 May 2006, the Board allocated its funding for 2006/07 as follows:

Project Funding	366,798
Discretionary Funding	23,202
	<u>\$390,000</u>

3. Staff will be in attendance to respond to any questions of clarification and to elaborate on the outcomes achieved from the funding support provided by the Board.

FINANCIAL IMPLICATIONS

4. The **attached** accountability matrix summarises the various project outcomes against the allocations made by the Board during the 2006/07 period.
5. Details of the Board's project funding allocations are set out on Page 173 of the Council's Our Community Plan 2006-16, Volume 1.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

6. Yes, as in 5. above.

LEGAL CONSIDERATIONS

7. There are no direct legal considerations.

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

8. As in 7. above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. **LTCCP
Democracy and Governance**

Yes, Pages 113 and 173, Volume 1 of Our Community Plan 2006/16 refer.

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

10. As in 9. above.

12. Cont'd

ALIGNMENT WITH STRATEGIES/POLICIES

- 11. Social Wellbeing Strategy
- Recreation and Sports Strategy
- Natural Asset Management Strategy
- Environmental Policy
- Community Boards' Discretionary Funding Policy

Do the recommendations align with the Council's strategies?

- 12. As in 11. above.

STAFF RECOMMENDATION

It is recommended that the information be received.

13. COMMUNITY BOARD ADVISER'S UPDATE

12.1 **CURRENT ISSUES**

12.2 **CUSTOMER SERVICE REQUESTS** (August 2006 to August 2007) (**Attached**)

14. MEMBERS' QUESTIONS

15. BOARD MEMBERS' INFORMATION EXCHANGE