

## **HAGLEY/FERRYMEAD COMMUNITY BOARD AGENDA**

**WEDNESDAY 1 DECEMBER 2010**

**AT 3PM**

**IN THE BOARDROOM,  
LINWOOD SERVICE CENTRE,  
180 SMITH STREET, LINWOOD**

**Community Board:** Bob Todd (Chairperson), Islay McLeod (Deputy Chairperson), Tim Carter, David Cox, Yani Johanson, Brenda Lowe-Johnson and Nathan Ryan.

**Community Board Adviser:**  
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**PART A - MATTERS REQUIRING A COUNCIL DECISION**  
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1. **APOLOGIES**

2. **CONFIRMATION OF MEETING MINUTES – 17 NOVEMBER 2010**

The minutes of the Board's ordinary meeting of 17 November 2010 are **attached**.

**STAFF RECOMMENDATION**

That the minutes of the Board's ordinary meeting be confirmed.

3. **DEPUTATIONS BY APPOINTMENT**

4. **PRESENTATION OF PETITIONS**

5. **NOTICES OF MOTION**

6. **CORRESPONDENCE**

7. **BRIEFINGS**

**8. DRYDEN STREET – PROPOSED DISABLED PARK**

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941 8608
<b>Officer responsible:</b>	Transport and Greenspace Unit Manager
<b>Author:</b>	Steve Hughes, Traffic Engineer – Community

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval that a disabled parking space be installed on the south side of Dryden Street (West).

**EXECUTIVE SUMMARY**

2. Staff received a request from Sumner School in Colenso Street that a disabled parking space be installed near the school entrance in Dryden Street (West) off Stoke Street.
3. Dryden Street runs east to west between Head Street and Stoke Street but is separated near the western end by Sumner Primary School. The section of Dryden Street that this report refers to is the no exit section that starts at Stoke Street and extends east for 61.8 metres to the school boundary. It will be referred to as Dryden Street (West) in this report. Please refer to the attached plan (**Attachment 1**).
4. Sumner School has entrances on Colenso Street, Wiggins and both parts of Dryden Street. There is no off-street staff parking on the school grounds. Therefore the unrestricted parking areas outside the drop-off and pick up areas that are close to the entrances are usually taken up by staff member vehicles.
5. At present there is one child attending the school that uses a wheelchair. This child is usually delivered to the school by her mother in a vehicle. Finding a suitable parking space close to a school entrance where both the child and the wheelchair can be safely loaded or unloaded into or out of the vehicle away from passing traffic can be difficult. Therefore it would be beneficial for the parent of this child if a dedicated disabled parking space can be installed.
6. Installing a disabled parking space that may be used for only a very short time during school hours and days is hard to justify. However a school hall is currently being built near the Dryden Street (West) school entrance that will also be available for use by the community for events and functions outside school hours. Therefore a disabled parking space close to both the school and the hall entrance that could be used for drop-offs and pick-ups of disabled school children and other disabled persons attending community functions is justified.
7. On the south side of the section of Dryden Street (West) that this report relates to there are 15 90 degree angled unrestricted marked parking spaces. The space closest to the school boundary and entrance has been requested by the school to be made into the disabled parking space. In addition to it being close to an entrance, it has the width needed to provide access to and from a transporting vehicle without affecting any of the remaining 14 parking spaces.
8. Consultation documents outlining the proposed location of the disabled parking space were distributed to the six properties in Dryden Street (West) or in Stoke Street close to Dryden Street (West). There was only one respondent, with that being in support of the proposal. The Sumner Residents' Association supports the proposal. See paragraphs 19 and 20 for further details.

**FINANCIAL IMPLICATIONS**

9. The estimated cost of this proposal is approximately \$350 for the erection of two signs and the painting of appropriate road markings.

**8 Cont'd**

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

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

**LEGAL CONSIDERATIONS**

11. 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.
12. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated December 2009. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices.
13. 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?**

14. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

15. 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?**

16. As above.

**ALIGNMENT WITH STRATEGIES**

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

**Do the recommendations align with the Council's Strategies?**

18. As above.

**CONSULTATION FULFILMENT**

19. Six consultation documents were distributed to nearby residences. One or 16.75 per cent were returned. That response supported the installation of the disabled parking space as proposed.
20. The Sumner Residents' Association were consulted and support the proposed installation of a Disabled Parking Space in Dryden Street.

**STAFF RECOMMENDATION**

It is recommended that the Hagley/Ferrymead Community Board approve:

- (a) That any existing parking restrictions applying at any time on the south side of Dryden Street (West) extending east from its intersection with Stoke Street to its culmination at the western boundary of Sumner Primary School be revoked.

**8 Cont'd**

- (b) That 90 degree angled parking is installed on the south side of Dryden Street (West) commencing at a point 5 metres east from its intersection with Stoke Street and extending in an easterly direction for a distance of 52.5 metres.
- (c) That a 90 degree angled Disabled Parking Space be installed for vehicles displaying a Mobility card on the south side of Dryden Street (West) commencing at a point 57.5 metres east from its intersection with Stoke Street and extending in a easterly direction for a distance of 4.3 metres.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.

## 9. OCEAN VIEW TERRACE – RESULTS OF PEDESTRIAN SURVEY

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941 8608
<b>Officer responsible:</b>	Transport and Greenspace Manager
<b>Author:</b>	Steve Hughes, Traffic Engineer – Community

### PURPOSE OF REPORT

1. The purpose of this report is to provide to the Hagley/Ferrymead Community Board the results of a pedestrian, motor vehicle, and residents survey that was carried out on Ocean View Terrace, and to seek Board support for the staff recommendation that changing the existing layout of the road is unjustified at the present time.

### EXECUTIVE SUMMARY

2. In November 2009 the Mayor attended a meeting with the Sumner Residents' Association. As a result of matters raised at that meeting, the Mayor advised he would seek a report on the safety of pedestrians on Ocean View Terrace and on the possibility of making Ocean View Terrace one way.
3. Ocean View Terrace runs predominantly north/south for 538 metres from Heberden Avenue to Evans Pass Road. It has two private cul-de-sacs, Awaroa and La Mar Lanes, running off it. In June 2010 there were 48 houses and seven empty sections fronting on to either Ocean View Terrace or the private lanes (refer **Attachment 1**).
4. The width of Ocean View Terrace varies between 4.5 and 7.5 metres. In the narrow areas vehicle parking has been prohibited along one or both sides of the roadway. There are no footpaths on Ocean View Terrace and therefore pedestrians and vehicles share the carriageway.
5. New Zealand Transport Agency records show there has been only one crash recorded in View Terrace in the last 10 years. The recorded crash occurred at 1:10 am on January 2008 and involved a car losing control while turning. No pedestrians were involved (refer **Attachment 2**). No unrecorded pedestrian accidents were mentioned by the five residents of Ocean View Terrace who were interviewed about safety issues on Ocean View Terrace.
6. In the late 1990s Council staff, in response to a Board request to consider the building of footpaths did a pedestrian video survey. This survey showed a total of five pedestrian movements on Ocean View Terrace in daylight hours. Two of these movements were of the same resident leaving and returning to their house. Subsequently it was recommended to and accepted by this Board that the low numbers of pedestrians using Ocean View Terrace did not justify the building of footpaths.
7. In September 2007 a resident made another request to have footpaths constructed along Ocean View Terrace and also requested that Ocean View Terrace be made one way. After staff considered this request, the resident was advised that the low number of pedestrians using Ocean View Terrace did not justify either the building of footpaths or of making Ocean View Terrace one way.
8. The person who made the request in 2009 was the same person that made the request in September 2007. In response to this latest request, another video survey was done on 29 July 2010 to determine the current numbers of pedestrians and vehicles using Ocean View Terrace. This survey showed a total of 19 pedestrian and 62 vehicle movements in a seven hour period. Again, as in the 1990s survey, many of these movements were of the same people leaving and returning to their houses, with five of the 19 movements being for post or pamphlet deliveries.

**9 Cont'd**

9. These 19 pedestrian and 63 motor vehicle movements average out to:
  - (a) One pedestrian every 22 minutes;
  - (b) One vehicle every 6  $\frac{3}{4}$  minutes.
  
10. To determine if residents of Ocean View Terrace had knowledge of any significant pedestrian safety problems, five residents were questioned about pedestrian and vehicle interaction and behaviour on Ocean View Terrace. The majority of these residents, who range from having resided in Ocean View Terrace from between two and 50 years, were of the opinion that:
  - (a) There was no "significant" pedestrian safety problems;
  - (b) If a problem did exist for pedestrians using Ocean View Terrace it would only be at the lower bend. Note: There is a walkway that can be used to bypass this bend;
  - (c) There were low numbers of pedestrians actually using Ocean View Terrace;
  - (d) Most pedestrians using Ocean View Terrace came from the Sumner area;
  - (e) Most vehicle drivers using Ocean View Terrace lived in the street and were understanding of pedestrians when driving along the road;
  - (f) That given the low numbers of pedestrians and the lack of any significant pedestrian problems the possible spending of large amounts of money to build footpaths along Ocean View Terrace was unjustified.
  
11. The interviewed residents were also asked for their opinion on the practicality of making Ocean View Terrace one way:
  - (a) Four of the five residents interviewed believed that this was not desirable;
  - (b) One of these four residents did however say that it would improve safety around the lower bend, but not on the straight;
  - (c) The fifth person suggested Ocean View Terrace is made one way downhill (north) of La Mar Lane, and made two way above (south) of the lane;
  - (d) One resident commented that many residents at the lower end would just ignore any one way restriction and come into Ocean View Terrace by that end regardless whether it was made no entry.
  
12. Mention was made by some of the interviewed residents of a petition that was circulated some years ago amongst Ocean View Terrace residents about making the street one way. This apparently failed through lack of support from the residents in making it one way (refer paragraphs 26 to 42 for further Consultation Details).

**FINANCIAL IMPLICATIONS**

13. Should the Community Board believe that a footpath should be built, this is likely to involve the purchase of land, the relocation of existing garages, car ports and driveways, the construction of retaining walls, and the relocation and installation of new drainage. The cost is likely to be in the hundreds of thousands of dollars.
  
14. There is currently no funding allocated in the LTCCP for the building of a footpath along Ocean View Terrace.

**9 Cont'd**

15. Should the Community Board believe it is appropriate to make Ocean View Terrace one way, this will involve going through a Special Consultative Process that may cost many thousands of dollars. The cost of signage alone to show the road is one way is estimated to be in the region of \$3,000.
16. There is currently no funding allocated in the LTCCP for making Ocean View Terrace one way.
17. If the Community Board supports the staff recommendation that it is appropriate to make no changes to Ocean View Terrace and leave it as is, there will be no costs incurred.

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

18. See above.

**LEGAL CONSIDERATIONS**

19. There are no legal obligations in receiving this report.

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

20. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

21. The Council's Community Outcomes Safety and Community include making Christchurch a safe city. The use of available resources has to be prioritised to the most deserving locations. Ocean View Terrace has been put through the Council's Footpath Prioritisation Process and received a low ranking relative to other locations.

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

22. As above.

**ALIGNMENT WITH STRATEGIES**

23. The recommendation in regards to the alignment with Council Strategies such as the Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005, is made after considering the prioritisation of available resources that are appropriate for the numbers of people using the particular location and the identified safety hazards.
24. In the instance of Ocean View Terrace, the low number of pedestrian and of vehicle usage, ie a pedestrian on average every 22 minutes and a vehicle every six plus minutes, together with the isolation of the road and the absence of any incidences involving pedestrians, indicates that there is no significant pedestrian safety issue.

**Do the recommendations align with the Council's Strategies?**

25. As above.

**CONSULTATION FULFILMENT**

26. In August 2010 five residents living on Ocean View Terrace were visited and questioned about pedestrian usage and possible problems. Questions asked were:

*How many pedestrians used Ocean View Terrace?*

27. Responses ranged from not knowing the numbers but them being mainly (older) school children, to a response of not an awful lot, maybe 10 to 15 daily.



9 Cont'd

Whether most of those pedestrians lived in Ocean View Terrace.

28. Three residents said that the majority of people they see walking on Ocean View Terrace live on Ocean View Terrace.
29. The remaining two people said they were aware of a number of non residents who walk along Ocean View Terrace in preference to using Evans Pass Road.

What pedestrian problems had they observed?

30. Two residents mentioned that the only place there was a problem was at the bend at the northern or lower end.
31. Two residents believed there were no real pedestrian problems.
32. One resident stated that some vehicles go fast and that if a child or somebody runs out (onto the road) there is nowhere for a car to swerve to evade them.

How any problems could be fixed?

33. Two residents believed that banning parking on the eastern side of the road had helped and that the only time there was any pedestrian problem at all was around school times. They believed that the building of footpaths on the western side would resolve any problems, but acknowledged that to do so would be both difficult and expensive.
34. One resident believed that either a footpath or some kind of road marking around the lower bend to indicate where pedestrians should walk would be of assistance to both pedestrians and to motorists. This resident did not feel that a footpath was needed on the straight parts of Ocean View Terrace.
35. One resident believed that the pedestrians had managed quite well and that drivers and pedestrians using Ocean View Terrace were locals and aware and careful of each other. They believed that making Ocean View Terrace one-way might help.

Whether making Ocean View Terrace one way was a possible solution.

36. Three residents did not like the idea of making it one way saying that for many residents turning out of driveways that were facing the wrong way for the one-way street would be a problem.
37. One of these three residents mentioned that a resident living at the lower (northern) end of Ocean View Terrace had several years ago sought signatures for a petition to be presented to the Council to make Ocean View Terrace one-way. The resident advised that it was believed to have lapsed due to the lack of support from Ocean View Terrace residents for the proposal.
38. One resident believed that Ocean View Terrace should be made one way below (north) of La Mar Lane, and remain two-way above La Mar Lane to the intersection with Evans Pass Road.
39. One resident believed that if Ocean View Terrace was made one way, residents at the lower end would just ignore this and enter via the shorter route.

Would the numbers of pedestrians and vehicles using the road justify the spending of what could be a considerable amount of money?

40. Three residents believed that spending a considerable amount of money to (for example) install footpaths along its whole length was not warranted. One of the three said there are better things to spend money on.

**9 Cont'd**

41. One resident believed that installing some type of footpath only around the bend at the lower end of Ocean View Terrace was warranted.
42. Two residents believed that painting vehicle lane limit lines, or some painted lines around the bend to indicate what was footpath and what was vehicle roadway, was a cheap and better option.
43. The Sumner Residents' Association have been advised that the Board will be considering this report.

**STAFF RECOMMENDATION**

It is recommended that the Hagley/Ferrymead Community Board:

- (a) Receive the results of the pedestrian, motor vehicle and residents survey carried out on Ocean View Terrace.
- (b) Support no change to the existing road layout, as the low number of pedestrians and of vehicles using Ocean View Terrace together with the absence of records showing there is a significant safety problem, provide no justification for Ocean View Terrace being made one way or justify the building of a footpath.

**CHAIRPERSON'S RECOMMENDATION**

For discussion.

## 10. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD 2010/11 YOUTH DEVELOPMENT SCHEME – ABBEY MARIE MILLER

<b>General Manager responsible:</b>	General Manager, Community Services, DDI 941 8607
<b>Officer responsible:</b>	Recreation and Sports Unit Manager
<b>Author:</b>	Diana Saxton, Community Recreation Adviser

### PURPOSE OF REPORT

1. The purpose of this report is to seek approval for an application for funding from the Hagley/Ferrymead Community Board 2010/11 Youth Development Scheme.

### EXECUTIVE SUMMARY

2. The applicant, Abbey Marie Miller is a 13 year old resident of Richmond Hill, Sumner seeking support to represent New Zealand in the 2010 Australian Figure Skating Championships in November 2010.
3. Abbey has been an active member of the Centaurus Ice Skating Club for several years and she has competed very successfully at Club, South Island and National competitions. Abbey recently competed at the New Zealand National Championships in Dunedin, and was placed second in the Primary Ladies grade. Based on her placing and scores, Abbey is one of two competitors selected to represent New Zealand at the Australian National Championships in Melbourne from 25 November to 1 December 2010.
4. Abbey's training includes on and off ice sessions six days per week. These sessions fit around her regular school work, requiring Abbey to train several mornings before school, starting at 5.30am. Achieving the selection criteria at National's was Abbey's goal for this season and having the opportunity to compete in Australia will further her future in skating. Abbey is in her last of year school at Sumner Primary School and will be going onto Christchurch Girls High School. She is also a very keen netballer and plays in a school team for Sumner Redcliffs Club. A good athlete, Abbey was selected to go to the Canterbury zones but unfortunately this clashes with the Figure Skating Championships.
5. Abbey is a talented skater committed to achieving goals she sets herself. Her future goals includes taking part in international competitions at a novice level before progressing onto the Junior Worlds in 2013 followed by the Olympics.

### FINANCIAL IMPLICATIONS

6. Abbey is requesting \$500 from the Hagley/Ferrymead Community Board's Youth Development Scheme. She has also made an application to Sport Canterbury for \$500, has a part time job doing a paper round and is running a raffle to help towards the cost of attending. The cost to attend the Championships is \$2,305 as follows.

EXPENSES PER PLAYER	\$
Airfares	1,090
Travel insurance	30
Entrance fee	345
Accommodation	600
NZ track suit	220
Practice	20
<b>Total</b>	<b>2,305</b>

7. This is the first time that the applicant has applied to the Hagley/Ferrymead Community Board for financial support.

**10 Cont'd**

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

8. Yes. This application is seeking funding from the Community Boards 2010/11 Youth Development Scheme which was established as part of the Boards 2010/11 Discretionary Funding. There is a balance of \$5,970 in the Community Board's 2010/11 Youth Development Scheme.

**LEGAL CONSIDERATIONS**

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

9. There are no legal implications in regards to this application.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

10. Aligns with Council Activities and Services, Community Support, Community Grants and Grants, pages 176 and 184, in the 2009-19 LTCCP.

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

11. Yes. As above.

**ALIGNMENT WITH STRATEGIES**

12. Application aligns with the Council's Youth Strategy, Physical Recreation and Sports Strategy and local Community Board objectives.

**Do the recommendations align with the Council's strategies?**

13. Yes. As above.

**CONSULTATION FULFILMENT**

14. Not applicable.

**STAFF RECOMMENDATION**

It is recommended that the Hagley/Ferrymead Community Board approve the application and allocate \$500 funding from the Hagley/Ferrymead Community Board 2010/11 Youth Development Scheme for Abbey Marie Miller to represent New Zealand in the 2010 Australian Figure Skating Championships in November 2010.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.

## 11. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD 2010/11 YOUTH DEVELOPMENT SCHEME – CULTURAL IMMERSION PROGRAMME

<b>General Manager responsible:</b>	General Manager Community Services Group, DDI 941 8607
<b>Officer responsible:</b>	Community Support Unit Manager
<b>Author:</b>	Shupayi Mpunga, Community Development Adviser

### PURPOSE OF REPORT

1. The purpose of this report is to seek approval for four applicants for funding from the Hagley/Ferrymead Community Board 2010/11 Youth Development Scheme.

### EXECUTIVE SUMMARY

2. The applicants, Laura Jean Prickett (18 years old), Rachel Louise Smith (15 years old), Charlotte Emily Grimshaw (20 years old) and Eleanor Isabel Grimshaw (20 years old), all residing in Sumner, are seeking support to go on a cultural immersion programme in Vanuatu from 4 to 19 December 2010.
3. Laura, Rachel, Charlotte and Eleanor are all members of the Sumner Anglican Core Youth Group.
4. In total, eight young people and two leaders will participate in this programme. The purpose of the trip will be to work with four urban and four rural public schools and local communities. The schools have, through churches in Vanuatu identified recreational and development aspects they would like the young people to participate in. Activities include outdoor sport and adventure, art and drama. The leaders will assist children and other young people with reading and other activities as requested. In the local community setting, the group will also work alongside the community on any projects that they have identified including village clean ups. They will also have small group activities that will explore New Zealand culture and the culture of the local schools and communities which they will be visiting.
5. This cultural immersion programme will develop the leadership skills of the young people as they work with young people and communities from a different culture and background. Their cross-cultural communication skills will be enhanced through this experience. The experience on this trip will be useful for the young people as they currently study with and volunteer to work alongside other young people from different backgrounds. The young people will also learn about poverty issues, family life and community in Vanuatu as they live and work alongside the urban and rural communities.
6. Laura has been helping out with the church children's group for two years. She has a passion for playing the piano and has over the past two years been tutoring children aged between five and 12 years. Laura is a member of the Christchurch Youth Orchestra and plays the piano and cello (grade 7). She is currently studying Art and Design at CPIT. Laura hopes to work with organisations that help third world communities and use her music and art to benefit disadvantaged children in both New Zealand and overseas.
7. Rachel has been involved in drama in school, church and other organisations since she was six years old. When she goes to university, Rachel is interested in studying communication.
8. Charlotte has been in leadership positions during her time in secondary school and university. She has been a peer support leader, head of the year 10 student council and secretary of the Zonta International club. She has helped run Sunday school for primary school aged children, has received an English scholarship and a Zonta International Scholarship and has been a mentor of teenage girls over the past three years. Charlotte is currently studying for a double degree in science and law.
9. Eleanor has been head of the year 11 student council and secretary of Zonta International Club. She has been a group leader at Easter camp for three years and during that time has been a mentor for high school aged girls. Eleanor is currently studying for a commerce degree. She is passionate about art and enjoys singing.

## 11 Cont'd

**FINANCIAL IMPLICATIONS**

10. Laura, Rachel, Charlotte and Eleanor are requesting \$1,000 each from the Hagley/Ferrymead Community Board's Youth Development Scheme. So far they have collectively raised \$2,650 towards the trip. The cost to attend the programme is \$1,958 for each of the applicants.

<b>EXPENSES PER PERSON</b>	<b>\$</b>
Airfares	1,213
Travel insurance	75
Vaccination	165
Accommodation	505
<b>Total</b>	<b>1,958</b>

11. This is the first time that the applicants have applied to the Hagley/Ferrymead Community Board for financial support.

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

12. Yes. This application is seeking funding from the Community Board 2010/11 Youth Development Scheme which was established as part of the Board 2010/11 Discretionary Funding. There is a balance of \$5,970 in the Community Board's 2010/11 Youth Development Scheme.

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

13. There are no legal implications in regards to this application.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

14. Aligns with Council Activities and Services, Community Support, Community Grants and Grants, pages 176 and 184, in the 2009-19 LTCCP.

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

15. Yes. As above.

**ALIGNMENT WITH STRATEGIES**

16. Application aligns with the Council's Youth Strategy, Physical Recreation and Sports Strategy and local Community Board objectives.

**Do the recommendations align with the Council's strategies?**

17. Yes. As above.

**CONSULTATION FULFILMENT**

18. Not applicable.

**11 Cont'd**

**STAFF RECOMMENDATION**

It is recommended that the Hagley/Ferrymead Community Board approve the application and allocate \$275 funding each from the Board 2010/11 Youth Development Scheme for Laura Jean Prickett, Rachel Louise Smith, Charlotte Emily Grimshaw, and Eleanor Isabel Grimshaw to participate in the cultural immersion programme in Vanuatu in December 2010.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.

## 12. APPLICATION TO HAGLEY/FERRYMEAD COMMUNITY BOARD 2010/11 DISCRETIONARY RESPONSE FUND

<b>General Manager responsible:</b>	General Manager Community Services Group, DDI 941 8607
<b>Officer responsible:</b>	Community Support Unit Manager
<b>Author:</b>	Shupayi Mpunga, Community Development Adviser

### PURPOSE OF REPORT

1. The purpose of this report is for the Hagley/Ferrymead Community Board to consider two applications for funding from its 2010/11 Discretionary Response Fund from:
  - i) KidsCan StandTall Charitable Trust for \$8,000; and
  - ii) Avon Loop Planning Association for \$2,500.

### EXECUTIVE SUMMARY

2. In 2010/11, the total pool available for allocation for the Discretionary Response Fund is \$51,197. The Discretionary Response Fund opens each year on 1 July and closes on 30 June the following year, or when all funds are expended.
3. The purpose of the Fund is to assist community groups where the project and funding request falls outside other council funding criteria and/or closing dates. This fund is also for emergency funding for unforeseen situations.
4. At the Council meeting of 22 April 2010, the Council resolved to change the criteria and delegations around the local Discretionary Response Fund.
5. The change in criteria limited the items that the local Discretionary Response Fund does not cover to only:
  - (a) Legal challenges or Environment Court challenges against the Council, Council Controlled Organisations or Community Boards decisions;
  - (b) Projects or initiatives that change the scope of a Council project; and
  - (c) Projects or initiatives that will lead to ongoing operational costs to the Council.

The Council also made a note that: "Community Boards can recommend to the Council for consideration grants under (b) and (c)."
6. Based on this criteria, the attached applications from KidsCan StandTall and Avon Loop Planning Association (refer **Attachment 1**) are eligible for funding.
7. Detailed information on the application and staff comments are included in the attached Decision Matrix (refer **Attachment 1**).

### Financial Implications

8. There is currently \$11,073 remaining in the Boards 2010/11 Discretionary Response Fund.

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

9. Yes, see page 184 of the LTCCP regarding community grants schemes including Board funding.

### LEGAL CONSIDERATIONS

10. There are no legal considerations.



**12 Cont'd**

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

11. Aligns with LTCCP and Activity Management Plans, page 172 and 176.

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

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

**ALIGNMENT WITH STRATEGIES**

13. The application from KidsCan StandTall Charitable Trust aligns with Strengthening Communities Strategy and the following Hagley/Ferrymead Community Board objectives:

- Acknowledge diversity and support measures for vibrant, inclusive and strong communities.
- Support/advocate for initiatives that support lifelong learning.
- Advocate for and support measures that will assist the Hagley Ferrymead ward to be a safer place for residents, visitors and businesses.

14. The application from Avon Loop Planning Association aligns with Strengthening Communities Strategy and the following Hagley/Ferrymead Community Board objectives:

- Acknowledge diversity and support measures for vibrant, inclusive and strong communities.

**CONSULTATION FULFILMENT**

15. Not applicable.

**STAFF RECOMMENDATION**

It is recommended that the Hagley/Ferrymead Community Board:

- (a) Decline the application from KidsCan StandTall Charitable Trust for the 'Food for Kids' programme.
- (b) Decline the application from Avon Loop Planning Association towards payment of excess on building insurance.

**CHAIRPERSON'S RECOMMENDATION**

For discussion.

**1. 12. 2010**

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- 13. COMMUNITY BOARD ADVISER'S UPDATE**
- 14. BOARD MEMBERS' QUESTIONS**
- 15. BOARD MEMBERS' INFORMATION EXCHANGE**