



Christchurch City Council

HAGLEY/FERRYMEAD COMMUNITY BOARD AGENDA

12 APRIL 2006

3.00 PM

IN THE BOARDROOM, LINWOOD SERVICE CENTRE
180 SMITH STREET

Community Board: Bob Todd (Chairperson), David Cox, Anna Crighton, John Freeman, Yani Johanson, Brenda Lowe-Johnson and Brendan Smith

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1. APOLOGIES

2. CONFIRMATION OF REPORT

The report of the ordinary meeting held on Wednesday 8 March 2006 has been circulated to Board members.

CHAIRPERSON'S RECOMMENDATION

That the report of the ordinary meeting held on Wednesday 8 March 2006 be confirmed.

3. CORRESPONDENCE

4. COMMUNITY BOARD PRINCIPAL ADVISER'S UPDATE

4.1 2005/06 Project, Discretionary and Youth Development Funds update (attached).

5. QUESTIONS FROM MEMBERS

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

6. DEPUTATIONS BY APPOINTMENT

7. RESIDENTS'/COMMUNITY GROUPS

Time is allocated at Board meetings for representatives of residents'/community groups to address the Board on local matters. Groups are invited to do this on a rotational basis.

8. AVONSIDE DRIVE / FITZGERALD AVENUE / KILMORE STREET INTERSECTION IMPROVEMENTS

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Unit Manager
Author:	Lorraine Wilmshurst, DDI 941-8667

PURPOSE OF REPORT

1. The purpose of this report is to seek support from the Hagley/Ferrymead Community Board for interim traffic measures for the Avonside / Fitzgerald intersection and to recommend to the Council that the project proceed to implementation.

EXECUTIVE SUMMARY

2. In September 2004 the Council approved a proposal to implement safety improvements at the Avonside Drive/ Fitzgerald Avenue / Kilmore Street intersection.
3. The improvements included the earthquake strengthening of the Fitzgerald Avenue "twin bridges" over the Avon River, traffic safety works, maintenance of transport capacity through the intersection and the addition of cycle's lanes on the intersection approaches and departures.
4. It was anticipated that this work could be completed as early as June 2005, however, this has been delayed due to difficulties in determining aspects of the existing bridge structure and therefore the type of bridge strengthening required. The timeframe for this work has now been extended and is scheduled for completion in mid 2008.
5. The existing safety issues at this intersection still remain. Many motorists experience difficulties in undertaking the right turning movements from Fitzgerald Avenue into Avonside Drive and from Fitzgerald Avenue into Kilmore Street.
6. It is therefore proposed to address the existing right turn crashes at the intersection by installing a fully protected right turn movement from Fitzgerald Avenue into Avonside Drive and ban the right turn movement from Fitzgerald Avenue into Avonside Drive.
7. This is an interim measure that will address the safety issues at the intersection and will be in place until the bridge work is completed.
8. An "inform" consultation was undertaken on the interim proposal in Nov / Dec 2005 and the immediate community was concerned that their access to the city was to be limited. To help the community understand the need for this work to be undertaken a public meeting was held on 23 February 2006. The outcome from the meeting was a better community understanding of the need to install the interim measure.
9. The physical work and the alteration to the traffic signals that is required for the interim measure forms part of the original traffic safety proposals for the intersection which will be completed when the strengthening work is undertaken on the bridges.

FINANCIAL AND LEGAL CONSIDERATIONS

10. The estimated cost for the interim measure at Avonside Drive / Fitzgerald Avenue intersection is \$30,000 inclusive of all consultation, design and project management.
11. Aside from the resolution to ban the right turn movement from Fitzgerald Avenue into Kilmore Street, there are no legal implications from this project.

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STAFF RECOMMENDATIONS

It is recommended that the Community Board:

1. Support the implementation of the interim safety measures to proceed to Council for approval.
2. Support the following traffic restriction to proceed to Council for approval:
 - (i) That vehicles be prohibited at all times from turning right from Fitzgerald Avenue into Kilmore Street.

CHAIRPERSON'S RECOMMENDATION

For discussion.

BACKGROUND ON AVONSIDE DRIVE / FITZGERALD AVENUE / KILMORE STREET INTERSECTION IMPROVEMENTS.

12. The Fitzgerald Avenue "twin bridges" over the Avon River have been identified through the Council's "lifelines" project, as requiring earthquake strengthening. With budgetary funding available to implement the strengthening work the opportunity arose to address transport issues at the intersection at the same time.
13. Fitzgerald Avenue is classified as a major arterial route and part of the avenues inner orbital route. Both Avonside Drive and Kilmore Street are minor arterials feeding traffic to and from the central city.
14. The intersection currently carries approximately 38,000 vehicles per day and is an important part of the roading network.
15. In the five years between 2001 and 2005, 31 crashes have been reported at this intersection in the Land Transport New Zealand crash database. The reported crashes predominately involve right turning vehicles, that is, 6 crashes from Fitzgerald Avenue turning right into Avonside Drive and 8 crashes from Fitzgerald Avenue right turning into Avonside Drive. This intersection is the sixth worst intersection in Christchurch for "Right Turn Against" crashes.
16. The main causal factor in motorists misreading the intersection is that the right turners on both Fitzgerald Avenue approaches do not have sufficient visibility of oncoming traffic to safely execute the existing "filter" right turn movement.
17. The proposed interim measure of banning the right turn from Fitzgerald Avenue to Kilmore Street and protected right turn from Fitzgerald Avenue into Avonside Drive will reduce the right turn crashes by 90% and create annual injury /accident savings of about \$50,000.
18. Due to the lane configuration in Fitzgerald Avenue north of the intersection, it is not possible to install a protected right turn into Kilmore Street without significantly reducing the capacity at the intersection.
19. Right turn opportunities at other intersections are evidently safer. Some intersections further south have lead right turn phases and others with filter right turns have much better forward visibility. The right turn further north into Bealey Avenue is a fully protected movement with sufficient spare capacity.

Consultation

20. Consultation was undertaken in September 2004 advising the community that it was proposed to implement safety improvements at Avonside Drive / Fitzgerald Avenue / Kilmore Street intersection (**Attachment A**). This was approved by the Council for final design, tender and construction. However unforeseen difficulties in determining some aspects of the structure of the existing bridges, and therefore the type of strengthening required, has pushed the timeframe for this work out to mid 2008.
21. Due to the extended timeframe for the original scheme to be completed, an interim measure was proposed that would meet the safety issues at the intersection.
22. In October / November 2005 an "inform" consultation was undertaken with the community on an interim measure (**Attachment B**), which enables the safety issues to be addressed. The immediate community was concerned that their access to the city was being impeded so a public meeting was held in February 2006 to explain the proposed measures and reassure the community. The results of this round of consultation were 29 replies of which:
 - 5 supported the measure
 - 18 did not support the measure
 - 6 did not comment
23. The concerns from the community were:
 - Access to the west and the one way system
 - The inconvenience of having to travel via Stanmore Road to Avonside Drive or south of the intersection to access the city.

24. The detour to the south to access the city is approximately 400 metres. Although this is acknowledged as a small inconvenience a greater benefit is gained from banning of the right turn for southbound traffic and the exclusive right turn arrow for northbound traffic, reducing the crashes by 90%.

OPTIONS

25. **Option A – Maintain Status Quo**
This option does not meet the objectives of increasing capacity and safety at the intersection.
26. **Option B – Full Intersection Improvements.**
- Fitzgerald Avenue – northern approach
A “clip on” to the existing bridge to enable a separate left turn traffic lane and a cycle lane to be provided. A realigned separate right turn lane with a “filter” turn is proposed by adding a median island on the western side of the existing bridge.
 - Fitzgerald Avenue – northern departure
A cycle lane would be added and a cut down in the median provided for pedestrians crossing
 - Fitzgerald Avenue opposite River Road. A “U” turn facility would be added for vehicles wanting to access River Road.
 - Fitzgerald Avenue – southern approach
It is proposed to install a cycle lane, a separate left turn traffic lane and protected right turn signal phase for motorists turning into Avonside Drive.
 - Fitzgerald Avenue – southern departure
It is proposed to install a cycle lane. The three existing traffic lanes would be maintained
 - Avonside Drive – eastern approach
It is proposed to add a cycle lane and specifically mark the kerbside lane for left turning vehicles
 - Avonside Drive – eastern departure
It is proposed to formalise the cycle lane by installing cycle symbols.
 - Kilmore Street – western approach
It is proposed to install a cycle lane on Kilmore Street from Dawson Street to the intersection
 - Kilmore Street – western departure
 - It is proposed to install a cycle lane on Kilmore Street from the intersection to Dawson Street.
27. This option can not be implemented until the bridge widening and strengthening has been undertaken and is unlikely to be in place before mid 2008.

PREFERRED OPTION

28. **Option C - Interim Measure**
- To address the existing right turn crashes at the intersection the proposal is to install a fully protected right turn movement from Fitzgerald Avenue into Avonside Drive and to ban the right turn movement from Fitzgerald Avenue into Kilmore Street.
29. This will involve the installation of a left turn lane and a cycle lane in Avonside Drive and the removal of the combined right turn straight through lane on the northern approach of Fitzgerald Avenue to a straight through only lane.

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30. The supporting measures for the interim proposal will be a traffic signal hardware upgrade to provide the protected right turn from Fitzgerald Avenue into Avonside Drive and installation of appropriate advance warning signs to advise motorists of the right turn ban.
31. The preferred option was chosen as it addresses the safety issues by reducing the "Right Turn Against" crashes at the intersection by 90% and the injury cost saving is estimated at \$50,000. The proposal will not reduce the capacity of the intersection and as the work involved is part of the original scheme the costs will not be written off when the full scheme is implemented.

9. PROPOSED ROAD STOPPING –HEBERDEN AVENUE (ADJOINING NUMBERS 66, 64 AND 58)

General Manager responsible:	General Manager City Environment
Officer responsible:	Manager Transport and City Streets
Author:	Weng Kei Chen, DDI 941-8655

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's recommendation to the Council to:
 - (a) Declare small parcels of road land adjoining numbers 66, 64 & 58 Heberden Avenue surplus to Council's requirements; and
 - (b) Commence road stopping procedure for their disposal when staff receive requests from adjoining properties owners.

EXECUTIVE SUMMARY

2. Staff have received requests from the owners of 66 Heberden Avenue to acquire a parcel of road land outside their property which they already occupy.
3. Similarly outside numbers 64 and 58 owners have been occupying legal road.
4. These properties are along the stretch of Heberden Ave between Campbell and Arnold streets with a carriageway width varying between 6.0m to 8.0m and a footpath along the northern side.
5. The existing road asset is adequate in this developed residential environment and vehicle speed is low.
6. Small parcels of surplus road were stopped in 1999. These being adjoining numbers 48 and 50.
7. It is unlikely these parcels of road identified will be required for roading purposes and their disposal to adjoining properties will create a uniformity of true property boundaries.

FINANCIAL AND LEGAL CONSIDERATIONS

8. There will be no financial cost to the Council for this project.
9. The cost incurred in road stopping process including surveying will be recovered from owners of respective properties.
10. The values of the individual parcels of road land as identified will be determined by a valuer appointed by the Council. These values will be the land costs offered to purchasers.
11. Section 116 Public Works Act 1981 – Stopping Road. This section states that subject to the consent of the territorial authority and the owner(s) of the land adjoining the road in writing to the stopping, then the road can be declared formally stopped by notice in the Gazette. In this instance there will be no loss of public access along Heberden Avenue.

STAFF RECOMMENDATIONS

That the Board recommend that the Council:

1. Declare the parcels of road land as shown on the attached plan outside numbers 66, 64 and 58 Heberden Avenue surplus to the Council's requirements.
2. Commence road stopping procedure for their disposals when staff receive requests from adjoining property owners.

CHAIRPERSON'S RECOMMENDATIONS

For discussion.

10. HEREFORD STREET PEDESTRIAN CROSSING

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Unit Manager
Author:	Katherine Eveleigh, DDI 941-8667

PURPOSE OF REPORT

1. The purpose of this report is to seek support from the Board and recommend to the Council that the project proceed to implementation; and seek the Council's approval for resolutions for new traffic restrictions associated with the Hereford Street Pedestrian Crossing project.

EXECUTIVE SUMMARY

2. The Hereford Street Pedestrian Crossing project relates to the installation of a pedestrian crossing on the section of Hereford Street between Colombo Street and Manchester Street. This section of Hereford Street is a collector road, carrying approximately 9,500 vehicles per day (seven day average). The area generally consists of commercial, retail, office and educational facilities.
3. The project was initiated in 2003, when the Christchurch Community House (141 Hereford Street) requested a pedestrian crossing between the National Mutual Arcade and Westpac Lane. Council investigations in 2003 identified that this section of Hereford Street met the New Zealand Ministry of Transport Warrant for a pedestrian crossing.
4. The Council has chosen to trial a new flashing light warning system in conjunction with the proposed pedestrian crossing installation. The warning light system is activated by pedestrians waiting to use the crossing facility, and warning lights in the road alert an approaching motorist that the crossing is in use.
5. Consultation has been undertaken with business occupiers and owners in this section of Hereford Street. Feedback to the publicity pamphlet and informal feedback from some businesses has indicated both support and opposition for the project. The opposition largely relates to the potential for the crossing to delay traffic in the street. Some feedback has raised specific issues which can be addressed during the detailed design phase of the project.
6. The preferred option at Hereford Street is to install a pedestrian crossing, and pedestrian crossing warning lights. The preferred option involves the installation of kerb buildouts, landscaping, seating and cycle stands. The preferred option also involves the relocation of two loading zones (with a consequential loss of 7 parking spaces), and the relocation of a mobility space. The warning lights will be installed 6 months after the installation of the crossing to allow for 'before' and 'after' surveys to be undertaken to assess the success of the warning light system.
7. It is recommended that the Community Board support the proposed pedestrian crossing for Hereford Street (as illustrated in Attachment 1) to the Council, to proceed to implementation.

FINANCIAL AND LEGAL CONSIDERATIONS

8. The estimated total costs for the Hereford Street Pedestrian Crossing project is \$140,000 inclusive of all consultation, design, construction and project management. The cost is also inclusive of the installation and analysis of the pedestrian warning light system.
9. The Hereford Street pedestrian crossing project is part of the Safety Improvement Programme and is programmed for construction in the 2005/2006 financial year.
10. With the appropriately gazetted warning light trial system, there are no legal implications from this project.
11. Without the approval of the resolutions for traffic restrictions, the restrictions will not be enforceable upon implementation.

STAFF RECOMMENDATIONS

It is recommended that the Community Board:

1. Support the safety works for Hereford Street pedestrian crossing (as illustrated in Attachment 1) to proceed to Council for approval and implementation including the installation of a warning light system.
2. Support the following new traffic restrictions for the Hereford Street project: to proceed to Council for approval.

Move existing Mobility park to new location:

- (a) That the existing mobility park be revoked from the north side of Hereford Street at its present position commencing 140.2 metres west of the intersection with Manchester Street and extending 6 metres in a west direction, and reinstated on the north side of Hereford Street commencing 145 metres west of the intersection with Manchester Street and extending 7 metres in a east direction.

Move existing P5 Loading Zones to new location:

- (b) That the existing P5 Loading Zone be revoked from the north side of Hereford Street at its present position commencing 128.6 metres west of the intersection with Manchester Street and extending 11.4 metres in a west direction, and reinstated on the north side of Hereford Street commencing 99.6 metres west of the intersection with Manchester Street and extending 17.5 metres in a west direction.
- (c) That the existing P5 Vehicles Only Loading Zone be revoked from the south side of Hereford Street at its present position commencing 111.2 metres west of the intersection with Manchester Street and extending 11.2 metres in a west direction, and reinstated on the south side of Hereford Street commencing 89.6 metres west of the intersection with Manchester Street and extending 14 metres in a west direction.

Removal of Existing “No Stopping” Restrictions:

- (d) That the existing no stopping restriction be revoked on the north side of Hereford Street at its present position commencing 115.4 metres west of the intersection with Manchester Street and extending 13.4 metres in the west direction.
- (e) That the existing no stopping restriction be revoked on the south side of Hereford Street at its present position commencing 122.6 metres west of the intersection with Manchester Street and extending 23 metres in the west direction.

New “No Stopping” Restrictions

- (f) That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing 114.1 metres west of the intersection with Manchester Street and extending 27 metres in the west direction.
- (g) That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing 103.6 metres west of the intersection with Manchester Street and extending 44 metres in the west direction.

CHAIRPERSON’S RECOMMENDATION

For discussion.

BACKGROUND - HEREFORD STREET PEDESTRIAN CROSSING

Description of site

12. This project relates to the section of Hereford Street between Colombo Street and Manchester Street in the 9,500 vehicles per day. This section of Hereford Street is a collector road and is approximately 230 metres long, and has an existing width of 14 metres.
13. In this section of Hereford Street there is a pedestrian entry/exit point to the National Mutual Arcade. This arcade links through to High Street in the City Mall and hence there are high pedestrian flows with people travelling down Westpac Lane from the Square and continuing through to the National Mutual Arcade to City Mall. There are also a large number of educational institutes in the area, with many students using facilities around the area.

Project initiation & development

14. Safety concerns and the large number of pedestrians crossing in Hereford Street at Westpac Lane have highlighted the need to provide a pedestrian facility. Christchurch Community House (located at 141 Hereford Street) also requested that a pedestrian crossing be installed at this location.
15. In 2003 an investigation identified that this section of Hereford Street met the New Zealand Ministry of Transport Warrant for a pedestrian crossing. A pedestrian crossing is warranted if during a normal weekday, the flows taken over any one hour period meet the following criteria:
 - (i) The flow of vehicles per hour exceeds 300 (Vehicle flows in this section of Hereford Street in 2002 were between 500-680 vehicles per hour).
 - (ii) The sum of pedestrians per hour multiplied by vehicles per hour exceeds 45,000 (313 pedestrians per hour x 618 vehicles per hour = 193,434 (measured on the 28/10/2003)).

PEDESTRIAN CROSSING WARNING LIGHT TRIAL

16. In conjunction with the pedestrian crossing project, the Council has chosen to take this opportunity to trial a pedestrian crossing warning light system to further improve pedestrian safety.
17. The pedestrian crossing warning light system is an in-pavement flashing light system which is activated by pedestrians using the crossing facility to alert motorists to their presence.
18. In order to install and trial this new technology, approval is required from Land Transport New Zealand. A "Proposal for Pedestrian Crossing Warning Lights Trial" has been produced and presented to Land Transport NZ. The proposal outlines the sites to be trailed, background to the proposed technology and the proposed data collection, monitoring and analysis methodology. In response to this, Land Transport NZ has developed a draft Gazette Notice for the trial, which will legalise the trial of this technology.
19. The trial proposal is for two Christchurch sites, Tuam Street and Hereford Street, and one Auckland site. The Auckland site has also been included in the trial at the request of Auckland City Council and Land Transport NZ, since trial approval can be given for a number of sites but only for a single trial proposal.
20. The trial proposes to carry out a number of studies before, during and after construction to assess the success of the warning light technology. The surveys will include traffic volumes, traffic speeds, video camera analysis, pedestrian surveys and motorist surveys. Processes have been put in place to manage the collection and analysis of this data. To analyse the effectiveness of the warning light system at the proposed Hereford Street pedestrian crossing, it is proposed to install the crossing and then install the warning light system after six months. This will enable the effectiveness of the warning light system to be assessed (i.e. before and after surveys can be undertaken).

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21. Land Transport NZ will provide the necessary approval for the use of the warning light system. They have been involved during the development of the three projects and have drafted a Gazette Notice for the trial.

TERMS OF REFERENCE

22. The objectives of the project are to:
- Provide a safe pedestrian crossing on Hereford Street (between Colombo Street and Manchester Street)
 - To provide the opportunity to trial a new form of advanced warning light; and
 - To assess the success of the warning light trial.

CONSULTATION

23. A publicity pamphlet was delivered to the business occupiers on this section of Hereford Street by the Consultation Leader for the project. The same pamphlet was also posted to identified absentee owners. The publicity pamphlet included the concept plan for the proposed pedestrian crossing and sought feedback from the business owners/occupiers.
24. Eleven feedback forms were returned (refer the Consultation Summary in Attachment 2). Of these 7 were in support of the project citing improved safety when crossing the road. Two responses received were opposed to the proposed crossing as the respondents felt it would further delay traffic in the area, would take up parking spaces, and that pedestrians could cross at the traffic signals at either end of this section of Hereford Street (i.e. using the traffic lights at Manchester Street or Colombo Street). The remaining two responses did not indicate their support or opposition but raised a number of issues for consideration during the detailed design process.
25. When the Consultation Leader visited the businesses in the area to deliver the pamphlet the informal feedback received was both in support and in opposition to the proposed crossing. The business occupiers supportive of the proposed crossing felt it would improve a currently dangerous crossing situation. Those in opposition felt the crossing would increase congestion in the street.

OPTIONS

26. Three options were assessed as part of the Hereford Street pedestrian crossing project:
- (a) Maintenance of the status quo (i.e. no pedestrian crossing facility).
 - (b) Installation of a pedestrian crossing and the installation of pedestrian crossing warning lights – Preferred Option
 - (c) Installation of a pedestrian crossing without pedestrian warning lights – not preferred.

Assessment - Option (a)_The Status quo

27. Maintenance of the status quo will not result in any social, cultural, environmental or economic benefits. Maintaining the status quo is not consistent with the Road Safety Strategy.

Assessment - Option (b) Install a pedestrian crossing, and pedestrian crossing warning lights. – Preferred Option (refer Attachment 1)

28. Option (b) consists of the following key elements:
- (a) Narrowing a section of Hereford Street to 7m with kerb buildouts. A raised pedestrian crossing is proposed at this narrowed section.
 - (b) Warning lights are proposed along the pedestrian crossing and on the approaches to the pedestrian crossing. These lights will be set into the road and will flash when a pedestrian uses the crossing to alert vehicles the crossing is in use. It is proposed to install these lights six months after the pedestrian crossing is installed so that before and after surveys can be undertaken to assess the success of the warning light system.

- (c) Landscape planting, including two pin oak trees (one of either side of the street), are proposed on the kerb buildouts. These trees will match the two existing trees at the proposed crossing location. The landscape planting will be low level planting that will not impair visibility or access to the crossing.
 - (d) On the southern kerb build out (outside the Food Hall) a seating area and rubbish bin are proposed.
 - (e) Cycle stands are proposed on the kerb buildouts on both sides of the street.
 - (f) Relocation and extension of the loading zone on the northern side Hereford Street to outside 149 Hereford Street. This relocation will result in the loss of three parking spaces.
 - (g) Relocation and extension of the loading zone on the southern side of Hereford Street to outside 156 Hereford Street. This relocation will result in the loss of four parking spaces.
29. This option will result in the following social, environmental and economic benefits:
- (a) **Social:** Improvement to safety for all road users, particularly pedestrians.
 - (b) **Economic:** Improvement of a Council infrastructure asset.
 - (c) **Environmental:** Enhancement of this section of Hereford Street with landscaping and street trees.

Assessment - Option (c) Upgrade pedestrian crossing

30. Option (c) is identical to Option (b), except that it does not include the installation of the in-pavement flashing light system. Whilst Option (c) may provide some safety improvements it is not anticipated that it will provide the same degree of safety improvements as the warning light system – however this will only be validated by this proposed trial.

PREFERRED OPTION

31. Option (b) has been selected as the preferred option, as outlined in Attachment 1. The preferred option has been selected because:
- It best satisfies the project's aims and objectives.
 - The option provides a unique opportunity to install and trial new technology with potential safety benefits to the community.
 - The option has full support of the project team and has some community support.
 - The project also has support from Land Transport New Zealand, who have offered to assist with resources for the trial data collection and analysis.
 - Additionally, the project provides a unique opportunity for the Christchurch City Council to work and project manage a job in conjunction with the Auckland City Council to produce a New Zealand wide innovative solution to improve pedestrian safety.

11. APPROVAL OF SITE FOR A NEW PUBLIC SCULPTURE

General Manager responsible:	Strategy and Planning Group
Officer responsible:	Programme Manager, Liveable City Strategy and Planning Group
Author:	Hugh Nicholson, DDI 941-8351

PURPOSE OF REPORT

1. The purpose of the report is to seek Community Board support and Council approval to site a public sculpture commissioned by Art & Industry Biennial Trust (the Trust) on stopped road in the central city.

EXECUTIVE SUMMARY

2. The Art & Industry Biennial Trust in conjunction with the Christchurch City Council has commissioned a permanent public sculpture which will be gifted to the city as part of the SCAPE 2006 Biennial of Art in Public Space. Four sites have been investigated as part of the design process. A preferred site has been identified in consultation with the artist and Council officers on the corner of High, Manchester and Lichfield Streets. The proposed site is stopped road in the central city and Council approval to site a sculpture here is required.

FINANCIAL AND LEGAL CONSIDERATIONS

3. The sculpture commission has a value of \$110,000. \$40,000 has been granted to the Trust from the Christchurch City Council Art in Public Places budget allocation in the 2005/06 financial year, under the category 'Response to New Initiatives'. \$70,000 is being funded by two private benefactors. The Art & Industry Biennial Trust will manage the project in conjunction with the Christchurch City Council, and the sculpture will be gifted to the city once completed.

STAFF RECOMMENDATIONS

It is recommended the Board recommend to the Council that it support the siting of the proposed sculpture commissioned by Art & Industry Biennial Trust on road reserve on the corner of High, Manchester and Lichfield Streets.

CHAIRPERSON'S RECOMMENDATIONS

That the staff recommendation be adopted.

BACKGROUND ON PROPOSED SCULPTURE

4. Each SCAPE Biennial of Art in Public Space commissions one permanent artwork for the city. To date the Trust who run this event have commissioned three permanent public artworks for Christchurch:
- *Radii* by Marcus Moore - a programmed kinetic sculpture sited at The Crossing Bus Exchange in association with the Carter Group;
 - *Blue* by Bill Culbert, an aerial neon sculpture sited at the Christchurch Convention Centre in association with Signtech, the Signmasters;
 - *Circuit* by Peter Roche sited at the Arts Centre in association with the Rutherford's Den Trust.

SCAPE 2006 is Art & Industry's fourth biennial, and New Zealand's only biennial dedicated to public art.

Phil Price is a local Canterbury sculptor based in Amberley. His kinetic work is highly regarded and he has significant public works sited in both Auckland and Wellington. His works are also included in a number of major private collections throughout Australia and New Zealand. One of his works *Dinornis maximus* was temporarily displayed at Riccarton Bush as part of SCAPE 2004, but he has no permanent kinetic works on display in Christchurch.

Phil's work derives from the lineage of John Britten and Neil Dawson. His kinetic sculptures are beautifully crafted pieces of industrial design, and their elegant movements which are achieved through delicate balancing and precision engineering, are almost counter-intuitive. Phil constructs the works himself with kiwi ingenuity and a do-it-yourself attitude, qualities which are increasingly rare in the hi-tech world of international public art.

The work will be site specific and has been inspired by the urban form of Christchurch. Phil describes this work as:

"The artwork is a celebration of place. The beautifully formed whole, and precisely proportioned parts are a direct representation of Christchurch, with its well planned and laid out built environment. All the parts of the whole are connected and necessary for the whole to function. This relates to the cultural diversity of Christchurch."

The artwork has been commissioned by the Trust and the final design is being developed currently. It will be installed in September 2006 as part of the SCAPE 2006 Biennial.

OPTIONS

5. Four potential sites were identified and discussed with the artist and the Art & Industry Trust including North Hagley Park, City Mall and Friendship Corner. North Hagley Park and City Mall were not available due to the time constraints associated with other Council projects. After consultation with the artist, the Trust, Greenspace and Transport & City Streets the preferred site on the corner of High, Manchester and Lichfield Streets was selected (see Appendix 1).

The proposed site has been discussed with the design teams for the South City Charrette and the City Mall. Both design teams have indicated that they believe this will be an 'exciting' site that will support the outcomes of the charrette and the City Mall projects.

PREFERRED OPTION

6. In accordance with the Council's Arts Policy and Strategy the site has been ranked on the matrix for prioritising artworks in public places contained in the Artworks in Public Places: Five Year Plan. The combined score for the site was equivalent to the third highest score of the 108 sites identified in the Plan.

ASSESSMENT OF OPTIONS**The Preferred Option**

7. **Matrix for prioritising artworks in public spaces**
(From the Artworks in Public Places: Five Year Plan)

Place related criteria:

(1) Linked to walkways and cycleways	Yes
(2) Commercial activity / housing density	Central City Zone
(3) Space associated significance	High
(4) Association with facilities	No
(5) Visibility based on vehicular traffic flow	Minor arterial road
(6) Association with public transport interchanges	No

Project related criteria:

(1) Support for research and / or consultation (for artworks)	No
(2) Artwork link to other planning processes	No
(3) Integrated with an identified capital programme	No
(4) External funding sources	Yes
(5) Association with a significant event	Yes – <i>SCAPE 2006</i>

People related criteria:

(1) Identified stakeholders	No
(2) Identified with Council target groups	No
(3) Cultural significance to Maori	No
(4) Association with visitors	Yes

Bonus criteria:

(1) Outstanding factors	Gateway to central city
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Total: **8**

8. This proposal is consistent with the Council's Arts Policy and Strategy. In particular the proposal helps to achieve:

Goal 5

Buildings and public spaces that reflect the past, celebrate the present and provide a legacy for the future.

Objective 5.4

Ensure that the Council as a developer leads by example in achieving excellence in design and incorporating public artworks into its capital programmes.

The proposal is aligned with two community outcomes:

A City for Recreation, Fun and Creativity

Everybody is included in the creation and enjoyment of the arts.

An Attractive and Well-designed City

Christchurch is attractive and well-maintained.

12. YOUTH DEVELOPMENT FUND REPORT

General Manager responsible:	General Manager Community Services
Officer responsible:	Unit Manager Recreation and Sports Unit
Author:	Diana Saxton, DDI 941-6628

PURPOSE OF REPORT

1. The purpose of this report is to seek Community Board approval for a funding application to the 2005/06 Discretionary Fund for youth development.

EXECUTIVE SUMMARY

2. Samantha Fabian is seeking \$500 to attend the Mainland 14th Grade Squads Australia trip in Sydney. She will depart on 30th June and return on the 9th July 2006.
3. Samantha is 13 years old, lives in Linwood and attends Linwood College. She has been identified as a highly talented soccer player and is one of only 18 players from throughout Canterbury, West Coast and Nelson who has been selected to represent Mainland Soccer in this tournament.
4. Samantha lives with her grandparents and has worked hard against all odds given her immediate family situation has been difficult throughout her childhood. She is self motivated and has put a lot of hard work into gaining a place on the squad.
5. Mainland Soccer is convinced great benefits are gained from exposing young, talented players to international competition from an early age. It will give them top level experience and a realistic expectation of the competition and intensity they will have to face in order to succeed in the sport at an elite level. It also helps further identification of talented players for ongoing training and consideration.

FINANCIAL AND LEGAL CONSIDERATIONS

6. There are no legal considerations in relation to this application.
7. The cost for Samantha to attend the tournament is \$1,850. The funding will go towards the cost of Samantha's travel, accommodation and meals. Without financial support, Samantha will not be able to go. There are a number of fundraising initiatives underway including this application to the Board. Any support from the Board would be greatly appreciated.
8. The application is eligible under the Council's Youth Development Scheme guidelines. It aligns with providing support or assistance to an individual aged 12 – 25 years for representation at an international event and for sporting development. The Board agreed to consider applications, using these guidelines, on a case by case basis out the discretionary fund at the Hagley, Ferrymead Community Board meeting on 12 October 2005.

STAFF RECOMMENDATIONS

It is recommended that the Board:

Agree to allocate \$250 from the 2005/06 Discretionary Fund towards the cost of Samantha attending Mainland 14th Grade Squads Australia trip in Sydney, July 2006.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

13. APPLICATION TO HAGLEY FERRYMEAD COMMUNITY BOARD YOUTH DEVELOPMENT FUND

General Manager responsible:	General Manager Community Services
Officer responsible:	Recreation and Sports Manager
Author:	Diana Saxton, Community Recreation Adviser, DDI 941-6628

PURPOSE OF REPORT

1. The purpose of this report is to respond to the Board's request for more information following the Board meeting on 22 March 2006 and to seek Board approval for a funding application to the 2005/06 Discretionary Fund for youth development.

EXECUTIVE SUMMARY

2. Funding is being sought by Brooke Williams to attend the New York Film Academy's four week intensive 'acting for screen' course in New York City beginning on 1 May 2006. Raised in Christchurch, Brooke is 22 years old and a second year student at the elite Toi Whakaari, New Zealand Drama School in Wellington. The parental home she returns to in Christchurch is in Kilmore Street - Hagley/Ferrymead.
3. Brooke has an extensive and proven background in amateur and professional theatre. She has more recently discovered a love for film and has demonstrated an enormous talent and passion for on screen acting, devising and writing at Toi Whakaari. She is extremely motivated and determined to succeed in this tough industry and is committed to producing work of the highest standards especially new, New Zealand work whether it be through acting, devising or preferably both. Brooke is convinced that it is necessary to collect skills from other cultures in order to help feed and develop our own artistic identity in New Zealand and to empower us to tell our own stories knowing that they are backed by world class training and technique.
4. Brooke has been identified as being an outstanding woman of her year at Toi Whakaari for both talent, depth of preparation and professional discipline. She is considered to be one of the most talented aspiring actors in the country and is highly regarded for possessing the rare combination of humility and earnest sense of application in her work ethic.
5. The application is eligible under the Council's Youth Development Scheme guidelines. It aligns with supporting an individual aged 12 – 25 years further their educational studies, cultural studies and recreation development as stated in the application form. The Board agreed to consider applications, using these guidelines, on a case by case basis out of the discretionary fund at the Hagley, Ferrymead Community Board meeting on 12 October 2005.
6. There are no guarantees but Brooke has indicated that she looks forward to returning to Christchurch to work in the arts which has potential benefits for Hagley/Ferrymead and the wider community. Similarly, her demonstrated commitment for teaching drama may provide potential benefits and build capacity within Hagley/Ferrymead and the wider community in the future.
7. As outlined in the Creative New Zealand Creative Communities scheme 2006 guidelines and advised by Council's Arts Advisor, Brooke is not eligible to apply for Creative Communities Funding as the project commences before 1 June 2006. Furthermore, the scheme is aimed at local projects.

FINANCIAL AND LEGAL CONSIDERATIONS

8. There are no legal considerations in relation to this application.
9. The cost to attend the course is \$10,456. Brooke has been working as a professional actor over the summer and teaching youth drama workshops. She also has cleaning and babysitting jobs during the year and takes any opportunity to raise extra funds through garage sales, sausage sizzles and raffles. Brooke has also been successful in receiving \$2,000 from the New Zealand Performing Arts Fund.

12.4. 2006

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STAFF RECOMMENDATION

It is recommended that the Board agree to allocate up to \$1,000 from the 2005/06 Discretionary Fund for youth development towards the cost of Brooke attending New York Film Academy's four week intensive 'acting for screen' course in New York City in May 2006.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.