

9. PROPOSED CYCLING MONUMENT – PORT HILLS

General Manager responsible:	General Manager Community Services, DDI 941-8534
Officer responsible:	Arts Advisor
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PURPOSE OF REPORT

1. The purpose of this report is to consider a proposal for a cycling monument on the Port Hills.

EXECUTIVE SUMMARY

2. At the Board's meeting on 21 June 2006, a proposal was presented by Simon Hollander of Mainland Cycling for a cycling monument on Evans Pass Road on the Port Hills. A proposed concept for the monument was presented as part of the proposal. The Board decided to refer the proposal to staff for consideration.
3. At the Board's meeting on 16 August 2006, Marlene Le Cren, the Council's Arts Adviser briefed the Board on the Council's Artworks in Public Places Policy and artwork operational procedures and project management. The Board resolved to seek a staff report on the policy issues involved and their application to the Evans Pass monument proposal.

FINANCIAL AND LEGAL CONSIDERATIONS

4. The site proposed for the cycling monument is part of land protected by an Act of Parliament and any proposal would need to be approved by the Summit Road Protection Authority which is one of the legal administering bodies for this area made up of Council and landowner representatives from along the Summit Road corridor.
5. The Port Hills Recreation Strategy states under 6.1.5 Facilities:
"Built structures on the Port Hills are kept to a minimum, but zoned "high" recreation management areas will be provided with appropriate services. Memorial plaques will only be permitted in exceptional circumstances where high relevance and significance is evident. Action: No additional structures, excluding information signs will be developed within the low and medium management zones".
6. Evans Pass Road is a medium management zone.
7. Along with the Summit Road Protection Authority, other key stakeholders include:
 - Ngati Wheke – Rapaki
 - Department of Conservation
 - Lyttelton Quarry (own land just beneath Evans Pass Road)
 - Historic Places Trust
 - Hagley/Ferrymead Community Board and Lyttelton/Mt Herbert Community (being that the propose site is on the boundary)
 - Council Units – Transport and Greenspace (including Port Hills Rangers), Recreation and Sport.
8. Although Mainland Cycling has undertaken to cover the cost of the memorial, the Council would inevitably be involved financially with consultation, installation, engineering and ongoing maintenance costs. At this stage it is difficult to determine what these costs would be.

BACKGROUND ON PROPOSED CYCLING MONUMENT – PORT HILLS

9. The Council's Art in Public Places procedures allow for artworks to be commissioned through three processes:
 - A direct commission to a chosen artist to present a concept.
 - A limited competition requiring 3-5 artists to present concepts and one artist is chosen.
 - A registration of interest process, where the project is advertised widely and artists present CV's and portfolios from which 3-5 artists are chosen to present concepts.
10. The selection process is undertaken by an Advisory Group made up of Councillors or Community Board members, stakeholders and community representatives.
11. Any Art in Public Places process for an artwork would not begin until a sufficient budget was in place.
12. This proposal has had no process for selection or concept development.
13. Public art processes can be controversial and time consuming and it is vital that the correct procedures and project management are undertaken.
14. This proposal has come with no consultation with the community or stakeholders and although a generous offer to the city, is not appropriate in light of the special nature of the Port Hills and the desire to keep this area uncluttered. The Park Rangers have suggested that a piece like this would be "destroyed by vandals in the first weekend". Other Transport and Greenspace staff have similar concerns also.
15. The proposal indicates that the cost of the work would be covered by Mainland Cycling, however inevitably the Council would be called upon to contribute financially through staff involvement, installation, engineering and ongoing maintenance costs. It is difficult to quantify this amount at this stage.

OPTIONS

16. Option 1 – Accept the offer of the monument

Accept the offer from Mainland Cycling for the installation of a cycling monument on the Port Hills and request the relevant staff to undertake an in depth consultation process with all stakeholders and the wider community. This would be the beginning of a long process undertaken by the Council and would involve significant staff time and commitment.

17. Option 2 – Decline the offer of the monument

Decline the offer of the installation of a cycling monument on the Port Hills from Mainland Cycling for the reasons outlined in this report.

PREFERRED OPTION

18. Option 2 – Decline the offer of the monument

Decline the offer of the installation of a cycling monument on the Port Hills from Mainland Cycling for the reasons outlined in this report.

STAFF RECOMMENDATION

It is recommended that the Board decline the proposal from Mainland Cycling to install a cycling monument on Evans Pass Road.