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**HAGLEY/FERRYMEAD COMMUNITY BOARD
12 APRIL 2006**

**A meeting of the Hagley/Ferrymead Community Board
was held on Wednesday 12 April 2006 at 3.00 pm**

PRESENT: Bob Todd (Chairperson), David Cox, Anna Crighton, John Freeman, Brenda Lowe-Johnson and Brendan Smith.

APOLOGIES: An apology for absence was received and accepted from Yani Johanson.

Anna Crighton retired from the meeting at 4.00 pm, returned at 4.05 pm and was absent for clause 3.

CONDOLENCES

All present stood for a moment of silence as a mark of respect for the late Mrs Noeline Todd and the late Mrs Connie Batie; mother and mother-in-law of the Board Chairperson, Mr Bob Todd.

The Board reports that:

PART A - MATTERS REQUIRING A COUNCIL DECISION

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

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

PURPOSE OF REPORT

1. The purpose of this report is to seek Council approval 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 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 owing 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.

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8. An "inform" consultation was undertaken on the interim proposal in November/December 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.

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, six crashes from Fitzgerald Avenue turning right into Avonside Drive and eight 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. 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.

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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, 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:
 - Five supported the measure
 - Eighteen did not support the measure
 - Six 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.

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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.
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.

BOARD RECOMMENDATIONS

1. That the Council implement the interim safety measures as outlined in the report.
2. That vehicles be prohibited at all times from turning right from Fitzgerald Avenue into Kilmore Street.

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

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

PURPOSE OF REPORT

1. The purpose of this report is to seek Council approval to:
 - (a) Declare small parcels of road land adjoining numbers 66, 64 & 58 Heberden Avenue surplus to the 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.

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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 will be required for roading purposes and their disposal to the owners of 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 the road stopping process including surveying will be recovered from the owners of the 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 in writing of the territorial authority and the owner(s) of the land adjoining the road 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 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 the road stopping procedure for their disposal pursuant to the Public Works Act 1987, when staff receive requests from adjoining property owners.

BOARD RECOMMENDATION

That the staff recommendation be declined.

3. HEREFORD STREET PEDESTRIAN CROSSING

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

PURPOSE OF REPORT

1. The purpose of this report is to:
 - (a) Seek Council approval for the safety works, including the installation of a warning system, and the new traffic restrictions associated with the Hereford Street Pedestrian Crossing project.
 - (b) Seek approval for the project to proceed to implementation.

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.

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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 on the publicity pamphlet and informal feedback from some businesses has indicated both support for and opposition to 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 seven parking spaces), and the relocation of a mobility space. The warning lights will be installed six 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 Council grant approval for the proposed pedestrian crossing for Hereford Street (as illustrated in Attachment 1) to proceed to implementation.

FINANCIAL AND LEGAL CONSIDERATIONS

8. The estimated total cost for the Hereford Street Pedestrian Crossing project is \$140,000 inclusive of all consultation, design, construction and project management. The cost includes 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.

BOARD RECOMMENDATIONS

It is recommended that the Council:

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

Move existing Mobility park to new location:

- (a) That the existing mobility park on 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 be removed, 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 on 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 be removed, 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.

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- (c) That the existing P5 Vehicles Only Loading Zone on 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 be removed, 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 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 be removed.
- (e) That the existing no stopping restriction 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 be removed.

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.

(The Chairperson, Bob Todd, and Brenda Lowe-Johnson declared possible conflicts of interest in this issue, and withdrew from the discussion and voting thereon.)

BACKGROUND - HEREFORD STREET PEDESTRIAN CROSSING

Description of site

- 12. This project relates to the section of Hereford Street between Colombo Street and Manchester Street. 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).

3 Cont'd

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 trialed, 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 the 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).
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. Of these seven 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 respondents 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 of and in opposition to the proposed crossing. The business occupiers were supportive of the proposed crossing and felt it would improve a currently dangerous crossing situation. Those in opposition felt the crossing would increase congestion in the street.

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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

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.

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PREFERRED OPTION

31. Option (b) has been selected as the preferred option. 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 the 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.

4. APPROVAL OF SITE FOR A NEW PUBLIC SCULPTURE

General Manager responsible:	General Manager Strategy and Planning
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 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.

BOARD RECOMMENDATION

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

(John Freeman asked that his vote against this decision be recorded.)

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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 owing 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.

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.

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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.*

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PART B - REPORTS FOR INFORMATION

5. COMMUNITY BOARD PRINCIPAL ADVISER'S UPDATE

The Board **received** an update on current activities and issues, including its 2005/06 Discretionary Funding and expenditure.

2006 New Zealand Community Boards Forum 14-15 July 2006, Hutt City

The Board **decided** that it be represented at the above Forum by Brenda Lowe-Johnson.

6. RESIDENTS'/COMMUNITY GROUPS

Time is allocated at Board meetings for representatives of residents'/community groups to address the Board on local matters.

Tania Smith, Linwood Youth Worker, 198 Youth Health Trust, provided a comprehensive and informative background on her roles and responsibilities.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

7. APPOINTMENT OF CHAIRPERSON

The Board **resolved** pursuant to clause 2.1.1 (6) of Standing Orders that Anna Crighton preside at this meeting for consideration of clause 3, the Chairperson and Deputy Chairperson having retired from the discussion and voting on this clause.

8. CONFIRMATION OF REPORT

The Board **resolved** that the report of the Board meeting held on Wednesday 22 March 2006 be confirmed.

9. YOUTH DEVELOPMENT FUND REPORT

The Board considered a request for funding from Samantha Fabian to attend the Mainland 14th Grade Squads Australia trip to Sydney, departing 30 June 2006 returning 9 July 2006.

The Board **resolved** that Samantha Fabian be allocated \$250 from the Board's 2005/06 Discretionary fund.

10. APPLICATION FOR YOUTH DEVELOPMENT FUNDING

The Board considered a request from Brooke Williams to attend the New York Film Academy's four week intensive 'acting for screen' course in New York City in May 2006. Raised in Christchurch, Brooke is 22 years old and a second year student at the Toi Whakaari, New Zealand Drama School in Wellington. Brooke is not eligible to apply for Creative Communities Funding.

The Board **resolved** that Brooke Williams be allocated up to \$1,000 from the Board's 2005/06 Discretionary fund.

The meeting concluded at 4.17 pm.

CONFIRMED THIS 26TH DAY OF APRIL 2006

**BOB TODD
CHAIRPERSON**