

3. BRIDGE 2000 - NORTH HAGLEY PARK

RR 10803

Officer responsible Parks Manager	Authors Warwick Scadden, Garden Parks Team Leader Dennis Preston, Senior Landscape Architect
Corporate Plan Output: Parks Plans and Policy Statements	

The purpose of this report is to inform Councillors of a Millennium project to be sited on North Hagley Park.

INTRODUCTION

Since the mid 1980s North Hagley Park has become an increasingly popular venue for the staging of major entertainment events.

The “entertainment triangle” and the “events area” can cater for crowds of up to 12,000 and 100,000 plus, respectively.

Associated with the attraction to the park of large numbers of people such as stated, are the issues of car parking, toilet facilities, access, egress and public safety.

During 1995 several meetings were held between officers of the Parks Unit and Leisure Unit to identify the issues in need of addressing, primarily surrounding Health and Safety.

The principal issues identified were:

1. Lighting
2. Access
3. Egress
4. Toilets

Since 1995 several works have been completed to address these Health and Safety issues:

1. Lights have been installed in the “events area” to provide an appropriate lighting level for patrons leaving an evening event.
2. The lighting level on the cycleways has been increased to provide an improved standard of light for patrons leaving the park.
3. The Armagh Street entrance to the park has been extensively modified to provide a ‘drop off zone’ for patrons arriving at an event and the former post and rail barriers replaced with a widened area of removable bollards, providing for unobstructed egress.
4. The footbridge across the Avon River to Park Terrace at the Salisbury Street junction has had posts and chains modified to become removable bollards for events which attract large patronage.

THE NEED FOR AN ADDITIONAL FOOTBRIDGE

Concern was felt at the 1995 discussions and since that time at the inadequacy of the footbridge opposite Salisbury Street, and the number of people who wade across the river to Park Terrace.

It has been noted that significant numbers of pedestrians who cross the footbridge at Salisbury Street, progress toward Dorset Street and beyond to parked cars.

It was therefore identified that an additional footbridge was required linking North Hagley Park with Park Terrace, somewhere between the footbridge of Salisbury Street and Carlton Mill bridge.

BRIDGE LOCATION

The proposed site of the new footbridge is directly adjacent the intersection of Dorset Street and Park Terrace. At this point the Avon River makes a gentle curve as it winds between Park Terrace and North Hagley Park.

The true left bank (Park Terrace side) is significantly wider while the true right (Hagley Park side) has a terrace rising above the bank and existing river side path. The true left bank is relatively flat and grades gently from Park Terrace to the river edge.

The footbridge will sit approximately half way between the Carlton Mill bridge upstream and the Salisbury Street footbridge downstream. Apart from existing riverside trees there are no other significant structural features in the immediate riverside environment.

Parks Unit staff and City Streets staff have worked together on the committee during the past year to resolve the most appropriate location and access.

VEGETATION

Both sides of the river are well treed with a mix of willows, alders and elms. A second line of very large pines form a backdrop on the Hagley Park side. The trees' ages and condition vary from some fairly recent plantings to quite mature weeping willows. There is no underplanting and the area is grassed from river margin to road edge.

VISIBILITY

Because of the bend in the river, existing trees and higher elevation of the footpath, the new footbridge would have a higher profile from the Hagley Park side of the river. The bridge would not be as visible from the road or park terrace footpath because of the existing willows and the wide berm between the road and river.

Vistas from Dorset Street to the bridge and from the bridge along Dorset Street would be significant as would views from the bridge upstream and downstream the Avon river.

The proposed site sits comfortably and logically between two existing bridges without adversely affecting their presence. The wide berm on Park Terrace will ensure good access on and off the bridge without adversely affecting the existing landscape. The positioning on a gentle bend will give good views to and from the bridge particularly the Hagley Park side. The presence of existing large trees and river terrace will help integrate the structure into the existing landscape.

TURNING POINT 2000

Fourteen Advisory Groups have been established under the umbrella of Turning Point 2000 since 1996. The Art 2000 Advisory Group identified that the creation of a pedestrian and cycle bridge in North Hagley Park would be an opportunity to make a permanent functional art form and initiated Bridge 2000 to capture the spirit of the year 2000.

Bridge 2000 was envisaged to be an artistic and aesthetic statement, a sculptural form that not only related to its environment, but also to the historical landmark occasion of the beginning of a new millennium and the 150th anniversary of the founding of Canterbury. It is to be seen as a complete artwork, not merely a conventional structure with artwork attached.

A design competition was launched in December 1998 and in April 1999 four designs, from the 37 complying entries, were invited to develop their submissions through to Stage 2.

Stage 2 of the Design Competition was judged by Councillor Anna Crighton, Councillor Paddy Austin, Sir Miles Warren, architect, Don Peebles, artist and John Coley OBE.

The Bridge 2000 design competition was won in July this year by sculptor Andrew Drummond. The winning design is a cylindrical steel structure sheathed in brass. The judges agreed this was the one design that was a true artwork.

The artist states that the bridge represents the passage of time and emphasises past and future. This mirrors the Turning Point 2000 theme of “looking back and looking forward”. The subtle spacing of the raised bands is designed to give the traveler a sense of speed, the closer distances representing the city-side of the bridge with the more open slower pace of the park side being represented by the band device.

The use of brass is central to the conceptual basis of the work. The coloration of the brass, besides its golden hue, also deals with expansive ideas of machine and experimentation. The brass is superficial to the internal structure, which is steel. The balustrade is made of extruded perforated brass mesh.

Lights located in each abutment will light the underside of the bridge. The construction system employed will allow for light to spread upwards and throughout the structure.

These lights will also illuminate the underside of the bridge across the waterway, enhancing the floating type structure inherent to the design of the bridge.

The brass sheathing at the three “station” points along the bridge will be lighter due to their enclosed and reflective nature, further enhancing the concepts of time, as these can be viewed as significant points along a passage way. Additional pole lighting will be used to flood the approach area and the bridge itself.

A grant of \$200,000 has been secured from The Community Trust Year 2000 Project Funding allocation. A further \$85,000 has been allocated through the Annual Plan in the Parks Unit budget. Carson Group has been appointed as Project Managers for Bridge 2000. The opening date is scheduled for October 2000.

Chairman’s

Recommendation: That the information be received.