

Lincoln

Town Centre Plan



DRAFT

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CONTENTS

PART A

1	The Plan.....	05
	Background.....	06
	Scope.....	06
	Introduction.....	07
	Process and vision.....	07
	The Spatial Plan's key elements.....	10
	Buildings and Frontages.....	12
	Public Space.....	14
	Movement (Walking, cycling and driving).....	19
	The 'Wayfinder' theme.....	20
	Car parking.....	26
	Use of streets	33

PART B

2	Artists Impressions.....	36
	Artist's impressions of new Lincoln Town Centre.....	37

PART C

3	Costing.....	41
	TCP projects 'costing'	41
	Estimate cost summary.....	42
	Implementation Plan.....	46

PART D

4	Transport studies	47
	Streetscape report-executive summary.....	48
	Parking survey-executive summary.....	51
	Parking management-executive summary.....	56
	Streetscape report 2/detailed schemes- executive summary.....	59

PART E

5	Background.....	61
	What makes a good centre?.....	62
	Why does the community care about design?.....	64
	The importance about coordination.....	65
	What is good about Lincoln?.....	66
	An Analysis of the Lincoln Town Centre.....	67

CONTENTS

	PART F	
6	Consultation	
	Previous consultation.....	62
	PART G	
4	Previous Studies	73
	The Lincoln opportunities study.....	74
	PART H	
8	Relevant District Plan provisions.....	78
	Appendix 29B– Lincoln KAC.....	79
	Appendix 29C– Lincoln ODP.....	80
	Appendix 29C ODP text.....	81

PART A

THE PLAN



THE LINCOLN TOWN CENTRE PLAN

1 THE PLAN

1.1 BACKGROUND

The Lincoln Town Centre Plan (the Plan) has been developed as a framework for the future development opportunities of the Lincoln Town Centre.

The Plan was originally based on the outcomes of the Lincoln Opportunity study, which saw 82 responding to a questionnaire that got sent to all households in Lincoln in July 2011. Since then the Land Use Recovery Plan (LURP), which took effect in 2013, has been released to assist with the rebuild of earthquake damaged communities in Canterbury. This overarching statutory document puts landuse policies and rules in place to assist the recovery process. Part of the process identifies actions that have to be complied within set timelines.

Action 6 requires to identify a Neighbourhood Centre in Lincoln as appropriate for intensified and mixed use development.

Action 27 determines Council to identify key activity centres within the larger townships of Rolleston and Lincoln.

1.2 SCOPE

The Lincoln Town Centre previously encompassed the Business 1 area, located between the Liffey Stream to the East and West Belt road to the West. With the development of the New World supermarket in 2009 and the confirmation of its role as an anchor tenant throughout the process of fulfilling Action 27, the extent of the actual town centre needed to be reassessed.

The changes

Since the initial Draft there have been some major physical and political changes that affect the scope of this document. These are:

- The spatial extent of the Town Centre has changed, due to LURP Action 27.
- Lincoln by-pass no longer feasible option to re-route heavy vehicle traffic (see pg.22)
- Lincoln Innovation hub, if developed on corner Springs and Ellesmere Junction Roads would increase traffic volume
- Large volumes of residential development (subdivisions to the North and South of the township, e.g. Flemington, Bartonfields and Te Whariki)
- The LURP requires to identify a Neighbourhood centre, which will result in additional commercial/medium density development next to New World supermarket
- Additional Industrial land on Springs Road could potentially increase traffic volume and flow
- Development of Council projects: Lincoln Event Centre (2011), Lincoln Library (2014) and others

The extent of the town centre is now equivalent to the area identified as the Lincoln Key Activity Centre (KAC).

It consists of:

- The old part of Lincoln town centre zoned Business 1=Retail Core (East) Precinct
- The New World supermarket and adjacent Neighbourhood Centre= Retail Core (West) Precinct
- The land in between both precincts= Transitional Living Precinct

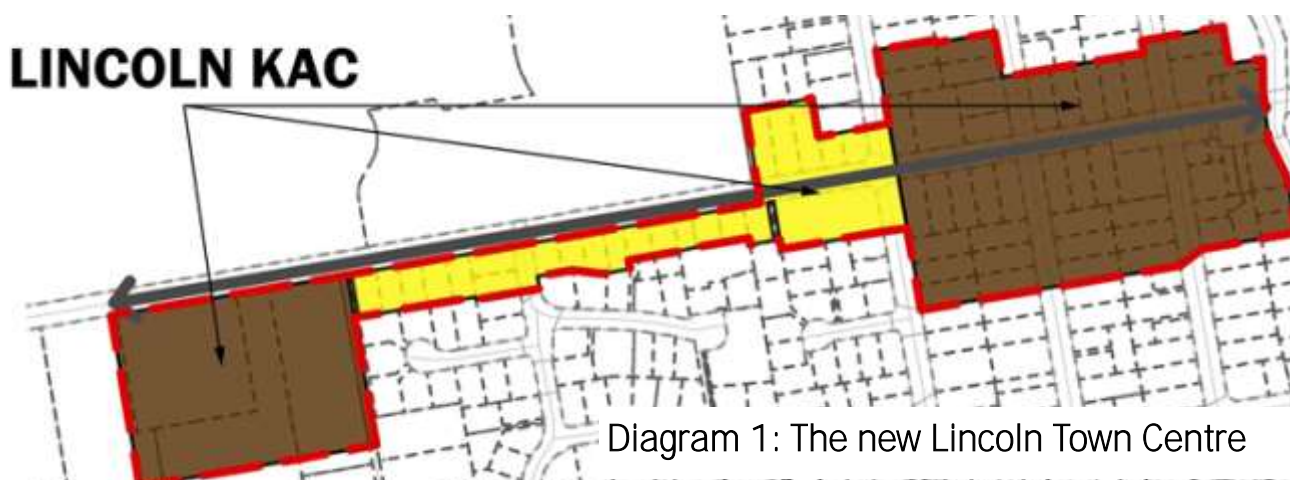


Diagram 1: The new Lincoln Town Centre

1 THE PLAN

1.3 INTRODUCTION

Lincoln's Town Centre consists of three parts. Its historic core and civic heart, a new retail precinct anchored by the New World supermarket and the residential area in between. It is a place that people enjoy spending time in and the community wants to see its role and character preserved. The Lincoln Town Centre Plan is a response to this desire to see **Lincoln's Town Centre retain its distinct identity and vitality.**

The plan concerns itself with the area zoned as Business 1, which is centered around Gerald Street, the area around the New World supermarket and the land between, zoned Transitional Living, as identified on Appendix 29B in the District Plan (*see Part H*).

As Lincoln grows, there will be further development in the town centre. It is important that the appearance of the centre is preserved and improved as time goes on. New development is an opportunity to re-enforce the role of the centre and add to the range of activities and services the town provides; but it must also enhance the civic character that the town has.

Development will occur due to private and public investment. We expect that many of the sites in the centre will be redeveloped in the next ten to twenty years.

1.4 PROCESS AND VISION

This document is a framework for the future development of the Lincoln Town Centre. It outlines opportunities that exist to co-ordinate development in the centre of Lincoln. It aims to ensure that development is of a high quality and that the village atmosphere is retained.

The Council has carried out consultation on the initial **Draft Plan in 2011**(which looked at the 'Retail Core (East) Precinct part) and has received a very positive response. Further consultation is required now the extend of the towncentre has changed. The proposed consultation process includes public open days, township committee and business owner meetings (*see also Part E*).

The Plan has been designed to work with the Selwyn District Plan.



Shops on Robert Street

The Lincoln Town Centre Plan is a vision for how the town centre may develop as time progresses.

It is not a blueprint and does not try to prescribe an exact outcome. But it does attempt to guide the type of outcome that should be provided.

Some outcomes will occur because of private development, some through Council actions and some through a combination of the two. Through the district plan, the Council now has some control on how development occurs.

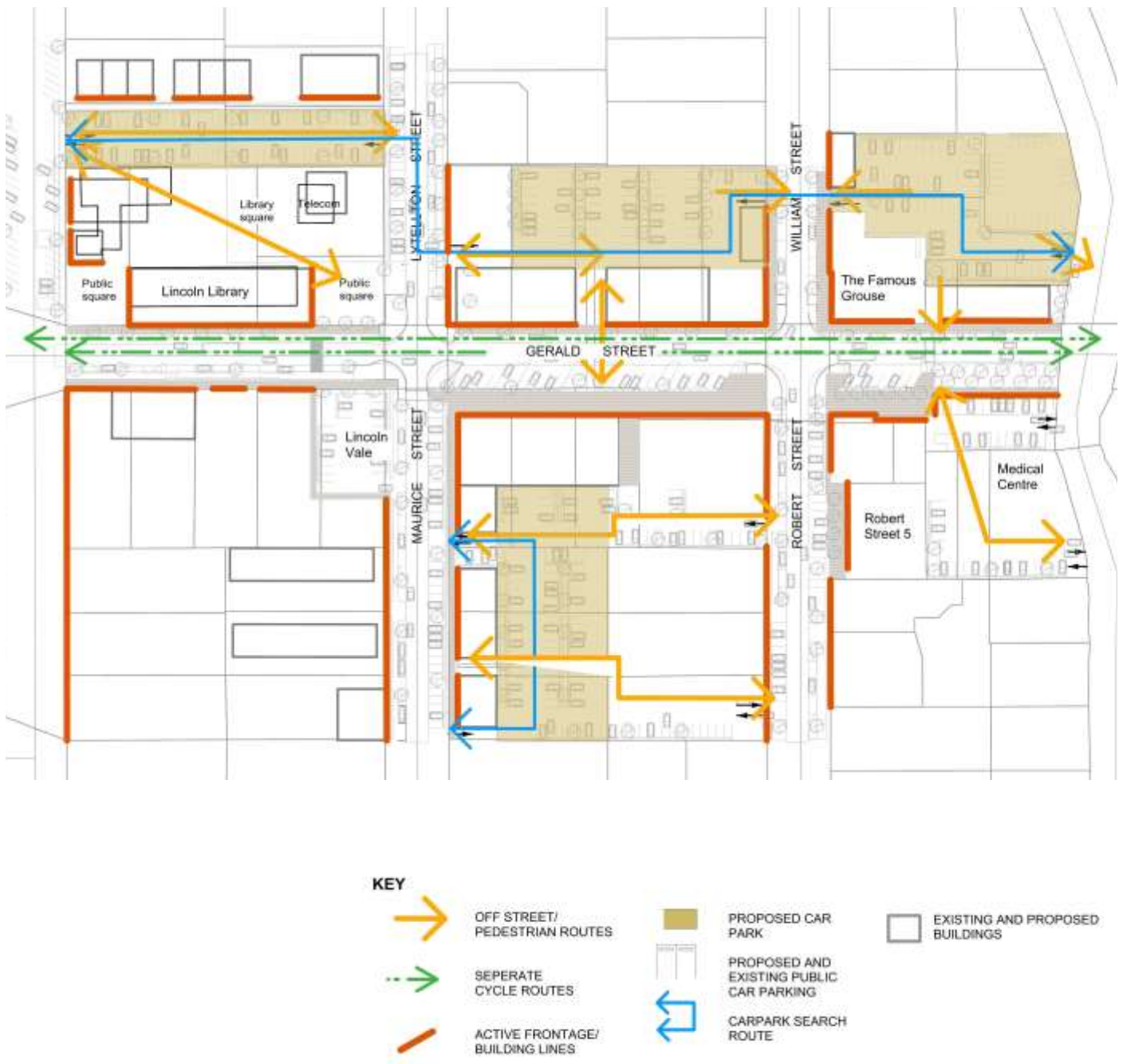


Shops on Gerald Street

1 THE PLAN

DIAGRAM 2A- Retail Core (East) Precinct

FUTURE LINCOLN TOWN CENTRE STRUCTURE



1 THE PLAN

DIAGRAM 2B- Transitional Living Precinct

FUTURE LINCOLN TOWN CENTRE STRUCTURE

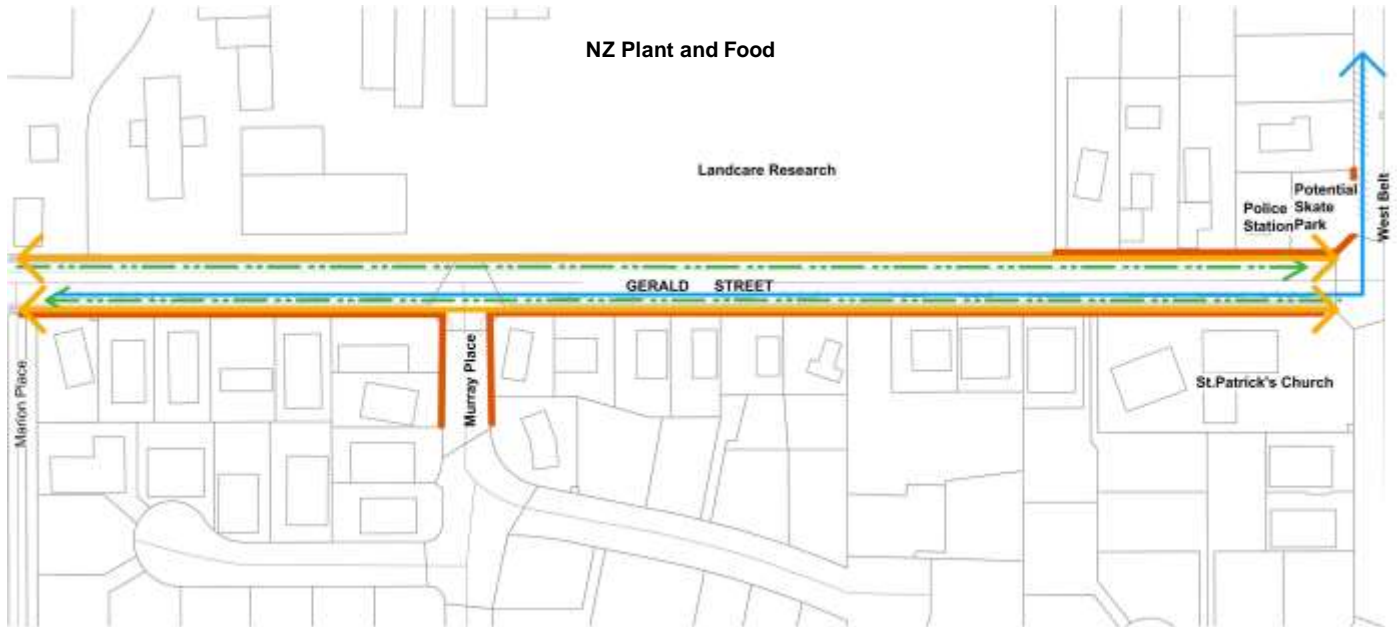
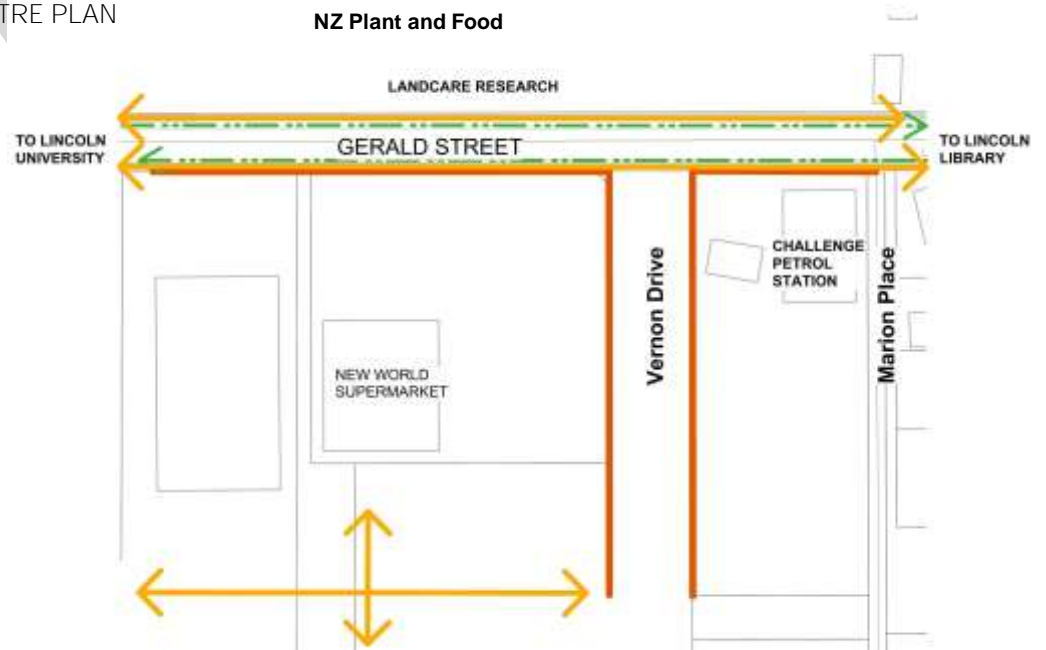


DIAGRAM 2C- Retail Core (West) Precinct

FUTURE LINCOLN TOWN CENTRE PLAN



KEY



OFF STREET/
PEDESTRIAN ROUTES



SEPERATE
CYCLE ROUTES



ACTIVE FRONTAGE/
BUILDING LINES



PROPOSED CAR
PARK



PROPOSED AND
EXISTING PUBLIC
CAR PARKING



CARPARK SEARCH
ROUTE



EXISTING AND PROPOSED
BUILDINGS

1 THE PLAN

1.5 KEY ELEMENTS

The summary diagram below shows the main elements in the Plan.

The Plan has been designed around five key elements, which together create the built environment. They affect the way that the public uses a site or the surrounding area and can be thought of as the components of development. They are:

- 1 Buildings Lines and Active Frontages
- 2 Public Space
- 3 Moving (Walking, Cycling and Driving)
- 4 Car Parking
- 5 Use of Streets

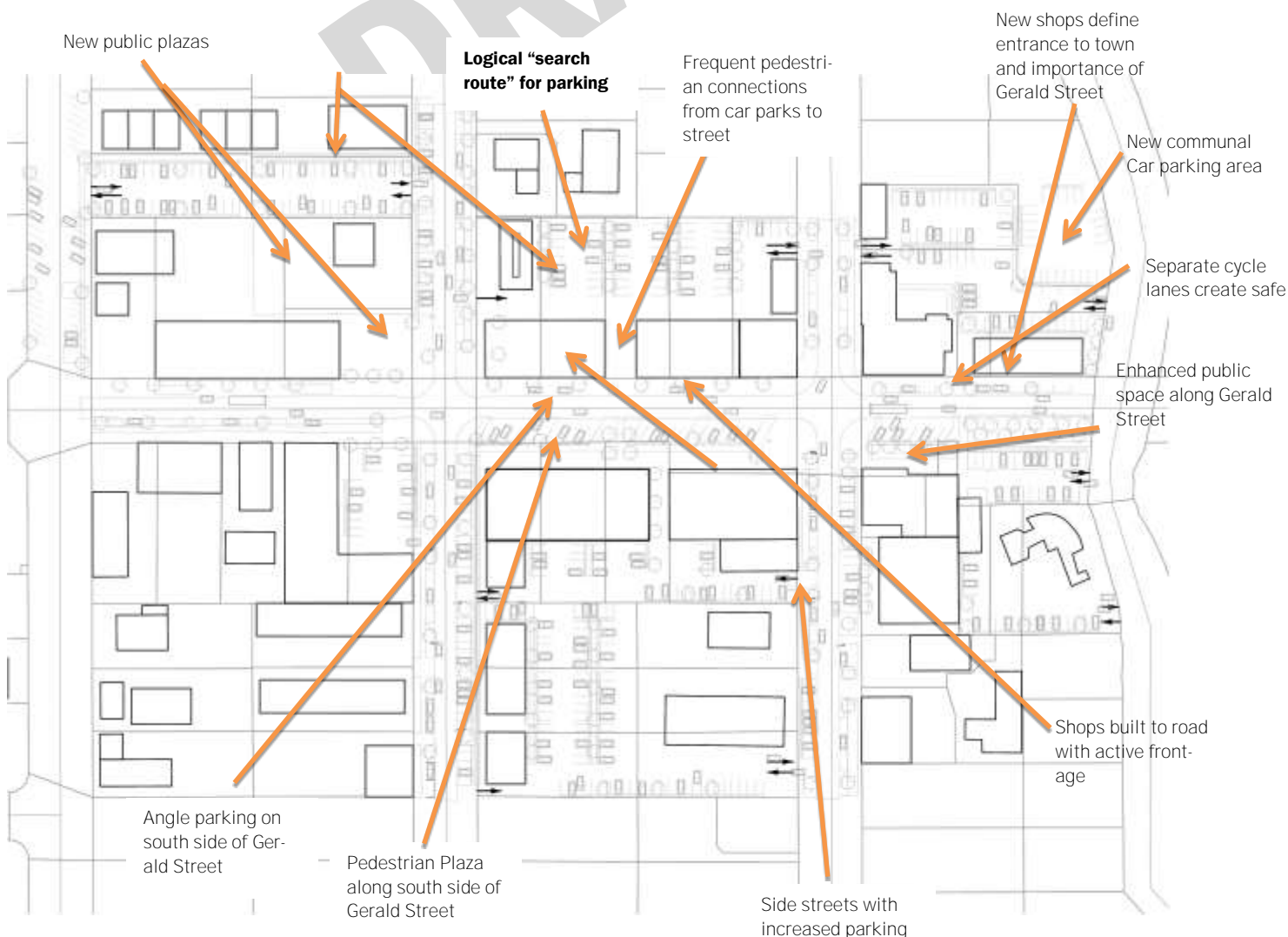
These elements cannot be considered in isolation and trade-offs between them are required to get the best overall outcome.

To design a town centre around one of these would be detrimental to the whole as it would mean that others are neglected.

Changes in one are likely therefore to require changes in the way the others are handled. The Town Centre Plan has been designed to seek balance between these elements.

DIAGRAM 3A- Retail Core (East) Precinct

SUMMARY FUTURE LINCOLN TOWN CENTRE PLAN



1 THE PLAN

1.5 KEY ELEMENTS

DIAGRAM 3B– Transitional Living Precinct

FUTURE LINCOLN TOWN CENTRE PLAN

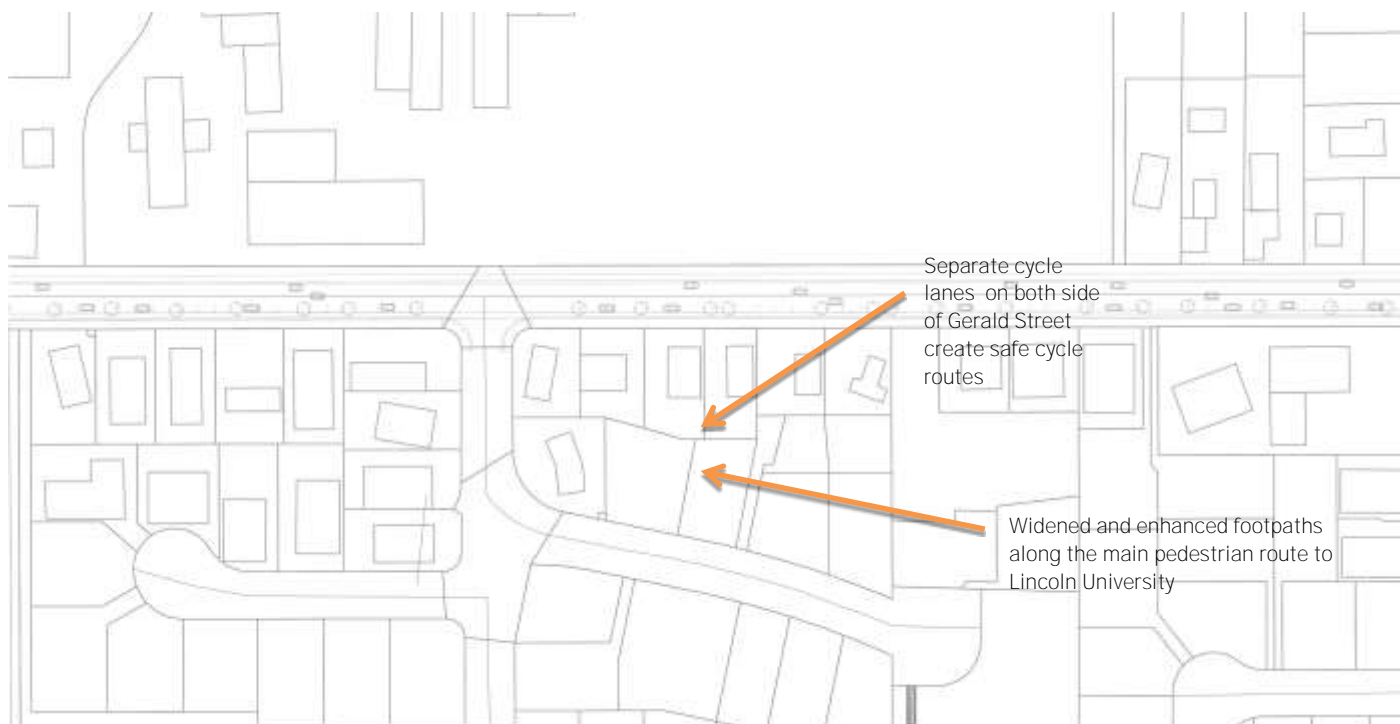
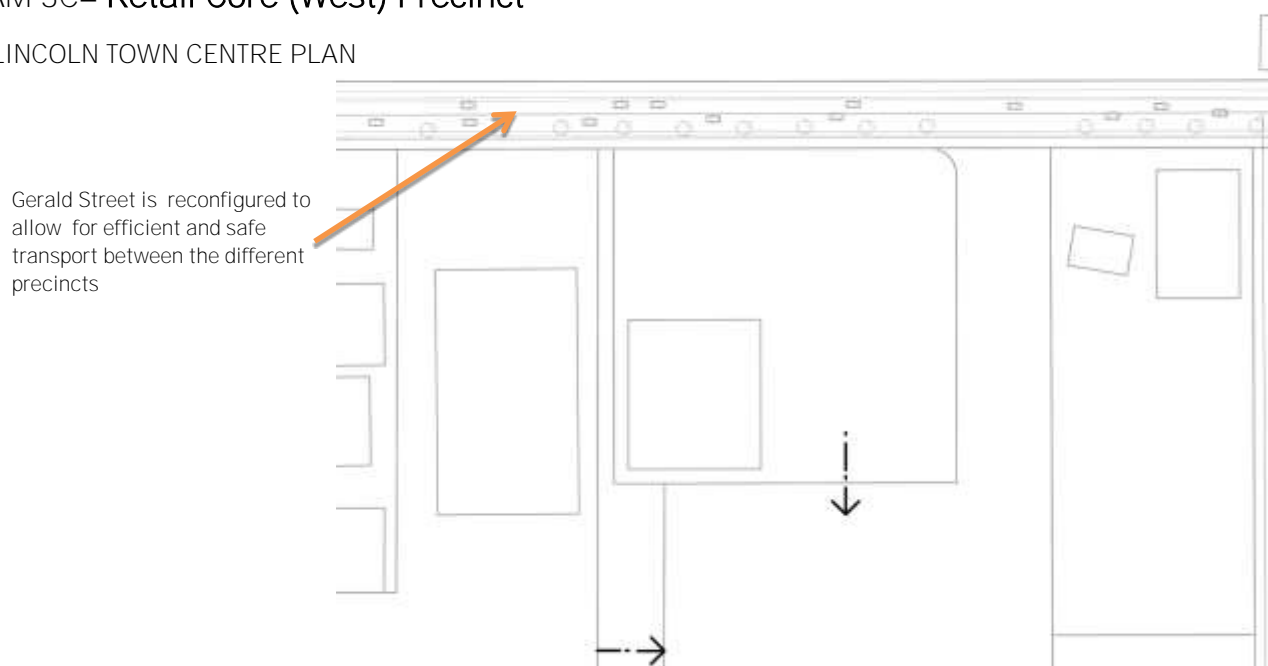


DIAGRAM 3C– Retail Core (West) Precinct

FUTURE LINCOLN TOWN CENTRE PLAN



1 THE PLAN

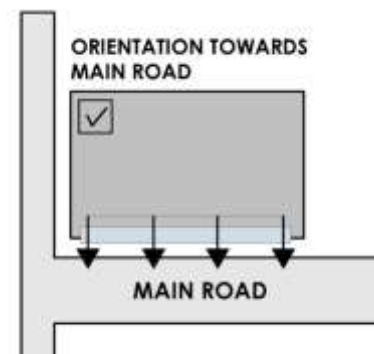
1.5.1 ELEMENT 1

BUILDING LINES AND ACTIVE FRONTAGES

Active frontage means doors and windows facing the street/public space. Building Lines determine where the building gets placed on site. The combination of both is referred to as *active commercial frontage*.

Buildings that are placed along the street boundary that boast active frontages create lots of visual interest that connects the public area with the activities taking place inside the building. They create a lively and interesting street scene. Buildings that incorporate active frontage as part of their design help to frame and define a street scene and are what gives a town centre its distinctive character and sense of importance.

By contrast, long blank walls, parking areas in front of shops and buildings, which turn their back on the street, destroy the continuity and appeal of a town centre.

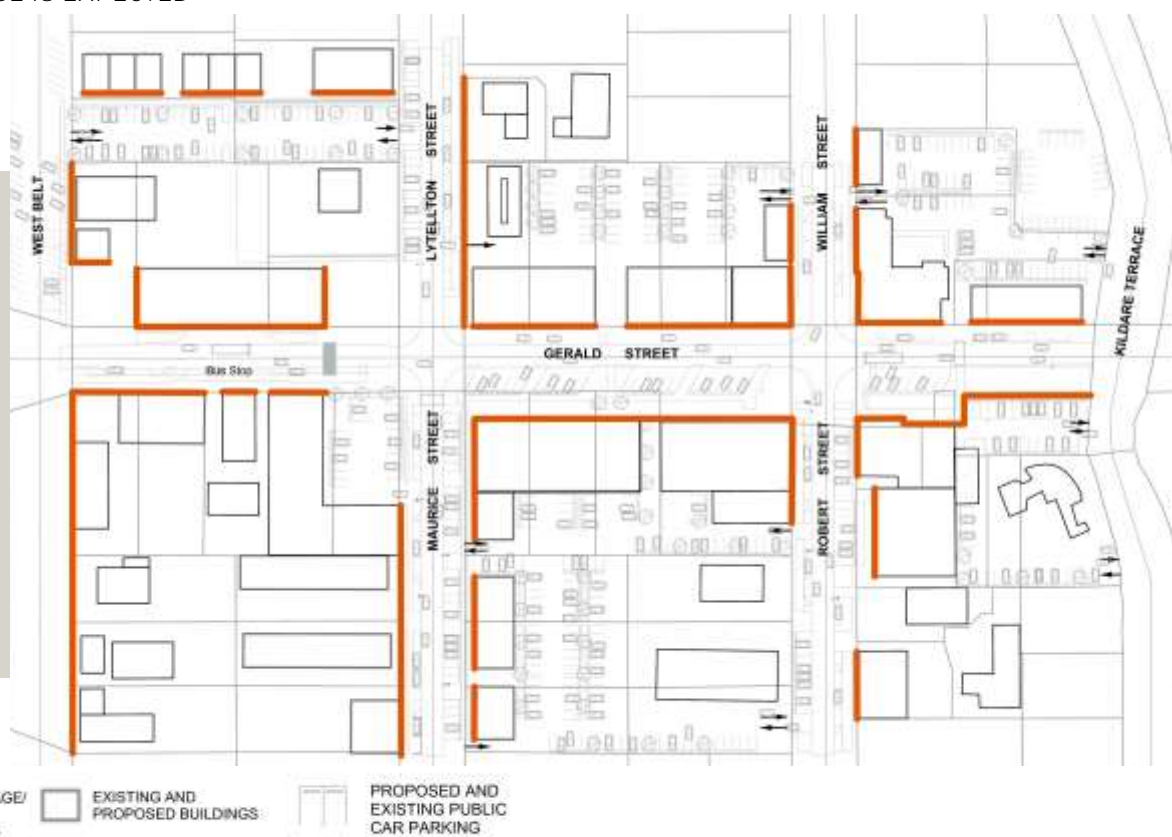


Active frontage means clear glass doors and windows that face the street, not a carpark

DIAGRAM 4A- Retail Core (East) Precinct

FUTURE LINCOLN TOWN CENTRE PLAN PLACES WHERE BUILDINGS ARE PLACED ALONG BUILDING LINES AND ACTIVE FRONTAGE IS EXPECTED

At least 75% of new building stock is required to be placed along identified **building lines** to encourage a clear back and front. This subsequently supports the principle of active frontage.



1 THE PLAN

BUILDING LINES AND ACTIVE FRONTAGES

The diagrams below show places where active frontage is generally expected. There may be some exceptions, such as buildings with more than one public frontage, where there will be a need to have a back to the building. The amount of frontage vary in this circumstance. Windows and openings are not to be obscured by screens, blinds or advertising material.

Active commercial frontage aims for an environment where the building façade is the dominating feature, when viewed from the street. Car parking is placed to the side or the back of development. A clear distinction between the back and the front of a building is a prerequisite.

DIAGRAM 4B– Transitional Living Precinct

FUTURE LINCOLN TOWN CENTRE PLAN PLACES WHERE BUILDINGS ARE PLACED ALONG BUILDING LINES AND ACTIVE FRONTAGE IS EXPECTED

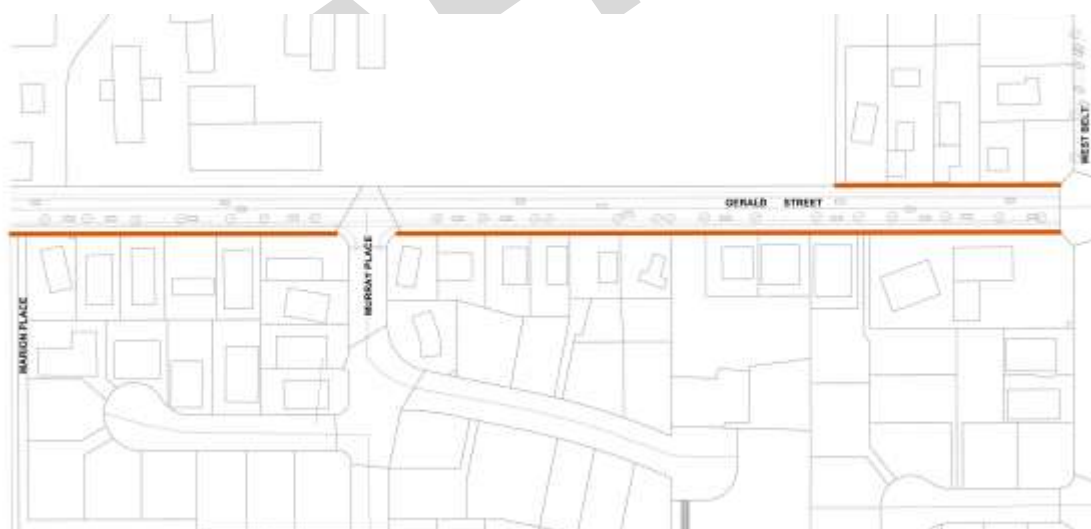
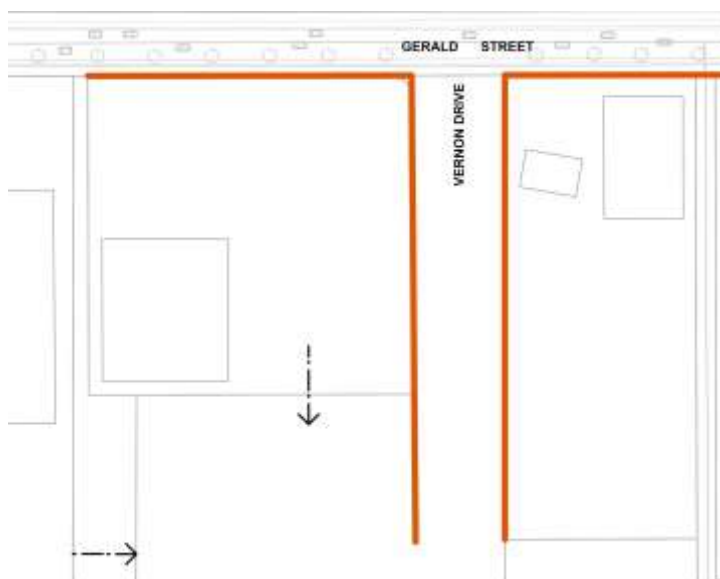


DIAGRAM 4C– Retail Core (West) Precinct

FUTURE LINCOLN TOWN CENTRE PLAN PLACES WHERE BUILDINGS ARE PLACED ALONG BUILDING LINES AND ACTIVE FRONTAGE IS EXPECTED

At least 50% of each building frontage, which directly faces on-site public space or a road, is installed as **active commercial frontage**.



1 THE PLAN

1.5.1 ELEMENT 1

BUILDING LINES AND ACTIVE FRONTAGES

IMPLEMENTATION

The majority of buildings will be built by private developers. The main tools to manage above key element are the Selwyn District Plan (SDC Plan) and Council Design guides.

The District Plan now requires that active commercial frontage is provided and buildings are positioned along building lines. Subsequently car parking is located to the side and rear and not in front of buildings.

The Commercial Design Guide and other Council guides support the statutory document by providing illustrations and examples on the design and layout of good active commercial frontage along building lines.

1.5.2 ELEMENT 2

PUBLIC SPACES

A town centre is a product of a range of activities that together add up to a whole. These include retail, traffic, offices and places for people.

The way modern towns are evolving means that the reasons to visit the town centre are diminishing. Major retail is often present elsewhere or online. There are fewer reasons to visit the post office, the dairy or the bank than there used to be. As the number of errands to run in the centre is reduced, there is a need for a successful place to broaden its appeal if it is to retain its function.

Good public space will not in itself guarantee the success of a place but is part of the mix, along with successful business and accessibility. Businesses and people have a strong preference to be in pleasant surroundings that include a variety of activities.



Car Parks between front façade and street prevents active commercial frontage



The popular Lincoln Farmers Market now being held behind library



Gerald Street being used as a venue for a public market

The Plan anticipates that Lincoln will have a series of well-connected public spaces, which fulfill different purposes.



Initial draft /artist's impression of Lincoln library

1 THE PLAN

PUBLIC SPACES

Activities could include markets and art/cultural displays and exhibitions. Having changing events and displays will add interest to public squares and allows to incorporate & celebrate the seasons and special occasions.

Library square. The new public square on the library site will be an accessible and sheltered space for people to break out from the centre. It will be oriented for sun access and be suitable for the farmers market on the weekend. At other times it will be a place where people can eat lunch, meet each other and otherwise spend time in the centre away from the traffic and bustle. It will perform a role similar to that which Victoria Square once did in Christchurch.

Gerald Street Plaza will link the library site to the Liffey. It will comprise a widened footpath with space for landscaping, seating, outdoor dining and street trees.

It will also have an incorporated cycle paths to give cyclists the opportunity to the front of parked cars.

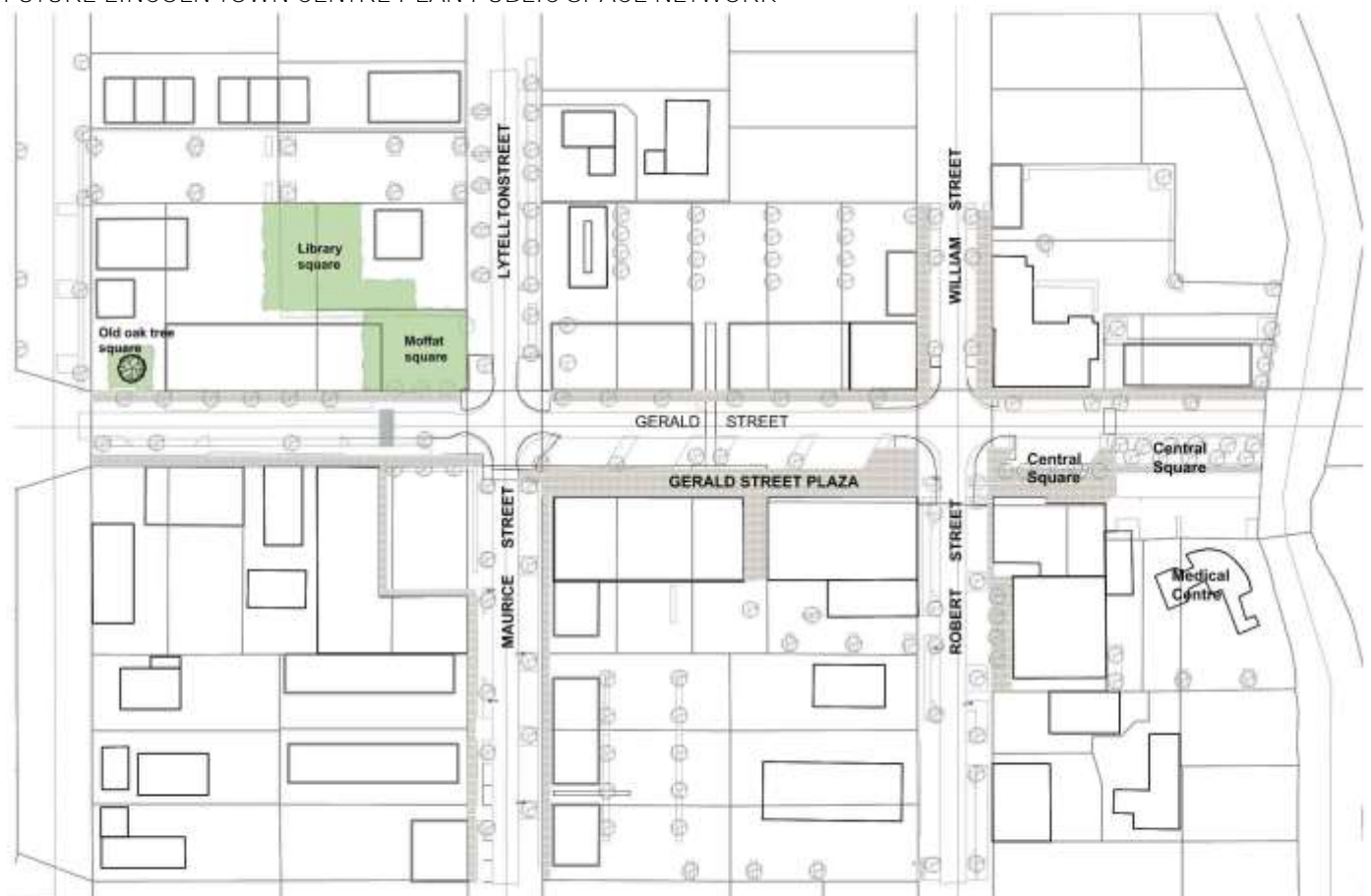
By creating more space for people, the plaza will create space for public life on the sunny side of Gerald Street and enhance the town's appeal as a destination. More outdoor activity in this area would create an increased sense of vitality and excitement as well as being visually appealing.

Central Square (Medical Centre) is a formal space, which is integrated with the street environment. This public space is most of the time used as a car park for the Medical Centre. Site next to **Hillyers Cafe**. The currently empty lot beside Hillyers Café has been used for the Lincoln craft and farmers market on a Saturday, as well as on seasonal occasions (Easter Market, Twilight Market...).

This space is likely to be used for new commercial development.

DIAGRAM 4A- Retail Core (East) Precinct

FUTURE LINCOLN TOWN CENTRE PLAN PUBLIC SPACE NETWORK



1 THE PLAN

PUBLIC SPACES

IMPLEMENTATION

Implementation of this idea depends on Council funding and private investment.

Central Square. The plan shows the Lincoln Chinese Takeaway building as being reconfigured (changed in its appearance to visually integrate better with the streetscene of Gerald Street). The artists impressions below demonstrate what this could look like.

The idea to remove the building, which was supported in the Lincoln Opportunities consultation), is another option to consider. This would require Council to buy the land and demolish the building, but is entirely depending on the owners willingness to sell and Council's funds to purchase.



Artists impression of Gerald Street coming from the East showing the retained Chinese Takeaway building



Lincoln's future: Artists impression of Gerald Street coming from the East showing the amended Chinese Takeaway building

1 THE PLAN

PUBLIC SPACES

IMPLEMENTATION

With increased growth pressure, the utilisation of **Central square** for functions outside the Medical Centre operation is difficult. However, Council is currently considering options how this public car park could potentially be better utilized. Reallocation of car parks to the back and other options to distribute long term car parking has been discussed as part of the Parking Management Plan (*see executive summary Part D*).

Gerald Street Plaza. The greatest improvement will be able to achieved within an amended street corridor. The Lincoln Town Centre Streetscape report (*see executive summary Part D*) discussed options for each of the three precinct areas. The preferred options all have a separate cycle lane in traffic direction. Parking is in allocated, physically separated car parking bays, that alter with treed landscaped areas.

Within the Retail Core (East) precinct there is extra space for widening footpaths, shop display areas and communal gathering. The amended street layout affects on-street car parking provisions on the Northern side of Gerald Street.

One possible solution to deal with a reduction in on-street car parking would be to reallocate parking from the road corridor to the developer, (as has occurred in Robert Street) to provide communal car parking areas (see 1.5.4) and to develop parking precincts.

Within the part of the Retail Core (West) precinct stronger emphasis is on vehicular movement, allowing for a buffer between lanes and having no car parking within the road corridor. The Transitional Living Precinct will be linking the two core precincts and will continue their design format for cycling and walking provisions.



Lincoln's future: Artists impression of a busy, vibrant Gerald Street with new buildings that have street appeal of view west along Gerald Street

1 THE PLAN

PUBLIC SPACES

IMPLEMENTATION

The newly established area around the public Library now consists of “Mofatts square”, “Library lawn” and “Lincoln Market” on the proposed footprint (see right, below). These newly created public spaces provide the opportunity to incorporate and display public art and heritage items. Space for the weekly Farmers Market has been allocated on site. The Lincoln Farmers market is run as a community market with the aim of bringing people into the town centre. It is a permanent feature of Lincoln and held every Saturday, with monthly themed community events such as ‘Lincoln fete’ etc.

The relocation from its current location next to Hillyers Cafe will free up land for redevelopment. Below and in *Part B* is an artists illustration of how these sites could be developed to add to a vibrant town centre.

The location with fronting Gerald Street in the heart of Lincoln requires careful consideration to harness its full potential, both from a commercial and from a community perspective.



Possible uses of pedestrian space include amenity and outdoor dining



Site plan of Lincoln library and adjacent buildings and plazas



Lincoln's future: Artists impression of a bird eyes view of Gerald Street, new library building, adjacent buildings and market square

1 THE PLAN

1.5.3 ELEMENT 3

MOVING (WALKING, CYCLING, BUSES AND DRIVING)

The Retail Core (East) precinct part of Lincoln Town Centre has clear routes and is very walkable. It also has good connections to the surrounding area. The Retail Core (West) Precinct area and the Transitional Living link however have elongated the township and make it considerably harder to achieve a compact, walkable centre.

It is intended that large, shared car parks will be formed at the rear of shops. It is important that there is easy access from these car parks to the town centre, so that people do not have long walks through unattractive surroundings. For this reason, the plan proposes the creation of mid-block walking connections.

A connection between Robert and Maurice Street would be desirable to allow easy walking between these areas as the centre spreads southwards. It may be possible to obtain this as further development occurs.

The Little River rail trail runs through the town, but not the town centre. Consultation has highlighted the need to connect the centre to the trail and the need for cycle facilities on Gerald Street. There is also a need for cycling connections to the university and the proposed Lincoln Hub development.

The plan proposes safe, separate cycle routes along both sides of Gerald Street. The placement reflects the principle to avoid conflict between bikes and motorized vehicles.

Gerald Street will remain an arterial road and the free movement of traffic is an important aspect of this function. The streetscape report ([see Part D](#)) however states that Gerald Street is able to be designed to reflect the local character. The report also suggests that a reduction in speed would not affect traffic flow, but would increase pedestrian safety, especially at crossing points. An additional mid-block crossing point has been proposed adjacent to the library.

With the bypass no longer an option to re-direct heavy traffic Gerald Street will remain a busy road.

The inclusion of a search route for carparking ([see Part D](#)) on the north of the town will help to take some cars off Gerald Street.

The current bus stop along West Belt is shifted to the West to work with the proposed traffic signal design in the West Belt/Gerald Street intersection. This bus stop would also replace the stop west of Murray Place reducing the bus top pairs along Gerald Street from four to three. Bus stops remain to be located in the most prominent spots and within proximity to community services with spacing between them not exceeding 500m (see *Lincoln Streetscape report* for more detail).



The bus stop on Gerald Street next to Famous Grouse Hotel is in frequent use



Pedestrian walkway along Robert Street

1 THE PLAN

MOVING (WALKING, CYCLING, BUSES AND DRIVING)

IMPLEMENTATION

As part of integrating the different public spaces a 'wayfinder' theme is proposed.

The Wayfinder is a path made up out of yet to be decided *tiles* or *symbols* incorporated into footpaths or along walkways that lead throughout the town centre to important destinations.

Along the path there are *stations* that could be either fixed (e.g. at crossing points) or mobile. Some stations e.g. in parks could be interactive and appealing to children. They could incorporate historical, cultural and heritage information and public art and be interesting to residents and visitors alike.

There could be several wayfinder paths looked after by different community groups. For example one could be along the Liffey, thereby explaining about flora and fauna and the development of the reserve before 'leading' to the more urban parts of the township. Another wayfinder path could lead people using a communal car park 'precinct' to the main street. Other wayfinder paths could be within public spaces and include lots of interactive/seasonal stations that are allocated to different community groups (e.g. Arts Trust) of Lincoln, who could use stations to display current/seasonal work.

HOW DOES IT WORK?

Components

- Tiles/ Stone with inlay (symbol), to be determined
- Mobile stations (allocated to community groups, and interested parties=sponsors?)
- Fixed stations (developed by SDC in keeping with current SD sign posts) at cross points /to direct people to destinations (e.g. community centre, library, university, medical centre etc.)

Locations

- Throughout the town centre (KAC area) along footpaths, on public squares and along the Liffey reserve
- To be piloted in Lincoln, but potentially for a number of town centres,
- The development of an app could be an idea

What are the benefits?

- Strengthens the affiliation with the town centre, especially since the township has now an elongated shape
- Will contribute to educate people of township's heritage and cultural aspects in an informal manner
- Provides changing interests (seasons, historic or statutory days/events)
- Encourages walking within the town centre with changing and interactive stations
- Helps to lead people to and from communal car parks to main road or to certain destinations



1 THE PLAN

1.5.3 ELEMENT 3

TRANSPORT BACKGROUND

The importance of Gerald Street

The Draft Lincoln Town Centre Plan seeks to convert Gerald St between West Belt and Kildare Terrace to a higher amenity road with an increased emphasis on walking, cycling and street design and features. Gerald Street is classified as an arterial road in Councils roading hierarchy and is part of the wider regional route that links SH1 (Burnham) to SH75 (Tai Tapu).

Consistently the Lincoln community has expressed concerns about the conflict in use of Gerald St in catering for this through traffic function (especially relating to heavy vehicles) and desires to improve the township centre amenity. This was investigated through the CRETS study, which analysed different traffic bypass options, and settled on new route to the south of Lincoln.

A very basic modelling analysis in 2011 suggested that by 2041 14,000 vehicles per day would be using Gerald St through the centre of Lincoln. A more detailed micro simulation modelling study was undertaken in 2014 to understand possible scenarios for the bypass and to determine its justification.

The findings showed that only an estimated 3000 vehicle movements per day could be diverted via a bypass. This number was considered not enough to justify the cost for a \$10 million bypass solely funded by Council. Subsequently it became obvious that the previous traffic modelling for Gerald Street in particular needed to be reassessed, as without a bypass Gerald Street would remain as the main route through Lincoln Township.

Abley Consultants were engaged to evaluate the 2014 Lincoln 'Paramics' Model (a traffic simulation model) and use the data to develop design objectives and recommendations of how intersections and activities within the road corridor of Gerald Street in particular could be managed. Wider issues that may influence the town centre, like the Lincoln Hub proposal, have been included as best as possible with the limited amount of data available at the time. *(The executive summary of this report is attached in Part D).*



Gerald street now has little pedestrian space but very generous reversing areas



Gerald street now has no physically separated cycling lanes



Gerald Street—moving and parked cars in the Retail Core (East) Precinct



Gerald street now has no designated crossing points past West Belt

1 THE PLAN

1.5.3 ELEMENT 3

TRANSPORT BACKGROUND

Town Centre streetscape report- Findings & recommendations

Road classification and function

- From a transport perspective Gerald Street has a dual function a) providing a main arterial route and b) providing access to destinations within the town centre
- Customer Los (level of service) indicates that town centre environment is not inconsistent with arterial function and an that an arterial is appropriate to reflect the local character
- Gerald Street needs to be nearly always available for traffic, hence not appropriate for regular markets etc.
- Separation between traffic lanes and active modes (cycling, walking) is appropriate

Traffic growth

- Current traffic volume on Gerald Street is 6000 vehicles per day, with 1100-1300 vehicles per day during peak hour in the three precincts, of which only about 5% is heavy medium commercial vehicles
- Most traffic either originates or arrives in Lincoln (little through traffic)

Traffic speed

- Average speeds through Core Retail West and Transitional Living precincts are anticipated around 47-48km/h, once anticipated growth is fully developed.
- Reducing the speed to 30km/h within Core Retail East is not impacting on capacity based on the micro-simulation model, but will significantly increase safety for pedestrians, especially with the loss of medians, which makes it harder to cross

Traffic lanes

- 3.2 -3.5m wide lanes, which is appropriate to accommodate heavy vehicles and public transport

Pedestrian movement

- Overall footpath width is depending on land use
- Promote more pedestrian movement by introducing 'street furniture zones' and 'through pedestrian routes'

- Wider through routes for areas with higher pedestrian volumes= Core East
- Wider street frontage for areas with higher traffic= Transitional Living

Cycle movement

- Shared cycle lanes are considered to be unsafe as Gerald Street traffic volume too high and street too long
- Recommendation for physically separate cycle lanes in traffic direction

Parking

A refined street design for Gerald Street seeks to improve pedestrian and cycling opportunities. Due to the limited width within Gerald Street this results in the loss of some on-street car parking.

- Different car parking methods for each of the precinct areas, depending on needs
- Reduced number of car parks along northern side of Gerald Street within Core Retail East Precinct to introduce space for pedestrians and cyclists
- Retain car parking along south side of Gerald Street (Core Retail East Precinct)
- No on-street parking for Core Retail West Precinct
- Reallocation of required car parking spaces in side streets, in the way of angle parking and communal car parking areas (further investigation/consultation required)
- Street trees can be incorporated into design (between parking bays)

Bus stops

- Retain bus stops in their current location, where possible, no more than 500m between stops
- Incorporate them in the overall design, in particular around cycle lanes

Trees

- Retain existing mature street trees and introduce new trees as part of detailed design stage
- Utilise their 'avenue' effect as they improve amenity and hide parked cars

1 THE PLAN

MOVING (WALKING, CYCLING, BUSES AND DRIVING)

IMPLEMENTATION

Roading. Council will implement the intersection upgrades on the Springs Road/ Gerald Street intersection, the Gerald Street/ Vernon Drive, the West Belt/Gerald Street intersection and the Edward Street/James Street intersection with Gerald Street. Funding for these improvements are discussed in *Part C-Costing*.

Parking. The mid-block walking connections and search route for parking will be obtained as development occurs and are expected to be provided by private developers. Likewise the parking search route will primarily come about as a result of development. Council may need to obtain some easements to allow the public access over some land and safeguard this route. Space allocations for communal car parking (e.g. rear of Hillyers site and private car parking areas behind Lincoln pharmacy and the Famous Grouse Hotel) will need to be further investigated.

'Parking precincts' along West Belt, Lytellton Street and Maurice Street are proposed in the short term to mitigate car parking reduction resulting from the road space reallocation of Gerald Street.

Streetscape. To achieve the vision of the plan **Gerald Street needs to change.** A reconfiguration of Gerald Street will enable to use the street and adjoining space in a more useful way, putting the focus on how people use and experience the town centre. Separate cycle lanes are an essential part of the proposed revisions made to the street layout. Council staff in cooperation with Abley consultants have developed a design for Gerald Street with the key features being the inclusion of separate, safe cycle lanes and wider footpaths that provide the important link to the university and future development to the West.

Cross sections have been developed for each of Lincoln's three town centre precincts and are shown below and on the following page. The cross sections are informed by the Lincoln micro-simulation traffic model, a high level bicycle facility assessment and a parking survey.

Cost estimates (*see Part C*) and detailed scheme plans for the street works have been produced to assist determining the funding hierarchy through the LTP process. While there are some allocations for the 2035-37 period, the strong residential and commercial growth rate of Lincoln suggests that certain projects could go up the priority list.



1 THE PLAN

MOVING (WALKING, CYCLING, BUSES AND DRIVING)

IMPLEMENTATION

DIAGRAM 5A– Retail Core (East) Precinct

FUTURE LINCOLN TOWN CENTRE PLAN– GERALD STREET

Proposed Scheme Plan



Cross section



1 THE PLAN

MOVING (WALKING, CYCLING, BUSES AND DRIVING)

IMPLEMENTATION

DIAGRAM 5B— Transitional Living Precinct

FUTURE LINCOLN TOWN CENTRE PLAN— GERALD STREET

Scheme Plan



Cross section



1 THE PLAN

MOVING (WALKING, CYCLING, BUSES AND DRIVING)

IMPLEMENTATION

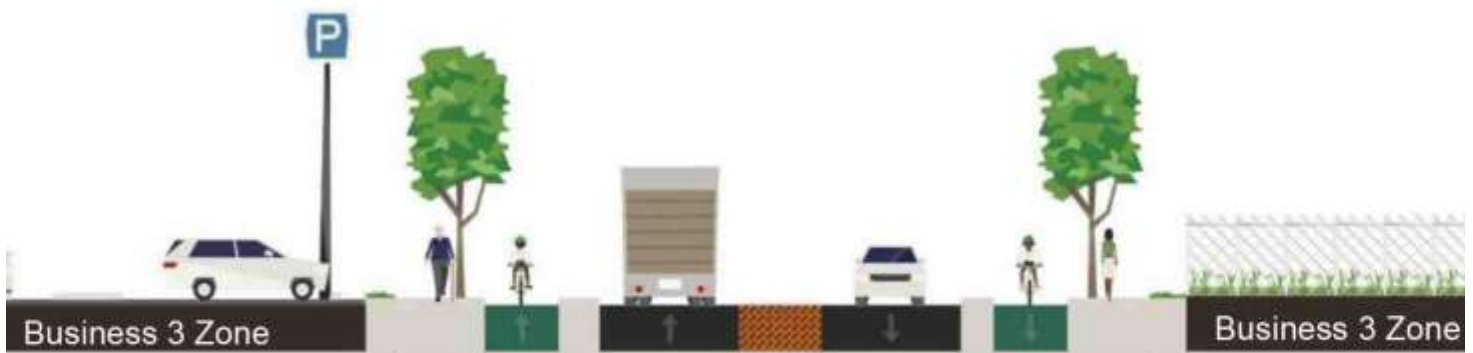
DIAGRAM 5C– Retail Core (West) Precinct

FUTURE LINCOLN TOWN CENTRE PLAN– GERALD STREET

Proposed Scheme Plan



Cross section



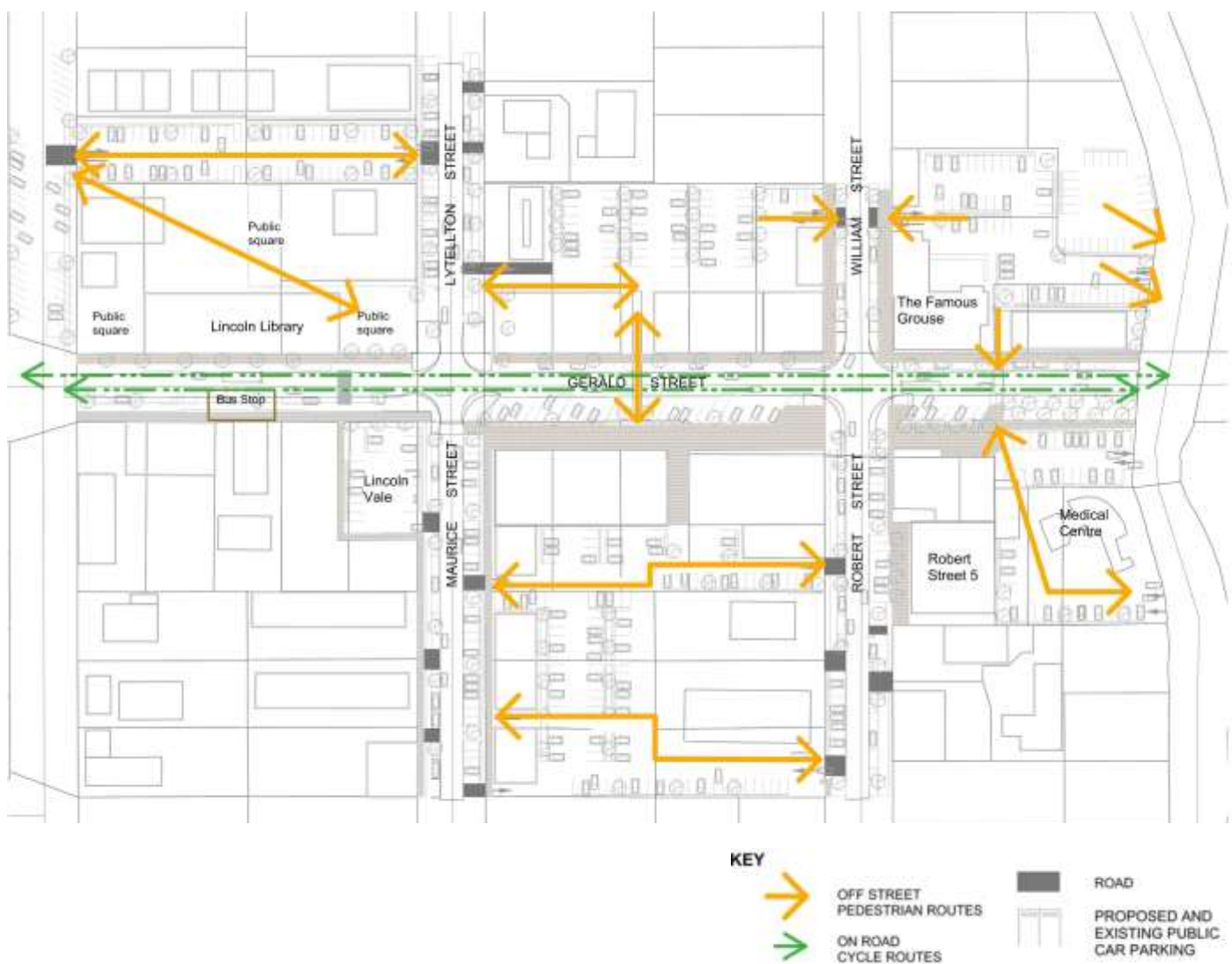
1 THE PLAN

MOVING (WALKING, CYCLING, BUSES AND DRIVING)

IMPLEMENTATION -Off road movement

DIAGRAM 6A-Retail Core (East) Precinct

FUTURE LINCOLN TOWN CENTRE PLAN- OFF-ROAD MOVEMENT NETWORK



1 THE PLAN

MOVING (WALKING, CYCLING, BUSES AND DRIVING)

IMPLEMENTATION

DIAGRAM 6B— Transitional Living Precinct

FUTURE LINCOLN TOWN CENTRE PLAN- OFF-ROAD MOVEMENT NETWORK

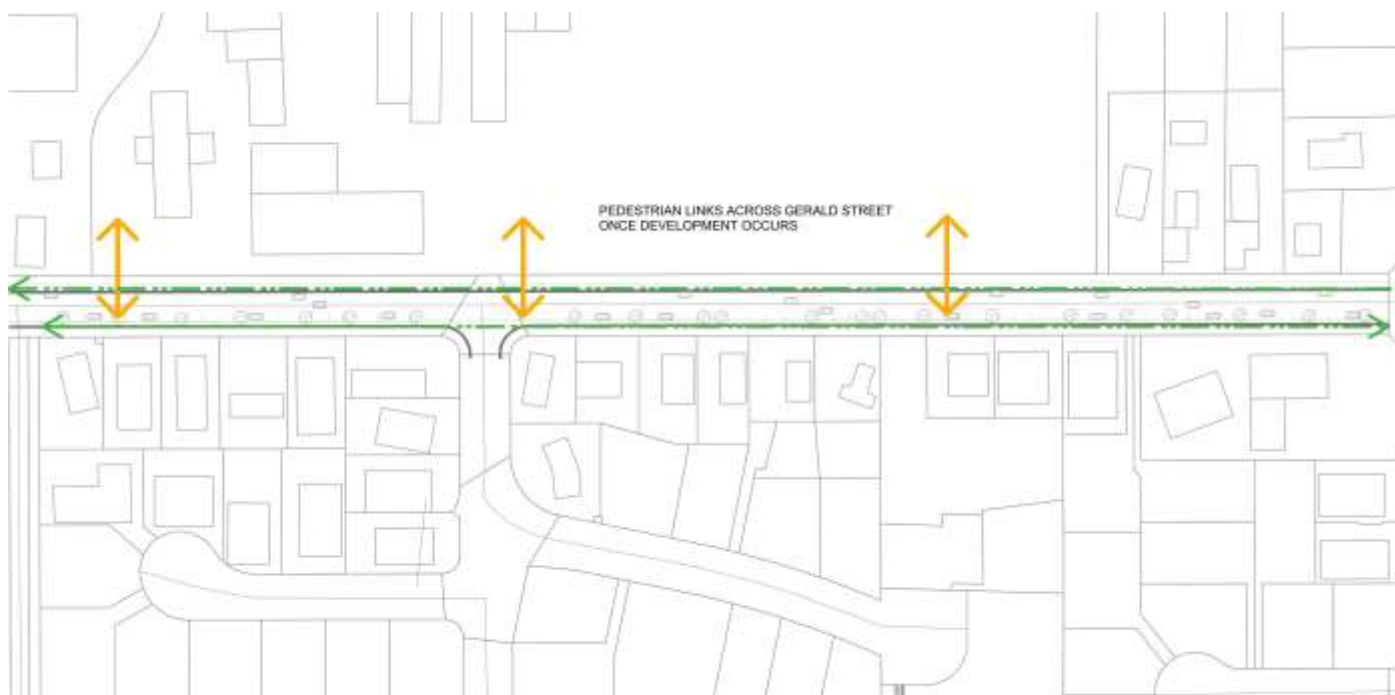
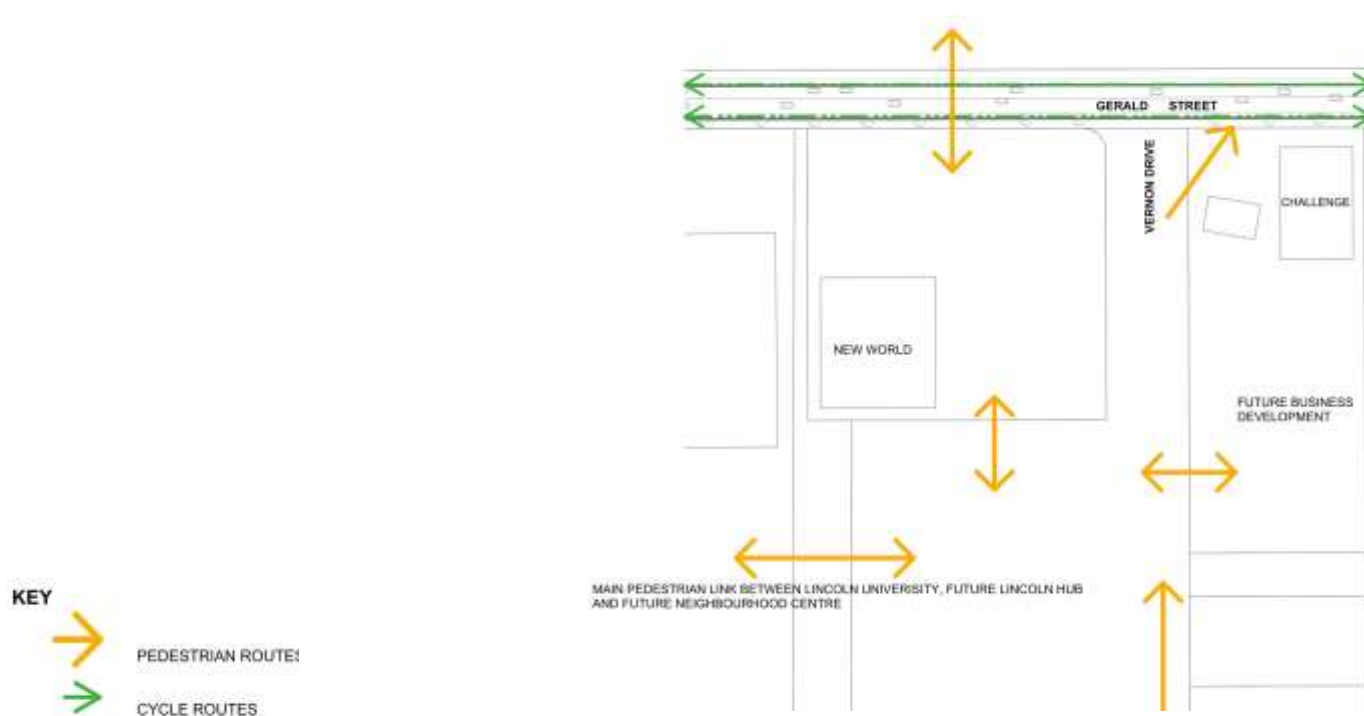


DIAGRAM 6C— Retail Core (West) Precinct



1 THE PLAN

1.5.4 ELEMENT 4

CAR PARKING

Lincoln provides a number of short-term to long-term off and on-road car parking options. Findings from the parking survey (see *Part D*) show that the highest demand for short-term (up to 30min) carparking is around lunch time and then mainly on the south street of Gerald Street and some side streets. The carpark next to the Famous Grouse Hotel has also been identified as a popular long-term parking spot.

On average however the parking survey shows that the parking occupancy is only about 50%, which suggests that there is a high probability for motorists to find a car park with ease. In some ways this also means that measures should be taken to better utilise existing car parks or find alternative land uses.

Car Parking also is one of the main concerns of business owners within town centres. They feel they need to have front of house parking provisions for their customers in order to be able to compete with large shopping malls. On the other hand car parking **shouldn't be the dominating feature of a town centre** taking space away for foot traffic, places to gather and socialise. Reversing onto an at times busy Gerald Street is also a safety issue. The District Plan discourages car parking from being placed in front of shops where it can disrupt the pedestrian experience and the appearance of the town. Instead it should be placed to the rear of shops where it is out of sight.

The Plan builds on the findings on the parking survey and subsequent parking management plan, both developed in cooperation with Abley Transport consultants (see *Part D*). A search route has been proposed which would link up the car parks and make them function as a single area. This encourages people to park once and then walk to different destinations. **Walking around town contributes to the town centre's vitality.** Pedestrians are more likely to make multiple stops in the centre, if on foot.

Large shared car parks are more efficient than lots of individual ones. By parking in this way it is possible to fit more spaces in, less space is wasted for accessways and they are customer friendly to use.

Furthermore, a single car park requires fewer spaces because it does not need to cater for the individual peak demand for each premise. This is reflected in the relatively low car-parking standards that town centres have in the District Plan (see PC 12).

IMPLEMENTATION

Car parks would be built by private developers in the course of the redevelopment of sites. The Council may acquire some easements to facilitate access over different landholdings. The Council build the car park to the north of the library, as part of its redevelopment of that site. Council is currently in correspondence with private landowners to establish a communal car park in proximity to the Retail Core (East) precinct area within 200m walking distance. Further options that require investigation is the multi-use of privately owned car parks utilizing parking space after hours.

'Parking precincts' have been developed to mitigate some of the loss of car parks along Gerald Street



Public off-street car park in front of Lincoln Medical Centre



On-road car parking on Gerald Street

1 THE PLAN

1.5.4 ELEMENT 4

IMPLEMENTATION

To implement the design of Gerald Street and the intersection upgrades the removal of some on-street parking will be required.

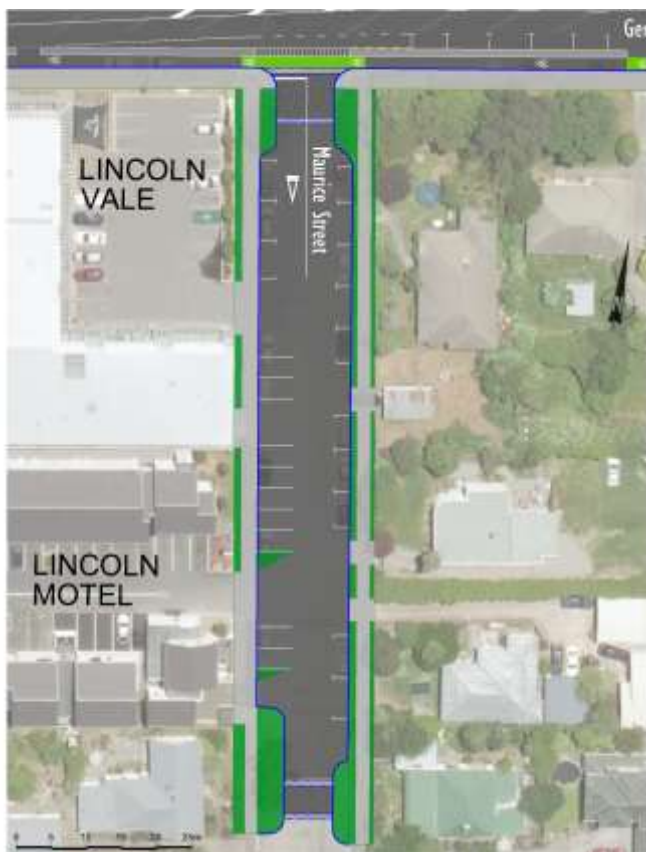
As a way to mitigate car parking reduction on Gerald Street several side streets are proposed to be become **'Parking Precincts'**. These are West Belt (north), Lyttelton Street and Maurice Street as shown in orange on the figure right.

Creating the precincts will involve changing existing parallel on-street parking arrangements to angle parking where possible. Proposed parking layouts for these side streets have been developed and are described in *Lincoln Streetscape report stage 2*.

In addition to the on street parking being provided public or communal off street car parks are being included in building up the supply of parking for the township. A new public carpark running between West Belt and Lyttelton Street north of the Library is an example of this. Council also works with developers to create opportunities like this. This could include provision for an official Park N Ride facility.



Proposed Parking Precincts—West Belt, Lyttelton and Maurice Street

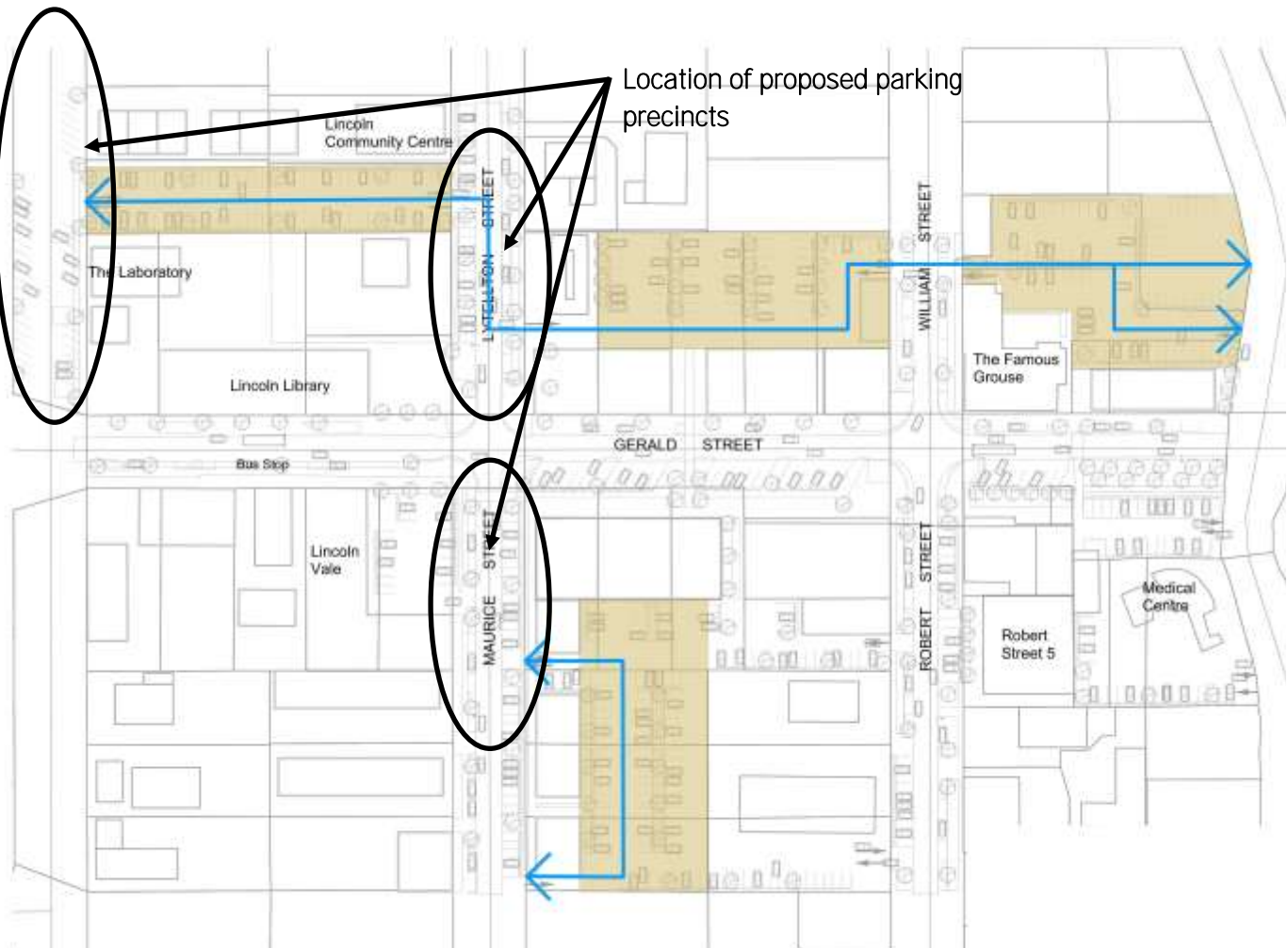


1 THE PLAN

1.5.4 ELEMENT 4

CAR PARKING

DIAGRAM 7A— Retail Core (East) Precinct



KEY

EXISTING/
PROPOSED
BUILDING

PROPOSED CAR PARK

PROPOSED CAR PARKING
SEARCH ROUTE

ROAD

PROPOSED AND
EXISTING PUBLIC
CAR PARKING

1 THE PLAN

1.5.4 ELEMENT 4

DIAGRAM 7B– Transitional Living Precinct

FUTURE LINCOLN TOWN CENTRE PLAN- MAIN CAR-PARKS AND SEARCH ROUTE

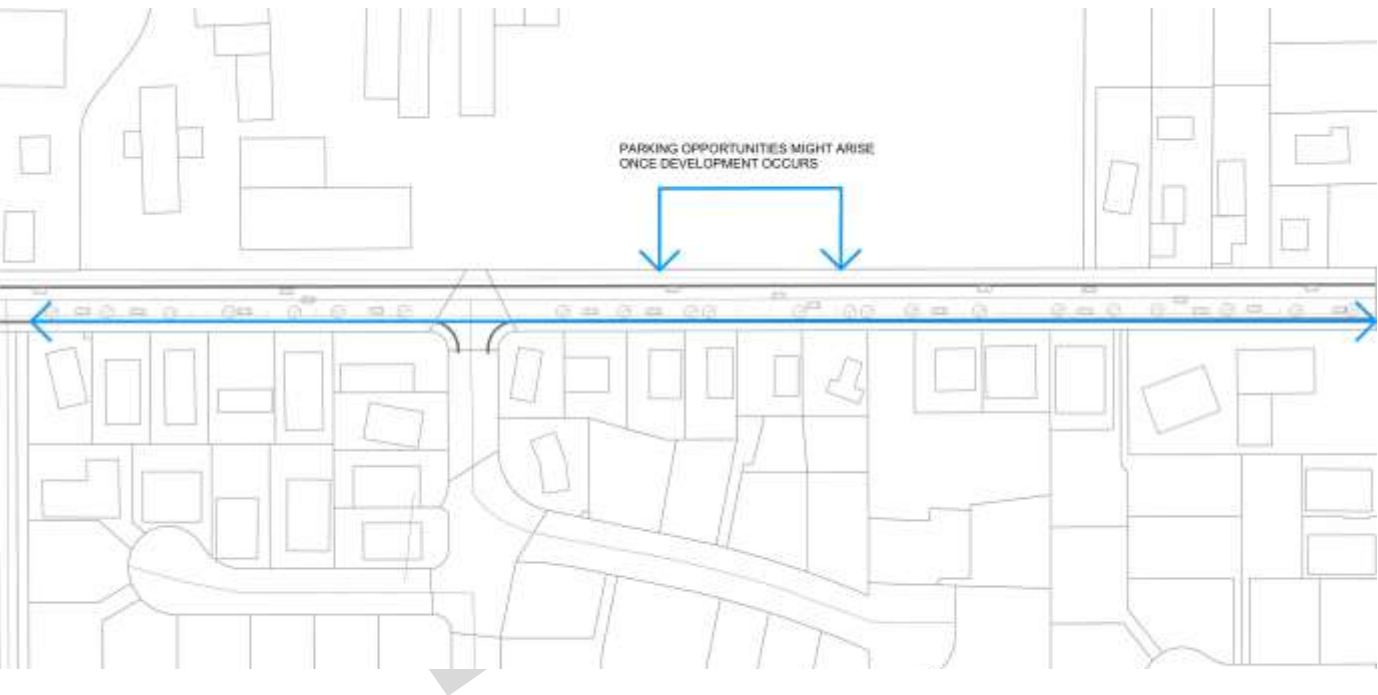
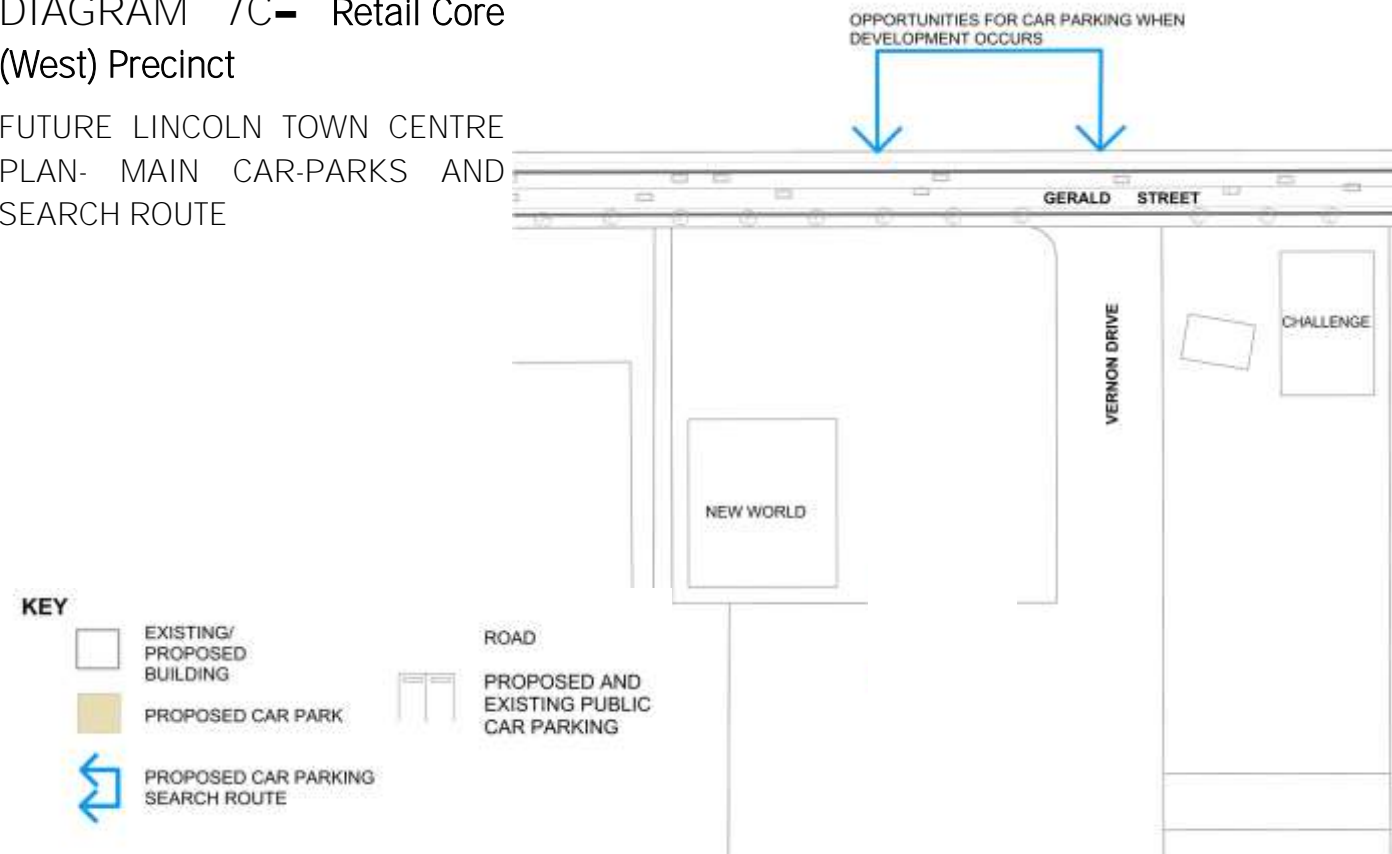


DIAGRAM 7C– Retail Core (West) Precinct

FUTURE LINCOLN TOWN CENTRE PLAN- MAIN CAR-PARKS AND SEARCH ROUTE



1 THE PLAN

1.5.5 ELEMENT 5

USE OF STREETS

Different streets have different uses. In Lincoln, Gerald Street is the primary through road and the preservation of this traffic function is important. It may also limit what can be done near intersections on other roads.

Kildare Terrace borders the Liffey and has more of a special amenity. Other streets are suitable for an increased parking use.

The plan proposes that roads are designed according to these different uses. In practice, Kildare Terrace already has this strong amenity and the plan aims to preserve it. Increased parking has been installed in Robert Street as part of redevelopment and this forms a model for how other parking streets might develop.

Redevelopment of Gerald Street will need to respect the need for a free flow of traffic. For this reason, only limited on-street parking is proposed here. While the importance to get traffic through Gerald Street is high, the Retail core (East) precinct in particular has also a strong pedestrian and cycle use. To accommodate these other modes of transport in a safe manner, the street corridor needs to be shared. Increased width in front of shops will help to create busy public plazas. Separate bike lanes will encourage cycling within the town centre.

Intersection upgrades, new street lighting, landscaping and street furniture will help to enhance the Lincoln township character retain Lincoln's small town nature.



Different transport modes along thoroughfare (Gerald Street)



Parking Street (Robert Street)

Artist's impression of a busy street scene (Westgate, Auckland)

Source: NZRPG



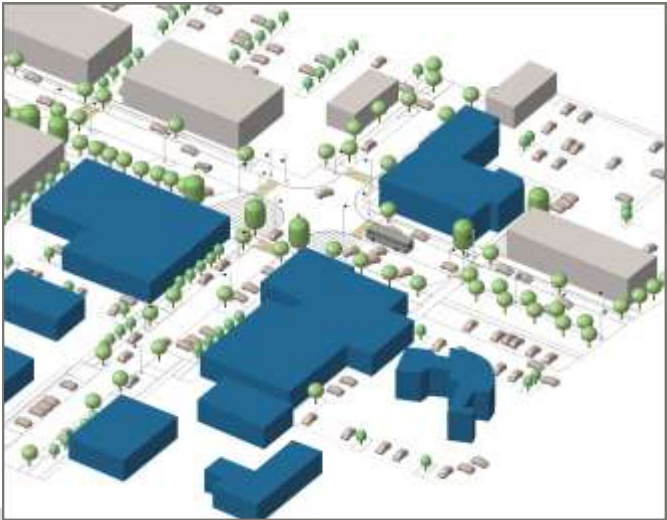
1 THE PLAN

USE OF STREETS

IMPLEMENTATION

Part of the implementation of this element is to preserve the current use of certain streets; which needs no implementation as such.

Where changes are required, such as upgrading, they will usually be carried out by Council. They may also happen as a result of adjacent private development (such as at Robert Street) or Council projects, like the library. In these developments, appropriate parking solution have been provided to help meet District Plan car parking requirements and Council will co-operate with private developers, where possible.



3D view of possible future Lincoln showing potential for enhanced pedestrian areas

DIAGRAM 8A– Retail Core (East) Precinct

FUTURE LINCOLN TOWN CENTRE PLAN– USE OF STREETS



1 THE PLAN

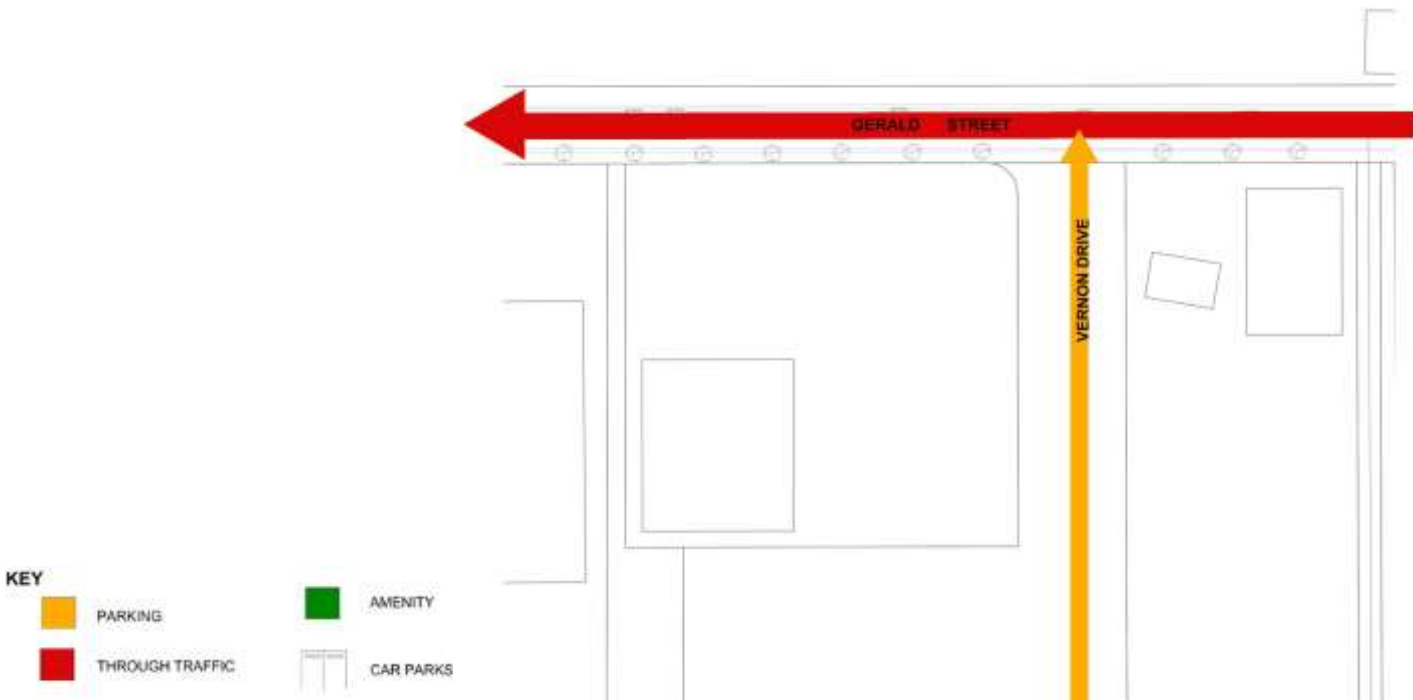
USE OF STREETS

IMPLEMENTATION

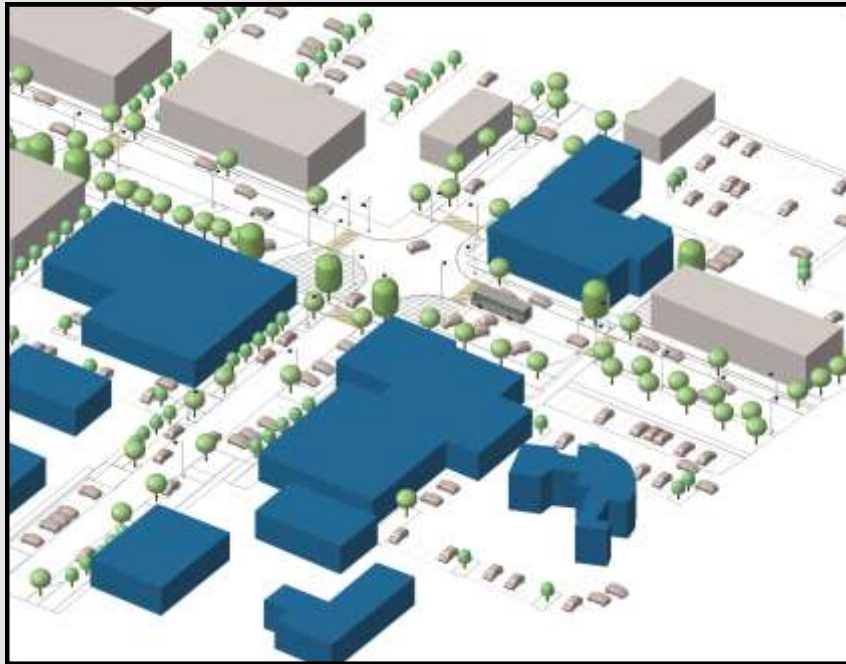
DIAGRAM 8B— Transitional Living Precinct
FUTURE LINCOLN TOWN CENTRE PLAN— USE OF STREETS



DIAGRAM 8C— Retail Core (West) Precinct
FUTURE LINCOLN TOWN CENTRE PLAN— USE OF STREETS



ARTISTS IMPRESSIONS



THE LINCOLN TOWN CENTRE PLAN

2 ARTISTS IMPRESSIONS

2.1 GERALD STREET

LINCOLN LIBRARY AND LINCOLN 'MARKET SQUARE'

The following picture shows the Lincoln Library and adjacent public square used for the Lincoln market taken from a birds eye view. This view also demonstrates the traffic flow on Gerald Street and the different transport options, including a cycleway both ways.

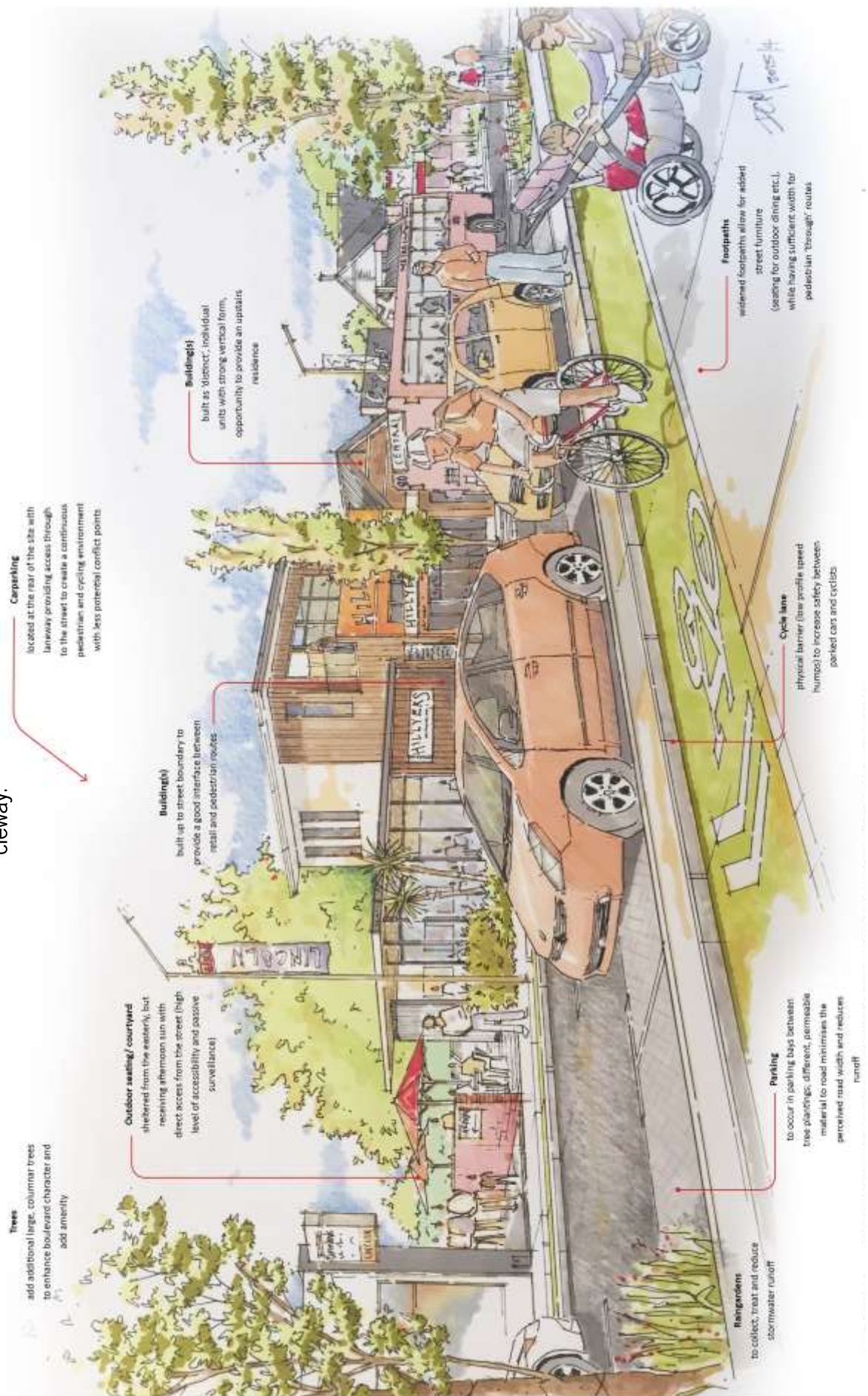


2 ARTISTS IMPRESSIONS

2.2 GERALD STREET

'NEW' DEVELOPMENT ON HILLYERS SITE

The following picture is a suggestion of how the former Hillyers site could be developed with another café, but shows also second storey occupation with living upstairs. The impression demonstrates that with parking in the back and buildings with lots of glass provides a visually interesting street frontage. This view also shows the separate, safe cycleway.



2 ARTISTS IMPRESSIONS

2.3 GERALD STREET

CHINESE TAKEAWAY BUILDING AND FAMOUS GROUSE

The following pictures show two options of how Gerald Street would look like coming from the East (Liffey side).

The impression shows how the Chinese Takeaway building could be improved to add to an active streetscene by some changes to its frontage and on the second-storey.



COSTING



3 COSTING

3.1 TOWN CENTRE PLAN PROJECTS' COST-ING

IMPLEMENTATION

Part of the implementation process was to establish estimate costs for the upgrade of Gerald Street to meet the vision of the plan. The key feature of the design is the inclusion of separated bicycle lanes on each side of Gerald Street. It was also concluded that intersection upgrades were required. Without some figures it is hard to plan for the long-term. Opus consultants developed some preliminary figures for a range of projects within the Retail Core (East) area in 2010 based on schematic concepts. These figures have since been updated/superseded.

In 2015 Council has engaged Abley Consultants to review the 2010 costs for the new Lincoln Town Centre precincts and then to prepare detailed cost estimates for individual projects based on more advanced scheme designs. Part of the brief also included the development of an *Implementation Plan* (see page 46) to provide a basis for when projections should be developed.

The Gerald Street works were estimated by consultants GHD and the intersection estimates are those included in the LTP budget.

Long Term Plan& Activity Management Plans:

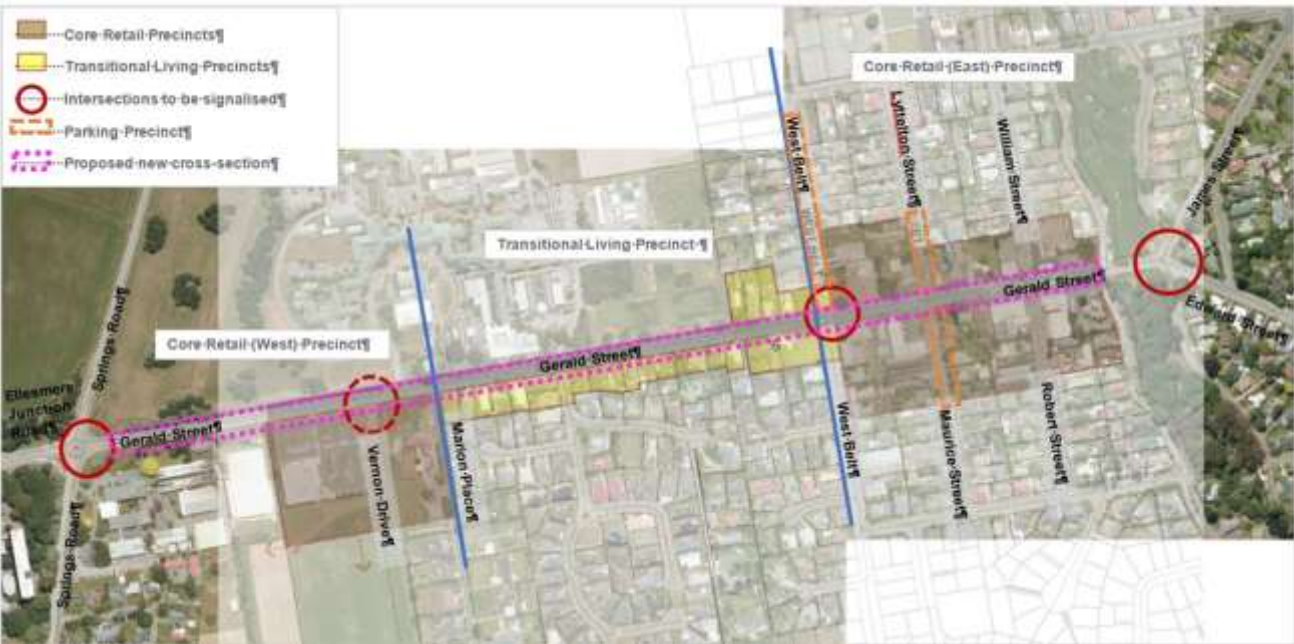
Parts of the proposed site works have been ranked as a “Medium” priority by Council and have been included in the Activity Management Plan of the the Draft 2015-25 LTP (see table below).

\$4 million is also identified for Town centre upgrades and is scheduled for the 2035-37 (i.e. over 2 years) period. It is anticipated that Council will readjust/bring forward funding provisions to match in subsequent LTP development cycles .

	Year	Cost
Traffic Signals Springs/ Gerald/ Ellesmere Junction Rd	2020/21	\$2 million
Traffic Signals Gerald St/West Belt	2026/27	\$1.5 million
Gerald/James/ Edwards St Roundabout	2027/28	\$0.7 million

Figure: Intersection estimates as per LTP budget

Figure:



3 COSTING

3.1 TOWN CENTRE SPATIAL PLAN COSTING

ESTIMATE COSTS SUMMARY

Below figures show a cost estimate summary for each precinct and identified projects. The details of the estimates for the three precincts are described in the following pages.

No.	Project Name	Project Cost estimate	Underground- ing
1	Gerald Street Parking - Minor Improvements	\$50,000	NA
2	Gerald Street - Core Retail East Precinct	\$1,900,000	\$75,000
3	Gerald Street – Transitional Living Precinct	\$2,000,000	\$500,000
4	Gerald Street - Core Retail West Precinct	\$1,750,000	NA
5	West Belt Parking Precinct	\$490,000	\$140,000
6	Lyttelton Street Parking Precinct	\$370,000	\$75,000
7	Maurice Street Parking Precinct	\$310,000	\$60,000
TOTAL		\$6,870,000	\$850,000

No.	Project Name	Cost estimate
8	Gerald St/James St/Edward Street Traffic Signals	\$1,200,000
9	Gerald St/West Belt Traffic Signals	\$1,300,000
10	Gerald St/Springs Road Traffic Signals	\$2,000,000
11	Gerald St/Vernon Drive Traffic Signals (cost over and above a roundabout originally anticipated to be provided by developers)	\$300,000
TOTAL		\$4,800,000

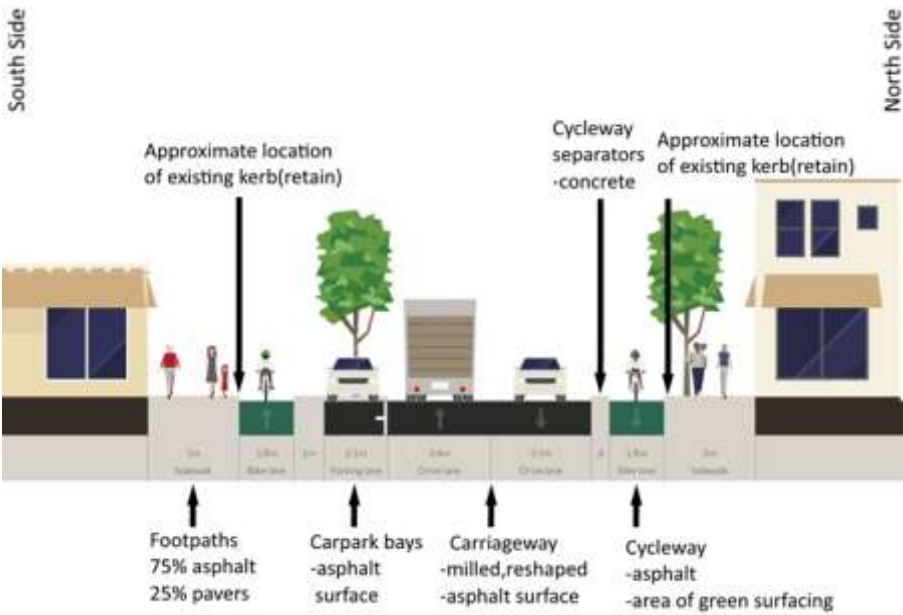
3 COSTING

TOWN CENTRE SPATIAL PLAN COSTING

BASIS FOR COSTS

Retail Core East Precinct

Component	Assumption/allowance
Carriageway works	Kerb and channel not renewed as position aligns with the cross section Allowance for milling and reshaping the carriageway works All side road thresholds to be cobblestone
Footpaths	Areas shown as cobblestone (plaza) have an allowance for pavers equivalent to blue stone pavers. Allow for other footpaths to be 75% asphaltic concrete, 25% cobbles (feature strips) Allow for 500mm flush cobblestone strips each side of zebra crossings
Landscaping/street furniture	\$50,000 lump sum allowance for street trees, cycle parking, rubbish bins, seating etc.
Cycleway	Allow for green surfacing at all driveways Allow for 2 stick on separators at business driveways (boundary and interface with traffic lane) Separator based on raised pressed concrete islands
Utilities/services	Allowance for undergrounding Allowance for street light upgrade to LED and decorative poles
Temporary traffic management	Assumed a 20 week construction period @\$1000/per week



Transitional Living Precinct

	<p>Allow for green surfacing at all driveways</p> <p>Allow for 2 stick on separators at business interface with traffic lane)</p> <p>Allowance for regular cycle symbol marking</p> <p>Separator based on raised pressed concrete</p>
	<p>Allowance for undergrounding overhead s</p> <p>Allowance for street light upgrade to LED a</p> <p>Assumed all power and telecommunication</p>



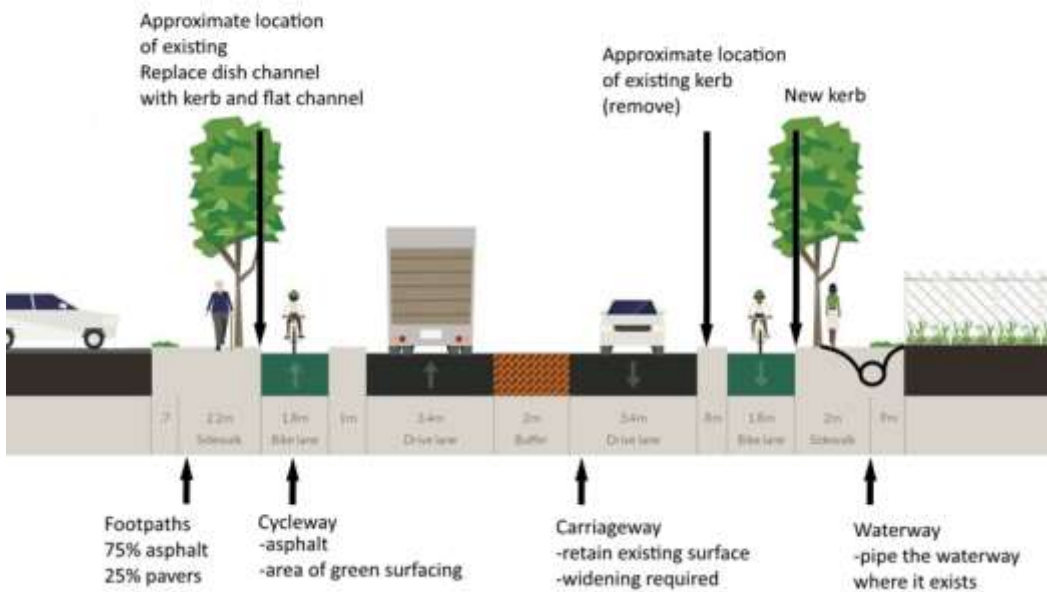
3 COSTING

TOWN CENTRE SPATIAL PLAN COSTING

BASIS FOR COSTS

Retail Core West Precinct

Component	Assumption/allowance
Carriageway works	Kerb and channel on north side renewed as position does not aligns with the cross section
Footpaths	Allow for footpaths to be 75% asphaltic concrete, 25% cobbles (feature strips)
Landscaping/street furniture	\$17,000 allowance for street trees and landscaping
Cycleway	Allow for green surfacing at all driveways Allow for 2 stick on separators at business driveways (boundary and interface with traffic lane) Separator based on raised pressed concrete islands
Utilities/services	Allowance for undergrounding overhead services Allowance for street light upgrade to LED and decorative poles Allowance for piping of 280m open waterway (525mm diameter pipe)
Temporary traffic management	Assumed a 16 week construction period @\$1000/per week



3 COSTING

TOWN CENTRE SPATIAL PLAN COSTING

IMPLEMENTATION PLAN

The street and intersection upgrade will need to occur over time. The table below outlines the works for the short, medium and long term.

- The key findings from the overall design exercise, and the basis for the implementation order below are:
- The Core Retail East Precinct street works requires the James Street and West Belt traffic signals to be implemented at the same time to ensure cycle facilities are transitioned safely.
- The side street parking precincts should be established prior to the Core Retail East Precinct street works to ensure sufficient parking supply is maintained.
- The need for additional parking supply is likely to be required in the medium term and therefore options on how this can be achieved need to be investigated in the short term.

Short term (1-3 years)	Medium term (4-7 years)	Long term (8 years +)
Actions that can be funded through existing budgets	Capital Projects that require introduction through the LTP process.	Capital Projects that require introduction through the LTP process.
Parking Action Plan (Project 1) <ul style="list-style-type: none"> ⇒ Mark individual car parks on Gerald Street (in particular mobility parks) ⇒ Introduce parking time restrictions for Retail Core East Precinct ⇒ Develop parking search route signage (can be altered once the parking precincts are developed) ⇒ Develop parking brochure/web page in correspondence with signage ⇒ Investigate communal car parking options ⇒ Investigate use of parking wardens/officers to better control parking behaviour Public Transport <ul style="list-style-type: none"> Investigate options for park and ride location 	Street works <ul style="list-style-type: none"> ⇒ Develop parking precincts on West Belt, Lyttelton Street, Maurice Street (Projects 5, 6 and 7) ⇒ Upgrade Gerald Street within Retail Core East Precinct (Project 2) ⇒ Traffic signals for Gerald/James/Edwards Street (Project 8) ⇒ Traffic signals for Gerald Street/West Belt (Project 9) Public Transport <ul style="list-style-type: none"> ⇒ Relocate unofficial park and ride to a new location Parking <ul style="list-style-type: none"> ⇒ Establish communal parking areas 	Street works <ul style="list-style-type: none"> ⇒ Upgrade Gerald Street within Transitional Precinct (Project 3) ⇒ Upgrade Gerald Street within Retail Core West Precinct (Project 4) ⇒ Traffic signals for Springs/Gerald/Ellesmere Junction Rd (Project 10) ⇒ Traffic Signals for Gerald/Vernon (timing may alter based on growth & triggering of District Plan rules) (Project 11)

TRANSPORT STUDIES

Figure E1 Core
Retail (East)
Preferred
Option



Figure E2
Transitional
Living Preferred
Option



Figure E3 Core
Retail (West)
Preferred
Option



4 TRANSPORT STUDIES

4.1 LINCOLN TOWN CENTRE STREETScape REPORT

EXECUTIVE SUMMARY

The scope of the Lincoln Town Centre Plan has recently been expanded from the previous Town Centre Plan to include Gerald Street from the Liffey River to Springs Road. The previous Town Centre Plan was based on the assumption that a bypass would be established south of the town centre and this would remove some traffic from Gerald Street. Based on current priorities the bypass is unlikely to ever proceed. This report revisits transport aspects of the previous Town Centre Plan and considers the expanded area.

Traffic flow

Gerald Street has a dual function, it provides the main arterial route through Lincoln and also access to destinations within the town centre. The current traffic volume on Gerald Street is approximately 6,000 vehicles per day, including approximately 5% heavy and medium commercial vehicles. Traffic surveys confirmed that Lincoln is an origin or destination for most travel in the vicinity and nearly all heavy vehicle trips are on the local network with few, if any, through trips occurring.

Traffic growth has been forecasted for the next 30 years and it was found that in 2041 the volumes on Gerald Street can be expected to vary between 11,100 and 13,000 vehicles per day along the corridor. This level of traffic flow can be accommodated within a two-lane two way road without the need to incorporate travel additional lanes. Traffic modelling showed that four intersections along Gerald Street will require upgrading to traffic signals, these are; James Street/Edward Street, West Belt Road, Vernon Drive and Ellesmere Junction Road /Springs Road.

Walking and Cycling

Gerald Street is an important walking connection through the town centre, as well as providing access to town centre activities (on both sides of the street) and bus services. The streetscape design therefore needs to cater for pedestrian movement along and across Gerald Street, including crossing side roads.

Gerald Street connects the eastern (Liffey River) and western (University) ends of the town centre, the existing and proposed cycle facilities in Lincoln and the wider Selwyn District. Currently on Gerald Street cyclists are generally required to share the lane with motor vehicles; the exception being some on-road cycle lanes on Gerald Street west of West Belt. Given the arterial road function of Gerald Street a similar level of protection as the rest of the off road network is required to support an appropriate level of service for cycling. A continuous, segregated cycle facility is therefore proposed for Gerald Street to connect the eastern and western precincts of the town centre.

Parking

Parking in the Lincoln Town Centre is currently provided through a combination of on-street spaces and a number of privately-owned and Council managed off-street parking areas. Lincoln is one of the main urban centres of the Selwyn District and as the population grows and parking demand increases, management of the parking resource will become an increasingly important priority for Council. Efficient provision of parking is paramount to the ongoing growth and development of the Lincoln Town Centre.

A parking survey was undertaken on Thursday 26 March 2015 and a **Parking Management Plan** was developed to support the Lincoln Town Centre Plan, including assessing any impact of potential streetscape changes.

It is understood that the community, including the businesses in the town centre, are concerned that the current level of parking supply is insufficient. The parking survey showed that at peak times the occupancy in some Council owned off-street parking areas and in a private off-street car park (Lincoln Vale car park) was high, exceeding 80% occupancy during the peak 30-minute parking period (1pm-1.30pm). Also a total of five on-street parking areas also exceeded 80% occupancy and another two on-street parking areas reached 80% occupancy during the peak 30-minute period.

However across the entire day the survey showed that the overall the parking occupancy is below the 80% to 85% optimum occupancy range. Occupancies higher than 85% create difficulties for motorists searching for a car parking space.

4 TRANSPORT STUDIES

EXECUTIVE SUMMARY

The Parking Management Plan recommends a range of parking management methods that could be utilised including future parking supply, parking time restrictions, parking search routes, parking regulation (District Plan), reducing parking demand (mode shift and pricing) and improving user information. An Action Plan with short, medium and long term actions was developed to ensure parking is managed in a manner which supports a sustainable, prosperous, vibrant and easily accessible Town Centre.

Proposed design

The Town Centre consists of three precincts that generally align with proposed district plan zones, the Core Retail (East) Precinct, the Transitional Living Precinct and the Core Retail (West) Precinct. Cross sections have been developed for each precinct. These are the result of an option assessment process where the options were assessed against the design objectives. The cross sections and other aspects of design are informed by the Lincoln micro-simulation traffic model and a high level bicycle facility assessment. The key feature of the design is the inclusion of separated bicycle lanes on both sides of Gerald Street.

Four sets of design objectives have been developed for this project: overarching corridor objectives and specific objectives for each precinct. The objectives are summarised in Table E1.

The resulting cross sections are shown in Figure E1 to Figure E3 for each precinct. These cross sections are considered to meet both the precinct and corridor design objectives.

Figure E1 Core Retail (East) Preferred Option



Figure E2 Transitional Living Preferred Option



Figure E3 Core Retail (West) Preferred Option



4 TRANSPORT STUDIES

EXECUTIVE SUMMARY

Table E1 *Design Objectives*

Overarching Objectives		
<p>Cross section design recognises the movement, access and place functions of the corridor and provides appropriately for these functions.</p> <p>The design recognises the difference between precincts, but ensures that the transitions between them are smooth.</p> <p>Cycle infrastructure design recognises the important role that the corridor plays in connecting the surrounding cycle network, while also providing cycle access to town centre activities.</p> <p>Pedestrian infrastructure that provides a connection through the town centre and creates an attractive environment where people want to spend time.</p> <p>On street parking provision and potential restrictions are considered in the context of adjacent land uses and consolidated off-street parking facilities.</p> <p>Street elements and materials are appropriate for a town centre environment acknowledging that these may differ between precincts, but overall remain coherent.</p> <p>Speed environments in each precinct are appropriate to safely accommodate the demands on the road corridor.</p>		
Core Retail (East)	Transitional Living	Core Retail (West)
<p>Creates a high quality public space where people want to spend time and retains the village atmosphere.</p> <p>Facilitates safe and user friendly pedestrian movements (along and across the street).</p> <p>Facilitates safe and user friendly bicycle infrastructure that recognises the many cycle destinations within the precinct.</p> <p>Facilitates safe motor vehicle movements (along the street and whilst accessing parking and side streets).</p> <p>Accommodates some on-street parking activities</p> <p>Integrates appropriately with adjacent land uses (existing and proposed).</p> <p>Facilitates public transport access including bus stops.</p>	<p>Creates a public space that complements the adjacent precincts while recognising the difference in land use between the precincts.</p> <p>Facilitates safe and user friendly pedestrian movements (along and across the street).</p> <p>Facilitates safe and user friendly bicycle travel.</p> <p>Facilitates safe motor vehicle movements (along the street and whilst accessing adjacent activities, parking and side streets).</p> <p>Accommodates on-street parking activities.</p> <p>Integrates with adjacent land uses (existing and proposed) and recognises their transitional nature.</p> <p>Facilitates public transport access including bus stops.</p>	<p>Creates a public space that complements the adjacent street environments, but recognises the difference in land use.</p> <p>Facilitates safe and user friendly pedestrian movements (along and across the street)</p> <p>Facilitates safe and user friendly bicycle travel</p> <p>Facilitates safe motor vehicle movements (along the street and whilst accessing adjacent activities, parking and side streets)</p> <p>Integrates with adjacent land uses (existing and proposed).</p> <p>Facilitates public transport access including bus stops.</p>

4 TRANSPORT STUDIES

4.2 LINCOLN TOWN CENTRE PARKING SURVEY

EXECUTIVE SUMMARY

Introduction

A parking survey of the Lincoln Town Centre was undertaken on Thursday 26 March 2015 from 8:30 to 5:30pm to collect and analyse existing parking patterns. Thursday is generally accepted in the transport profession as being the most representative day of the working week to complete surveys. No surveys were undertaken at the weekend or during special events where demand will differ from a weekday.

The purpose of the survey was to better understand the level of parking occupancy and turnover in the town centre to inform the development of the Lincoln Town Centre Plan. It also allowed a comparison with a parking survey undertaken in 2010. The existing parking supply within the study area is shown in the table below.

Parking Area	No Restriction	P5	Disabled	Total
On Street	306	2	1	309
Off Street - Council	76	0	9	85
Off Street - Private	118	0	6	124
TOTAL	500	2	16	518

The majority of parking spaces (96.5%) within the study area are not subject to a time or class restriction. Approximately 99% of all on-street car parking spaces in the study area are unrestricted with the remaining 1% subject to a time or class restriction. Similarly, a high proportion of off-street parking spaces (93%) are unrestricted with 7% of parking spaces located for disabled parking.

The Lincoln Library off-street car park was partially formed at the time of the survey and the remaining area of the car park was still under construction. The carpark currently provides 30 car parking spaces including four disabled parking spaces. It should be noted that the car park when fully formed will provide 62 car parking spaces in total and include the area to the west boundary of the existing formed car park to West Belt.

The survey established parking occupancy and duration of stay. Parking occupancy is expressed as a percentage and is calculated as the number of spaces occupied divided by the total number of spaces available. 80% to 85% is the optimum occupancy range, occupancies higher than 85% create difficulties for motorists searching for a car parking space. The parking occupancy ranges are in line with international best practice for parking management and appropriate for Lincoln Town Centre.

Extent of the Lincoln Town Centre Parking Survey



4 TRANSPORT STUDIES

EXECUTIVE SUMMARY

Parking Occupancy across the entire day on Thursday 26 March 2015



The figure above shows that the **average occupancy in the entire study area**, when combining on-street and off-street parking areas, across the 9 hour survey period was 51%. Council off-street parking was most demanded with 63% of parking spaces being occupied on average compared to 49% in private off-street and on-street parking areas. The average occupancy was observed to be between 50% and 60% from 10am to 1:30pm and **peaked at 58.5% between 1:00pm and 1:30pm**. The peak 30-minute occupancy was also higher in Council owned off-street parking areas (68%) when compared to private off-street (56%) and on-street (57%) parking areas.

The following figure shows that the average parking occupancy, throughout the survey period, on Gerald Street between West Belt and Kildare Terrace is generally higher when compared to the average parking occupancy on Gerald Street west of West Belt.

Average Parking Occupancy (8:30am to 5:30pm), Thursday 26 March 2015



4 TRANSPORT STUDIES

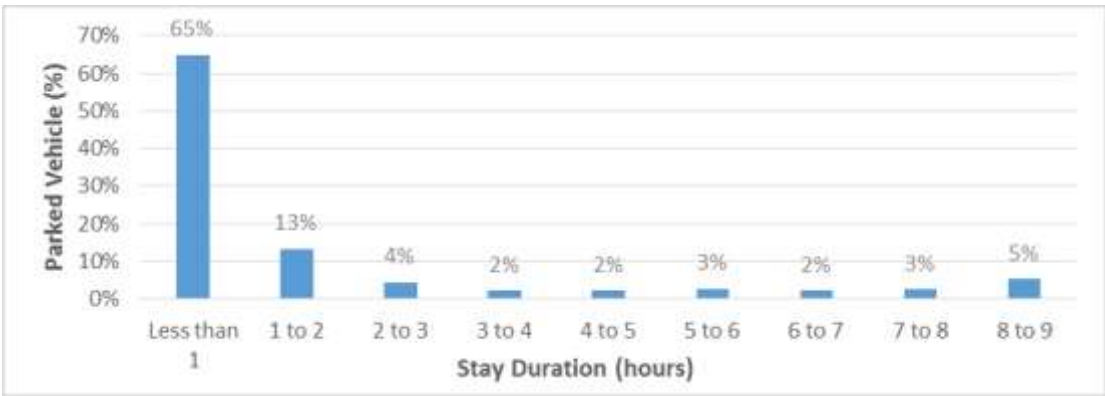
EXECUTIVE SUMMARY

The following figure shows that the peak 30-minute parking occupancy (1:00pm to 1:30pm) on Gerald Street at the core of the town centre was also higher than the parking occupancy on Gerald Street west of West Belt. The parking occupancy in some Council owned off-street parking areas and in a private off-street car park (Lincoln Vale car park) were very high, exceeded 80% occupancy during the peak 30-minute parking occupancy. Meanwhile, a total of five on-street parking areas also exceeded 80% occupancy and another two on-street parking areas reached 80% occupancy during the peak 30-minute period.

Peak Parking Occupancy ((1:00pm to 1:30pm), Thursday 26 March 2015



Peak Parking Occupancy ((1:00pm to 1:30pm), Thursday 26 March 2015



4 TRANSPORT STUDIES

EXECUTIVE SUMMARY

The following figure shows the majority of vehicles (94%) parked in the private off-street car park (Lincoln Vale) stayed for less than 2 hours. This indicates that the car park is likely to be predominantly used by customers visiting the businesses in Lincoln Vale.

Parking Duration of Stay by Area



The majority of vehicles parked in Council owned off-street parking areas tend to stay for less than 30 minutes. However, the following figure shows the general duration of stay for parking in the Council owned off-street parking area at the north-west corner of Kildare Terrace and Gerald Street was for more than 4 hours. This area is close to the bus stops located on Gerald Street between Kildare Terrace and Williams Street so likely to be used by bus users as a park and ride type scenario rather than for staff parking. The adjoining hotel has its own off-street parking area and had low average occupancy throughout the survey period.

General Duration of Stay within Each Area



The duration of stay for all park-on Gerald Street is generally less than 30 minutes. The exception to this is the parking on the south side of Gerald Street west of West Belt where most of the vehicles generally stayed for less than two hours or for more than 4 hours.

4 TRANSPORT STUDIES

EXECUTIVE SUMMARY

Comparison with Previous Survey

A parking survey was undertaken in 2010. The survey area was smaller and does not correspond exactly with the 2015 survey. However, several key comparisons between the parking occupancy and duration of stay then and now include:

- Parking demand in 2010 generally occurred within the business zone area in the town centre (Gerald Street from Kildare Terrace to West Belt including part of the side streets closest to Gerald Street) and this is consistent with the 2015 survey findings.
- Parking on grass berms occurred on West Belt and this is consistent with the 2015 survey findings
- The predominant use of side streets is for all day parking and parking for several hours. This is generally consistent with 2015 parking turnover survey showing the longer duration of stay parking (more than 4 hours) tends to occur in on-street areas.
- There is a high proportion of all-day parking in the Council owned off-street car park at the northwest corner of Kildare Terrace and Gerald Street. This is consistent with the relatively high proportion of vehicles (33%) observed staying for more than 4 hours in the 2015 parking survey.
- The 2010 survey shows that the bulk of the shorter term parking (less than 30 minutes) occurred in the Council owned off-street parking areas located at the southwest and southeast corner of Gerald Street and Robert Street intersection. The 2015 survey results are consistent with the 2010 survey with the majority of vehicles parked in these areas stayed for less than 30 minutes.
- The 2010 parking survey also shows that the parking in the Council owned parking area in front of the medical centre was for less than 30 minutes. The 2015 parking survey shows that the general duration of stay was longer with the majority of vehicles parked for less than 2 hours.

Parking Management Plan

The results of the survey will inform the development of a Parking Management Plan for Lincoln Town Centre. This plan will ensure that the supply and management of parking is provided in an economically, environmentally and socially sustainable manner, and will recommend a range of parking management tool to achieve this. Examples of parking management methods include time restrictions, search routes and improving user information.

However across the entire day the survey showed that the overall the parking occupancy is below the 80% to 85% optimum occupancy range. Occupancies higher than 85% create difficulties for motorists searching for a car parking space.

4 TRANSPORT STUDIES

4.3 LINCOLN TOWN CENTRE PARKING MANAGEMENT PLAN

EXECUTIVE SUMMARY

Introduction

Parking in the Lincoln Town Centre is currently provided through a combination of on-street spaces and a number of privately-owned and Council managed off-street parking areas. A Parking Management Plan has been developed to support the Lincoln Town Centre Plan. The Lincoln Town Centre Parking Survey undertaken on Thursday 26 March 2015 and the Lincoln Town Centre Streetscape informed the development of this management plan. The vision for parking is:

Parking is managed in a manner which supports a sustainable, prosperous, vibrant and easily accessible Town Centre.

As part of the Lincoln Town Centre Plan process a street design exercise was undertaken. This concluded that an upgrade of Gerald Street be undertaken to meet the vision of the plan. The key feature of the design is the inclusion of separated bicycle lanes on each side of Gerald Street. To accommodate the design within the road reserve 32 parking spaces on the north side of the street will need to be removed between West Belt and Kildare Terrace. Any loss of on-street parking, which is considered by the community to be 'convenient' parking, was considered carefully in terms of the impact on parking supply.



*Proposed
Cross section
for Gerald
Street between
Kildare Tce*

The Lincoln Library off-street car park was only partially formed at the time of the 2015 survey and the remaining area of the car park was still under construction. The carpark currently provides 30 car parking spaces including four disabled parking spaces. The carpark will provide an additional 32 car parking spaces when fully formed and include the area to the west of the existing formed car park to West Belt. It is considered that the proposed reduction in on-street car parking spaces on Gerald Street (32 spaces) is offset by the additional off-street parking at the Lincoln Library in terms of overall supply at the time of the survey. The Library car park is located within reasonable walking distance of 200m to 300m to the existing businesses on Gerald Street. The construction of the off-street car park will be completed before the Gerald Street upgrade.

Parking Supply

Lincoln is one of the main urban centres of the Selwyn District and as the population grows and parking demand increases, management of the parking resource will become an increasingly important priority for Council. Efficient provision of parking is paramount to the ongoing growth and development of the Lincoln Town Centre. It is understood that the community, including the businesses in the town centre, are concerned that the current level of parking supply is insufficient. The parking survey showed that at peak times the occupancy in some Council owned off-street parking areas and in a private off-street car park (Lincoln Vale car park) was high, exceeding 80% occupancy during the peak 30-minute parking period (1pm-1.30pm). Also a total of five on-street parking areas also exceeded 80% occupancy and another two on-street parking areas reached 80% occupancy during the peak 30-minute period. However across the entire day the survey showed that the overall the parking occupancy is below the 80% to 85% optimum occupancy range. Occupancies higher than 85% create difficulties for motorists searching for a car parking space.

4 TRANSPORT STUDIES

EXECUTIVE SUMMARY

In the short term it appears the current parking supply is sufficient for a typical weekday however with the population growth expected, and the increase in Town Centre destinations over time, increasing the parking supply will be required in the medium to long term.

The following recommendations are made with respect to **managing current supply better** and **future parking supply**:

- It is recommended that the existing parallel on-street parking spaces on Gerald Street within the Core Retail Area (East) are **'marked up'** as individual spaces, rather than a line at each end of the parking lane. Marking these parking spaces is expected to result in more efficient use of space which will maximise the number of vehicles which can park in an area.
- It is recommended that the potential to increase parking on the side streets is investigated. For example by **converting existing parallel parking to angle parking** this could improve the **'efficiency'** of these areas. Modifications to on-street parking layouts are low-cost solutions that could be implemented in the short term.
- It is recommended that any opportunities to create shared public/private and shared private parking areas are pursued. For instance it was observed that the Church car park on the corner of Gerald Street and West Belt was empty on the day of the survey, there may be opportunities for Council and land owners to reach agreement on sharing car parks so that land in the Town Centre is used more efficiently.

Parking time management

Observation of **'duration of stay'** in on-street and Council owned parking areas during the March 2015 parking survey indicated that over half of all visitors parked for less than 30 minutes. The **'duration of stay'** on Gerald Street is generally for less than 30 minutes except on the south side of Gerald Street west of West Belt. The longer **'duration of stay'** of more than 4 hours was observed at Gerald Street west of Murray Place. It is likely that the parking was associated with the residents on Gerald Street or staff working at New World or the adjacent service station. The general **'duration of stay'** of parked vehicles in various parking areas in the Town Centre is shown below.



General Duration of Stay within each section

4 TRANSPORT STUDIES

EXECUTIVE SUMMARY

The following recommendation is made with respect to **better managing the turnover of the on-street parking**:

- It is recommended in the short term that P60 (1 hour) restrictions are applied to Gerald Street (between Kildare Terrace and West Belt). This will enable short stay visitors to find a parking space during peak times. This change should be monitored and altered in conjunction with the town centre businesses over time as required.
- It is recommended that P240 (4 hour) restrictions are applied to the majority of the side streets within the Core Retail Area. Parking on these streets beyond the Core Retail Area would cater for all day parking.
- It is recommended that a P120 (2 hour) restriction is applied to the Lincoln Library car park to provide for longer stay visitors but not whole day or staff parking.

There are other parking management methods that could be utilised to meet the parking vision including parking search routes, parking regulation (District Plan), reducing parking demand (mode shift and pricing) and improving user information. An Action Plan showing these and the parking supply and time management recommendations are outlined below.

No.	Action
Short Term (0-2 years)	
1	Mark up the individual parking spaces on Gerald Street to better utilise the kerbside space.
2	Introduce parking restrictions as recommended in Section 4 and monitor the success of this prior to the Gerald Street upgrade.
3	Progressively introduce parking enforcement to support the parking restrictions
4	Implement parking search route signage at either end of the Core Retail Area (East)
5	Develop a parking user information webpage within Council's website and print brochures which also provide this information for distribution to businesses within the town centre.
6	Investigate opportunities to increase on-street parking capacity in the side streets in the Core Retail Area (East) prior to the Gerald Street upgrade.
7	Investigate opportunities to increase off street parking supply in the Core Retail Area (East), such as the use of private car parks or communal car parks.
8	Review parking requirements in the District Plan.
Medium Term (2-3 years)	
9	Potentially implement a new off-street car parking area.
10	Extend provision of trip facilities for active transport modes, such cycle parking, seating areas and drinking fountains.
11	Include active transport provisions in the future intersection and street upgrades along Gerald Street
Long Term (4-10 years)	
12	Implement Priced Parking if optimal parking rates are being consistently exceeded with existing restrictions

4 TRANSPORT STUDIES

4.4 LINCOLN TOWN CENTRE STREETScape REPORT 2

EXECUTIVE SUMMARY

As part of developing the Lincoln Town Centre Plan transport related matters have been considered and it was concluded that changes to Gerald Street were required to meet the vision of the Plan. Scheme design plans for the changes have been developed in conjunction with proposed future intersection upgrades along Gerald Street and on-street parking changes to three side streets. The scheme designs have been costed to understand in more detail the level of capital investment required to achieve the transport components of the Lincoln Town Centre vision.

Gerald Street

The Gerald Street road reserve width is approximately 20m. Accommodating traffic movements, walking, cycling and parking can create competing demand on the available space. There is no realistic opportunity to widen the existing road reserve as it has been all fully built out along the more eastern parts of Gerald Street. There may be an opportunity along the north side of the western and transitional precincts to collaborate with the Lincoln Hub to utilise some of their amenity road frontage land for relocated footpaths etc.

The selection of the recommended design was undertaken in conjunction with Council staff (options and the selection process are outlined in the Stage 1 report). The proposed design includes protected cycle lanes on each side of Gerald Street, through all three precincts, to connect to the other cycle facilities in the District and provide easy access to and through the town centre by bicycle. The proposal also considers widened footpaths, to give pedestrians more space within the town centre. Additional pedestrian crossings and rearranged bus stops are part of the design, which, when developed, will be 'transformational'.

Intersections

Three intersections on Gerald Street are proposed to be upgraded to signalised intersections as part of the Gerald Street upgrade, these include the Springs Road / Ellesmere Junction Road intersection, the West Belt intersection and the James Street / Edward Street intersection. Only the West Belt intersection is located within the Town Centre. The intersection of **Gerald Street and Vernon Drive will also be upgraded in the future in collaboration with the developers of Te Whāriki** relating to a District Plan rule on the staging of this residential development.

Parking Precincts

The implementation of the Gerald Street design and intersection upgrades will result in some on-street parking loss. To **mitigate parking loss on Gerald Street several side streets are proposed to be become 'Parking Precincts', these include** West Belt (north), Lyttelton Street and Maurice Street. Creating a parking precinct will involve changing existing parallel on-street parking to angle parking where possible. Overall the implementation of the street design changes, intersection upgrades and parking precincts results in 51 on-street car park spaces being removed to make space for the design features. Given the phasing of the works over time this loss is likely to be offset with the provision of new communal off street parking areas. It is important that the on-street parking supply is considered in the wider context of parking supply. Investigations into additional public or communal off-street car parks will be undertaken prior to the implementation process so that parking supply for the town centre is provided at the appropriate level.

The parking changes on Gerald Street result from a combination of providing protected cycle lanes, new pedestrian crossing points and the intersection upgrades (as road space is required for the development of right turning lanes). Establishing these upgrades are necessary for Gerald Streets function as a major transport route and to create safe crossings points.

Parking Type	March 2015	October 2015
	(At time of parking survey)	(Allowing for proposed projects)
On Street	306	255
Off Street - Council	76	108
Off Street - Private	118	118
TOTAL	500	481

4 TRANSPORT STUDIES

4.4 LINCOLN TOWN CENTRE STREETSCAPE REPORT 2

EXECUTIVE SUMMARY

Costs

The Gerald Street upgrade and parking precincts are estimated to cost \$6,870,000, a further \$850 000 would be required if the overhead services within these project boundaries were undergrounded to improve the amenity of the streetscape. The intersection upgrades are estimated to cost \$4,800,000. Funding for these works will require approval by Council through an Annual Plan and/or Long Term Plan process. Realistically this would likely occur in preparation for the 2018-2028 Long Term Plan. Currently some funding allowance has been allocated in Councils 30 year financial forecast projections used to inform the 2015-25 Long Term Plan. This was based on the setting of priorities undertaken by Council at the time, and prior to the more accurate information subsequently provided by this report.

Implementation

An implementation plan for the projects in terms of recommended timing has been established. In the short term (1-3 years) **parking improvements and investigations into communal parking areas and potential 'park and ride' sites are proposed.**

In the medium term (4-7 years) the following projects are proposed:

- ⇒ Develop parking precincts on West Belt, Lyttelton-street, Maurice Street
- ⇒ Upgrade Gerald Street within Retail Core East Precinct
- ⇒ Traffic signals for Gerald/James/Edwards Street
- ⇒ Traffic signals for Gerald Street/West Belt
- ⇒ Relocate unofficial park and ride to a new location
- ⇒ Establish communal parking areas

In the long term (8 years plus) the following projects are proposed:

- ⇒ Upgrade Gerald Street within Transitional Precinct
- ⇒ Upgrade Gerald Street within Retail Core West Precinct
- ⇒ Traffic signals for Springs/Gerald/ Ellesmere Junction Rd
- ⇒ Traffic Signals for Gerald/Vernon (timing may alter based on growth & triggering of District Plan rules)

BACKGROUND



5 BACKGROUND

5.1 WHAT MAKES A GOOD CENTRE?

People almost always know a good centre when they see one and Lincoln is no exception. The community clearly values the place that they have.

Urban design is the art and science of making places, which work well and are good places to be. Whilst the things that make a centre an attractive place are well understood, there is no single winning formula in place making. Every town is unique and has unique attractions and difficulties. Some things that are advantages are also problems. For instance a busy road like Gerald Street will bring passing trade to a town and enhance its vibrancy. At the same time lots of vehicular traffic will reduce amenity. There is a need to balance the good with the bad to get the best outcome.

Some measures that make a good centre are as follows:

- Good centres are those that encourage activity and attract people. They provide spaces that people want to be in and enjoy the surroundings for their own sake.
- Good centres are multi use spaces; they allow the completion of a range of tasks in one trip. This is convenient for people, and good for businesses who can take advantage of a ready supply of customers.
- Good centres are walkable and allow people to get from one business to another conveniently, passing by other businesses on the way.
- Good centres are unique and distinguish themselves from others (providing another reason to **use that centre** ,rather than an “anywhere” centre such as a mall).



View from outside 13 Gerald Street showing the old Famous Grouse building



Interesting street scenes include a variety of activities and spaces

The Lincoln Town Centre Plan is part of a number of measures that the Council is undertaking on urban design. These measures are aimed at making sure that the district has pleasant towns that people want to live and spend time in. The Council has reviewed evidence from around the world on what makes towns pleasant and successful and this study has informed the plan. Some of the background reasoning is presented in this section.

5 BACKGROUND

Some of the factors that help to create a good centre:

- Shops that are built to the road frontage will define the street edge and create activity and interest. People walk more slowly through these streets with active frontage, because they are enjoying the experience.
- Good pedestrian facilities (such as wide footpaths) encourage walking. More people on the street means more interest and a more “buzzing” atmosphere.
- Places to linger, rest, have lunch and watch the world go by encourage people to spend time in a centre.
- A wide variety of uses. Ideally a combination of civic, leisure, office and retail activities, which will be mutually supportive.
- A good supply of car parking, which is convenient. Good parking is an essential component of a good centre. However, it is not the case that people need to be able to park directly outside the business they wish to use.
- The absence of parking between shop frontages and the footpath, which separates shops from people and reduces interest. This is probably the most important aspect in creating well designed centres.



Hastings Town Centre



Paihia Town Centre



Botany Town Centre

Christchurch City's Buskers festival attracts the crowds



5 BACKGROUND

5.2 WHY DOES THE COMMUNITY CARE ABOUT DESIGN?

A successful and vibrant town centre is a complex and rich mix of uses; such as amenity space, community uses, shops, restaurants, outdoor dining and stalls, places to rest, offices and housing. The more different uses there are, the more reasons to visit the centre and the more reasons to stay there.

There are clear benefits from good design. These **include the community's preference to live in a well designed place that they enjoy spending time in.** In itself this is a powerful reason to make sure that centres are well designed.

This has flow on benefits including greater civic pride and participation in events (a greater sense of community). It can also feed through into higher residential land values.

A good environment encourages walking. It gives people the option to walk through pleasant space to perform everyday tasks. There are health benefits as the distances that people walk and cycle have been shown to increase.

It is also important to protect Council investment in civic space and make sure that money council spends to improve amenities is not wasted because ill thought out development next door ruins the appearance of the space.

There is also a strong economic argument for good design. Well designed centres are more attractive to business. They attract a wider range of businesses and retain those businesses for longer. They provide a unique attraction that can place the centre above local competition.

They also enhance land values and rents and are more profitable in the long term. However, the benefits may not fall to the developer (but rather to the long-term owner).



The tearooms restaurant is a classic example for a refit of a residential building now used for commercial purposes



Commercial premises on Robert Street



The new famous grouse building uses design in keeping with the town's rural character



The Council has received unfavourable comments about this building

5 BACKGROUND

5.3 THE IMPORTANCE OF CO-ORDINATION

One of the great weaknesses of town planning in New Zealand in the last 20 years is the absence of co-ordination. Developers have been happy to be left to their own devices to develop their sites the way that they wished. In practice this has resulted in developments that ignored their neighbours and the wider surroundings. Some developments create some on-site amenity, but destroy the appearance of public space by turning their back on the street. Situations often exist where it is easier for people to drive from car-park to car-park than it is for them to walk short distances to a shop across the road, because of poor site layout.

These problems are not unique to Selwyn and Lincoln **hasn't suffered from them to any great extent in the past.** This is one reason why the town has a pleasant appearance compared to other towns.

The advantages of co-ordination are as follows:

- It makes sure that developments will work with those next door and that a coherent town centre will result; that will be attractive to people and easy for them to use.
- It provides landowners with some certainty that neighbours will also respect the town centre environment. There is little point in one landowner erecting a building designed to fit in with the street and help to create a pleasant street scene, if the landowner next door may build a blank wall or car park facing the street. This outcome is secured by the District Plan (through Plan Change 29).
- It allows for the consolidation of parking. The Council requirements for on-site parking do present a design challenge for developers. The District Plan now discourages the placement of car-parking at the front of developments. At the same time, separate car-parks that are accessed from a number of accessways are not a good outcome. They are inefficient in terms of land area; they make it difficult for people to find spaces (as they have to look in a number of different places); and they mean that there are a lot of crossings of the footpath which disrupts pedestrian flow and reduces the amount of on-street parking.



This area in Rolleston does not cater for pedestrians



This building does not look attractive from the adjacent reserve and makes access to it inconvenient

- A better result is from a single large car-park that falls over a number of different lots. This is encouraged by the Town Centre Plan.
- It allows for combined provision of walking routes with the certainty that they will be completed over other land holdings in time.
- For the Council, having some certainty over future land use allows the planning and provision of amenities like parks and landscaping with some certainty that an attractive place will result and be maintained.

5 BACKGROUND

5.4 WHAT IS GOOD ABOUT LINCOLN?

The response to the Lincoln Opportunities study in 2011 identified that the character that the centre has is not due to any individual buildings; rather it is due the scale and layout of the buildings:

- *Lincoln town centre has an informal character. There is no consistent building style and there are sometimes gaps between the buildings, rather than a continuous built frontage. Trees are visible in the streetscape, particularly when looking towards the Liffey.*
- *The town does have a traditional main street appearance, due to the strong visual connection that most shops have with the street; they front it directly with large display windows and are not separated from the street by car parking.*
- *This informal character is typical of rural townships, which reflects Lincoln's origins.*
- *Preserving the strong connection between shops and the street is regarded as key to retaining the village character.*
- *The town centre's character is also complemented by the many restored villas and older buildings which are present in the central area.*

In some ways, the town has been fortunate that there has been relatively little commercial building activity in the last 20 years and that it has not attracted big box development that would undermine the appearance of the centre.

The town has a strong natural setting in the Liffey river corridor. Tall trees growing next to the river are visible throughout and form a backdrop to residential development. The corridor also provides good connections to the surrounding areas (walking and road).



Lincoln University



The Lincoln Event centre

The Lincoln Township has retained a traditional and attractive character with buildings of similar scale and which complement the surroundings.

These are significant strengths, which are explored further in this report.

Retail in Lincoln is not expected to be able to compete with large centres, such as Hornby or Riccarton. The town centre will service local needs and may have a specialist role, such as boutique retail; or it may become a destination for cafes and dining. Either way, in fulfilling this role, the attractiveness of the centre is key.

The Lincoln Town centre by night



5 BACKGROUND

5.5 AN ANALYSIS OF THE LINCOLN TOWN CENTRE

This section is a **SWOT** (Strengths / Weaknesses / Opportunities / Threats) analysis of the Lincoln Town Centre. This is a useful way to identify what responses should be undertaken to a given situation.

The Opportunities identified here form the basis of the Town Centre Plan. This analysis is informed by the consultation that was undertaken as a result of the *Lincoln Opportunities Study*. It includes the opportunities that were identified in that study, as well as some extra ones that were suggested by the community.

STRENGTHS

The community likes the Lincoln Town Centre. It has a traditional character and is busy with people. The Council sees its strengths as follows:

- It has an interesting feature building in the re-built Famous Grouse Hotel.
- It has a new library and associated public outdoor space that help to strengthen and enhance the town centre activity.
- It is centrally located with good (attractive) walking connections to all parts of town.
- It has a busy main road running through the centre bringing passing trade to town.
- It is close to the Liffey Domain and Events Centres, which attracts people to the town.

An Analysis of the Town Centre

- It has a strong main street focus on Gerald Street.
- It is walkable.
- It contains a mix of uses (retail, cafes, community facilities, open space and offices). There are a number of reasons to visit the centre.
- It is mostly formed of shops with display windows, which are usually built to the street edge. The centre is vibrant and attractive.
- It is close to the Liffey, which gives it a unique character and a treed backdrop.



The Hillyer's Cafe– a town centre 'institution' since 1967



The board walk– an attractive recreation space with good walking connections to the surrounding area



The Lincoln Events Centre- in close proximity to the town centre

5 BACKGROUND

5.5 AN ANALYSIS OF THE LINCOLN TOWN CENTRE

WEAKNESSES

The Lincoln Town Centre has the following weaknesses. Resolving these can present opportunities for enhancement of the town centre; a way to make it even better. These weaknesses therefore flow through into the opportunities section of this report.

- The Liffey reserve is not as inviting as it could be and walkways along the river are not continuous.
- Central Square is used as a car park and lacks amenity; and is not integrated with the adjacent Liffey reserve.
- Heavy traffic uses Gerald Street, which affects its amenity.
- Some of the buildings are quite untidy and unattractive, notably the Lincoln Takeaway building.
- Footpaths are quite narrow and there is a shortage of amenity space (room for outdoor seating, landscaping etc.)
- There gaps in the commercial frontage on Gerald Street on the south side, where there is either no development or residential rental accommodation taking place.
- Lincoln Vale Shops are set back behind car parks and mostly do not contribute vitality to the street.
- Provision for Cycling is lacking (poor facilities for storage and lack of a dedicated bike lane).



Lincoln Vale is positioned behind car-parking and mostly does not add to the vitality of the street



Some buildings are considered unattractive within the street scene of Gerald Street

5 BACKGROUND

OPPORTUNITIES

This document is principally focused around opportunities to make the centre better. This is the most important part of the analysis.

In 2010, Lincoln Opportunities identified “7 Lincoln Opportunities” to improve design in the centre. These opportunities have been taken up by the Town Centre Plan, which discusses how they can be realised. Ideas along with the response to that document from the community have been incorporated into this section.

- A wide pedestrian plaza could be formed on the south side of Gerald Street to allow space for pedestrians and for activities such as outdoor dining. This idea originated in Lincoln Opportunities and received overwhelming support.
- Central Square could be upgraded as a public space, if alternative options for parking can be found. This enhanced space would link the town with the Liffey reserve.
- Further development built along the street frontage will enhance the main street ambience and sense of importance.
- Pedestrian routes can ensure that all destinations are walkable and connect car parks to the shops.
- Changes in the pattern of land use will allow the formation of shared car parks at the rear of shops and a single convenient search route.
- Redevelopment of streets can make sure they respond to their purpose. Those next to the Liffey can be designed to provide for strong amenity; some streets could have additional angle parking, whilst Gerald Street would have a traffic focus. Development may fund road upgrades (as in Robert Street).

- The Liffey reserve could be an enticing recreational space, which provides a link to the surrounding residential area. It would contrast with the more formal space of the new Square situated on the library site.
- Cycle trail linkages with the rail trail would bring visitors to the town.
- There is an opportunity for more public gathering space with the completion of the Community space behind the library.

THREATS

Threats are those things that might make the centre worse over time, particularly if nothing is done to manage them. Broadly, the threats are that new development might be unattractive to the extent that it disrupts the amenity of the centre, or that development outside the centre may disrupt the economic function of the centre.

- New development may be poorly designed and undermine the appearance of the centre. For instance, it may not provide visual interest to streets (e.g. through display windows), or may be set back behind car parking. Buildings may be incongruous (e.g. out of scale, or with design that does not fit with the existing pattern).
- New development may not consider the importance of the centre. It may be inwardly focused and not complement the town.
- Shops that establish around the New World supermarket and shops that establish out of zone will affect consolidation efforts.



Threats: New development may be poorly designed; or located out of the town centre

PART F

CONSULTATION



THE LINCOLN TOWN CENTRE PLAN

6 CONSULTATION

6.1 PREVIOUS CONSULTATION- LINCOLN OP-PORTUNITIES

A leaflet (“7 Lincoln Opportunities”) was distributed to all households in Lincoln (1081) and adverts placed in the Council Call section of the local press. Responses were invited on each of the ideas and we received 82 replies, a very healthy response rate for a survey of this kind.

There was a very high level of support for each of the seven ideas and there were many favourable written comments. Many of them noted that they were pleased that the Council was looking at how to make the most of the town centre and they were pleased to contribute to the study. Many of the respondents provided quite extensive written comments and there appears to have been substantial depth of engagement with the material provided.

Most of the questions were in a simple yes / no format, with two asking whether the respondent felt the matter was important, quite important or not important. There was also space provided for comments.

There was very strong support for all of the seven ideas, with the lowest level of support being 86.3%. Whilst these simple questions provide quite a crude way of gauging opinion, the very high level of positive response indicates a high level of support and the comments provided indicate a depth of support for the proposals.

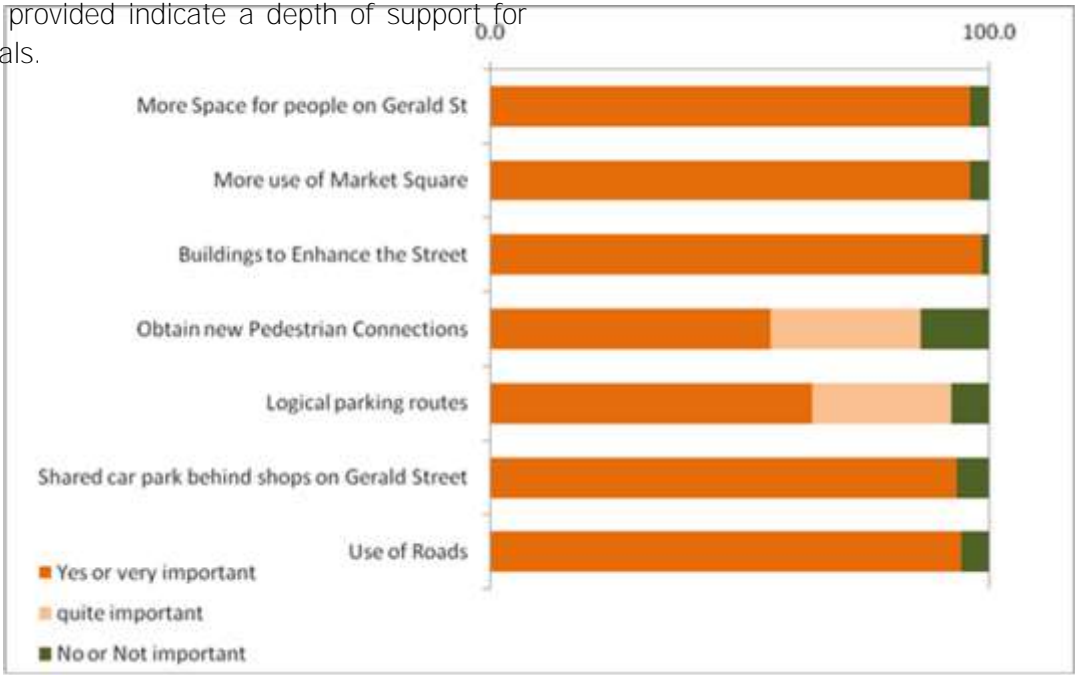
In particular, people were strongly supportive of the idea of enhanced space for people and reduced car-dominance. This is consistent with national and international research on what people want from town centres.

The redevelopment of Central Square and the placement of shops on the car parking area on the north side was also widely supported.

There were a number of new themes that emerged from the consultation. These include improving the amenity of the Liffey and removing heavy traffic from Gerald Street. These are not within scope of this project, but these findings have been passed onto the relevant Council department.

Another theme was the need for cycle lanes on Gerald Street, which has been incorporated into the Plan. Finally, a number of people (37%) specifically requested the removal of the Lincoln Takeaways building, although this was not explicitly one of the questions the survey was asking.

A full report on the consultation is available from the Council.



6 STUDIES AND CONSULTATION

6.1 SUMMARY OF CONSULTATION DRAFT LINCOLN TOWN CENTRE PLAN

DRAFT

PART G

PREVIOUS STUDIES



THE LINCOLN TOWN CENTRE PLAN

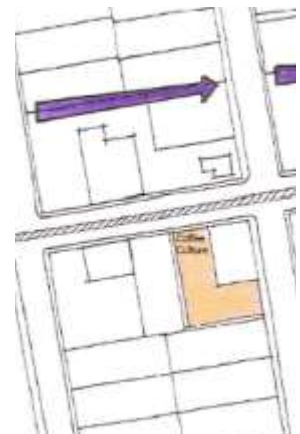
7 PREVIOUS STUDIES

7.1 THE LINCOLN OPPORTUNITIES STUDY

The Lincoln Opportunities study was carried out in 2011, with public consultation taking place in July. It explored the way the town might develop and posed seven questions about what the Council should do that have substantially informed the development of the Lincoln Town Centre Plan.

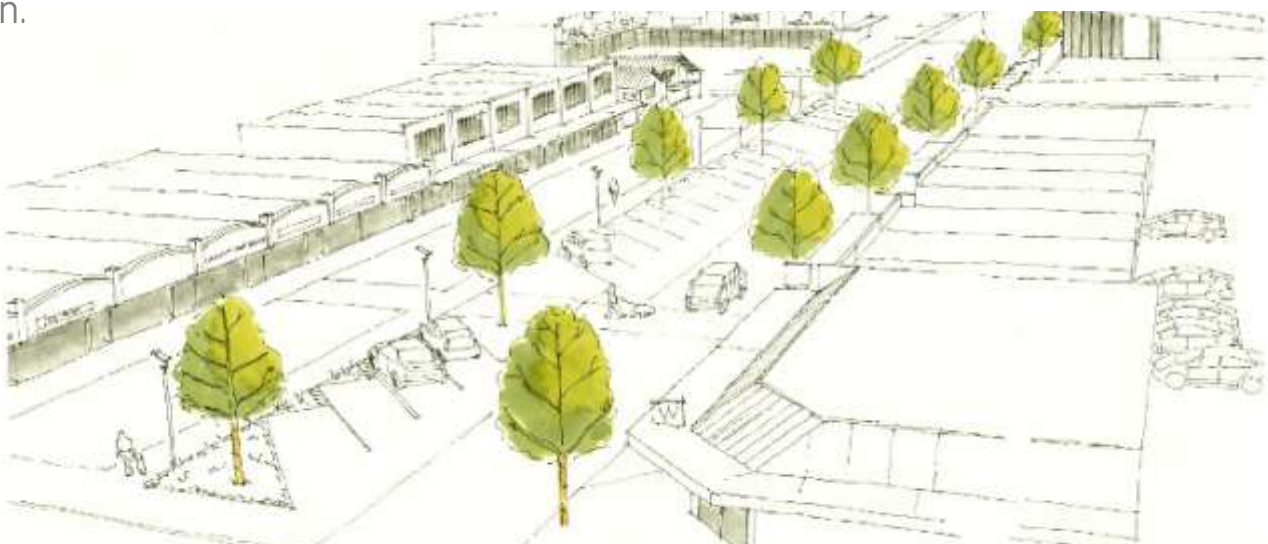
These were:

- Creating more space for people on Gerald Street through the establishment of a pedestrian Plaza
- Making more use of Central Square, with shops on the northern half and extending the pedestrian plaza over the south towards the Liffey
- Making sure that new buildings enhance the street, by fronting it directly with display windows
- Creating good pedestrian linkages
- Designing a route for car park circulation
- Ensuring that new development creates large shared car-parks
- Considering the best use for roads (e.g. for parking or amenity)



Concepts from Lincoln Opportunities

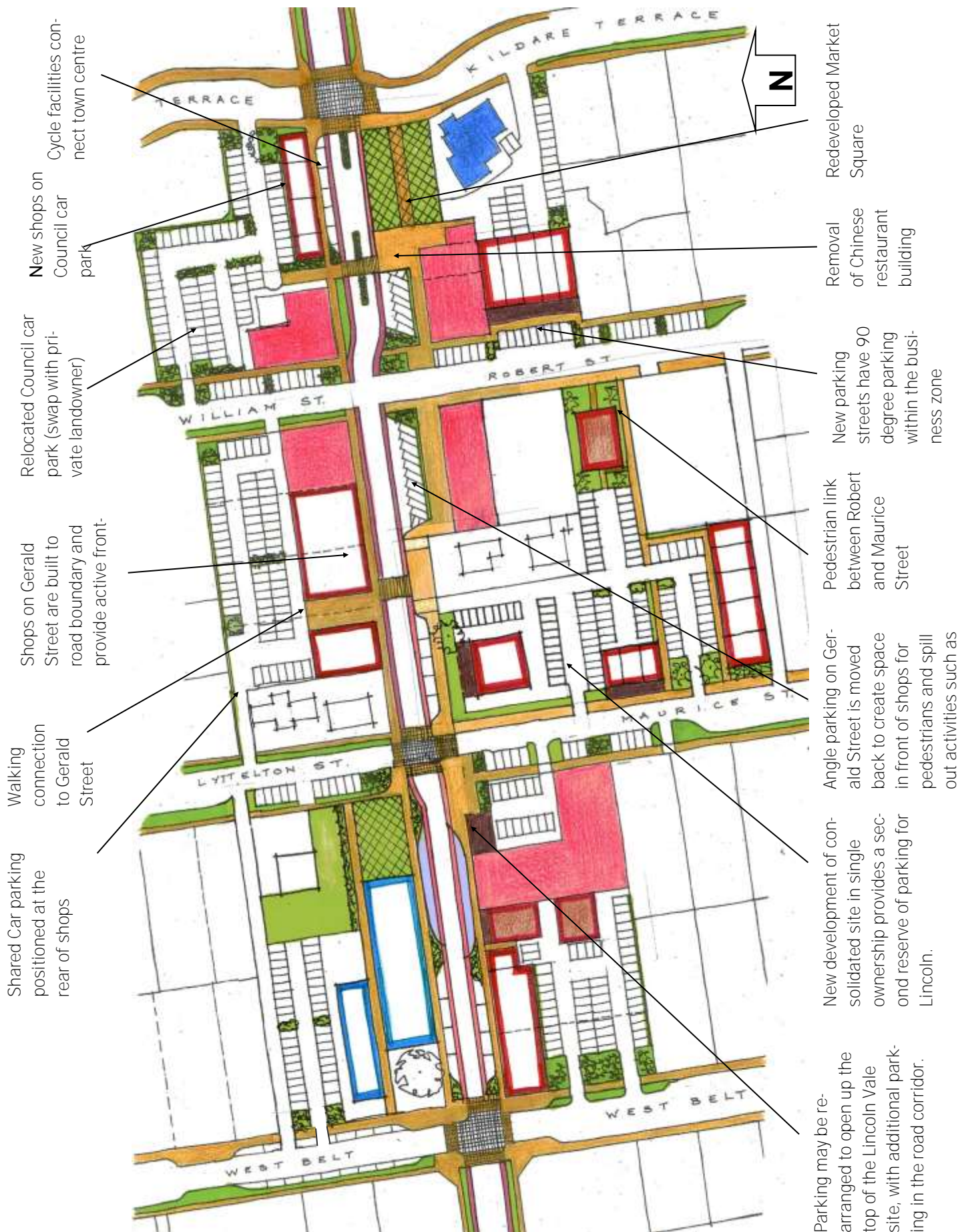
The Council received a very positive response to the consultation on Lincoln Opportunities and as a result of this began work on the Lincoln Town Centre Spatial Plan.

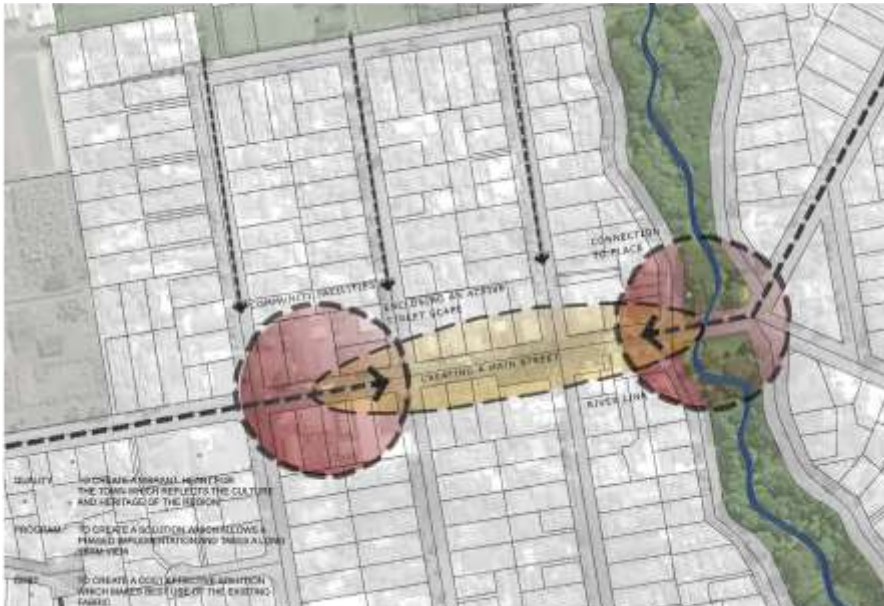


Artists impression of a future Gerald Street as part of Lincoln Opportunities study

DRAFT PLAN FOR LINCOLN

This study was produced jointly by Council staff and Janet Reeves of Context Urban Design to inform the Lincoln Opportunities study and the Town Centre Plan.





Above: Site analysis of Gerald Street area
Below: Potential Lincoln Streetscape

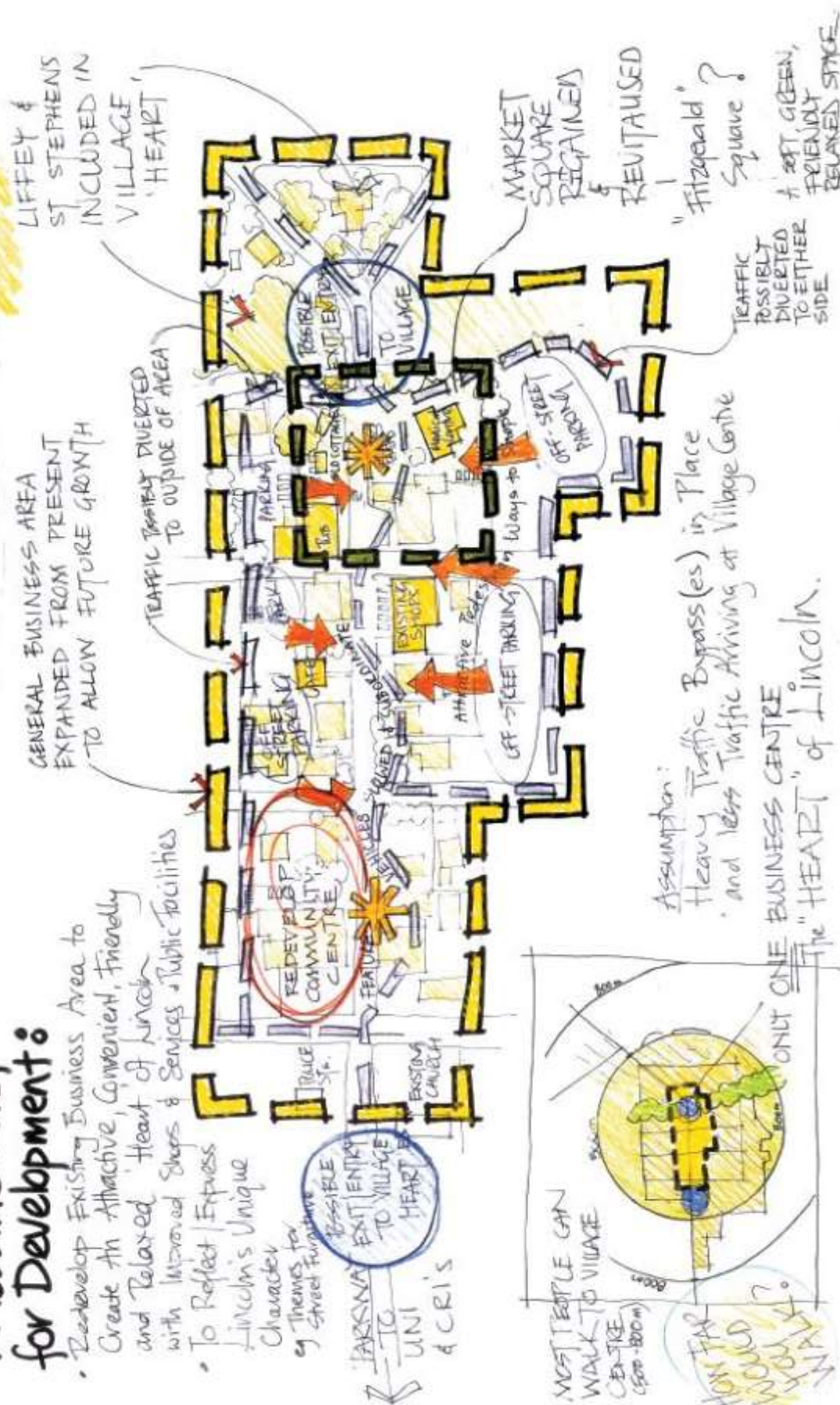


Fig 5.11 Market Square -

A Possible Brief for Development:

- Redevelop Existing Business Area to Create an Attractive, Convenient, Friendly and Relaxed Heart of Lincoln with Improved Shops & Services & Public Facilities
- To Reflect / Express Lincoln's Unique

the Heart of Lincoln



PART H

PROPOSED RELEVANT DISTRICT PLAN PROVISIONS



8 PROPOSED RELEVANT DISTRICT PLAN PROVISIONS



8 PROPOSED RELEVANT DISTRICT PLAN PROVISIONS

PART E
APPENDIX 29C(ii)

Key Activity Centres OUTLINE DEVELOPMENT PLAN (ODP)- PRECINCTS 1-6



LEGEND

--- KAC boundary

Refer to Appendix 37-ODP Area 7

1 2 3 Precinct areas

↔ Proposed Road Link

Active commercial frontage and building lines

Design and Layout

NOTE: Please refer to Part D-Definitions for some of the terms used

Lincoln Town Centre
KAC Precincts 1-6
Outline Development Plan

Scale 1:2000 @A1



8 PROPOSED RELEVANT DISTRICT PLAN PROVISIONS

8.1 OUTLINE DEVELOPMENT PLAN- PRECINCTS 1-6

This Outline Development Plan (ODP) is for precincts 1-6, located within the key activity centre of Lincoln.

This ODP provides an overarching urban design framework to guide the future development of the land.

It should be read in conjunction with the Selwyn District Design Guides and the Commercial Design Guide in particular.

1 ACTIVE FRONTAGE & BUILDING LINES

Active commercial frontages

The ODP identifies the locations for active commercial frontage in areas where large pedestrian flows are expected. Active frontage is created by frequent entrances and windows and well-articulated facades and applies to the front of a property (where the main entrance/front door is located) and to some side elevations. Windows and openings are not to be obscured by screens, blinds or advertising material. Attractive active frontages have lots of visual interest and connect the public area (footpath and/or street) with the activities taking place inside the building.

At least 50 % of each building frontage, which directly faces on-site public space or a road, is installed as active commercial frontage.

Active commercial frontage aims for an environment where the building façade is the dominating feature when viewed from the street. Unless otherwise noted in this ODP, car parking is placed to the side or the back of the development. A clear distinction between the back and the front of a building is a prerequisite.

75% of new development is built on building lines

The ODP identifies building lines throughout the precinct area. In particular building lines are shown within precinct 1 along Tennyson Street to assist in creating a) **Tennyson” High” Street**, b) **the slow shared space laneway (extension of Wordsworth Street) “core retail” area** and c) along service lane connection between Wordsworth Street and Rolleston Drive.

At least 75% of new building stock is required to be placed along identified building lines.

The requirement stems from the principle to encourage buildings to have a clear back and front. This subsequently supports the principle of active frontage. It allows buildings to be placed along pedestrian pathways and streets and encourages car parking at the back or the side.

2 DESIGN AND LAYOUT

Design

Where practicable, proposed developments are to be designed and built comprehensively and in context with their surrounds. Placements of new buildings should take into consideration the orientation to the sun and shelter from prevailing winds to create attractive public spaces. The development is designed using a variety of modulation and detailing in the architecture to achieve quality outcomes, particularly in the precinct areas 1 and 5.

Development that adjoins residential land uses should address the transition in scale between the different land uses by either having vertical steps or by wrapping multi-storey buildings with lower buildings.

Car Parking

The ODP sees buildings to be placed along the road frontage and car parking to be positioned at the back.

Within precincts 1 and 2 the majority of car parking is located behind buildings. Where appropriate, some car parking occurs to the side. Appropriate landscaping needs to provide sufficient softening and screening of hardstand car parking areas, but not to the extent of where achieving active frontage is affected.

Car Parking in precincts 1, 3 and 4 is located to the back and the side where practicable. If located to the front or the side of buildings landscape measures need to be part of the concept to show how the effects of the car park on the street scape and active frontage can be mitigated.

Landscaping

New development is accompanied by landscaping to **enhance the area’s streetscape**. **Landscaping is used to** define the edges of Rolleston Drive and Tennyson Street. Proposed landscaping is enhancing the area, particularly the pedestrian experience when walking throughout the precinct.

Within Precinct 2 in Rolleston, a 3m landscape strip along the road boundary provides a landscaped edge that mitigates potential reverse sensitivity issues between the different land use activities.

The proposed landscape strip compliments the existing landscaping along the Rolleston Drive frontage within Precinct 2.

NOTE: Landscape Plans should be provided with building consent documents showing how the development complies with Rule 16.1.6.

8 RELEVANT DISTRICT PLAN PROVISIONS

Building setback

New development in Rolleston that is built within Precinct 2 shall be at least 12m off the boundary with Rolleston Park to mitigate potential reverse sensitivity issues between commercial and residential activities.

Verandas

The ODPs seek to help to achieve attractive, safe and sheltered places for pedestrians. Verandas provide shelter from the elements, as well as connecting buildings to create a continuous building line.

Other than where existing dwellings are converted to commercial uses, buildings within 3m of a road boundary or other public space shall be provided with a veranda with a minimum of 3m depth that will extend along the entire frontage of buildings and which adjoin verandas on adjacent buildings. Verandas need to be setback at least 0.5m behind the kerb face. Verandas shall be provided along active commercial frontage and building lines as identified in Appendix 29C(i) and Appendix 29C(ii), and in areas where active commercial frontage and building lines are not identified, where practicable.

Fencing

Fencing is limited to a maximum fence height of 1m along the front façade to allow for passive surveillance and to achieve active frontage.

3 MOVEMENT

Pedestrian routes

The Rolleston ODP identifies the location and direction of some strategic pedestrian routes. Pedestrian routes are placed to follow site lines and connect precinct areas.

Within Precinct 1 three pedestrian connections run North/south between public car parking areas, the Rolleston Recreation Reserve and Rolleston Drive. Precinct 2 shows one pedestrian connection that runs North/south through existing public car parking areas and connects McCauley Street with Masefield Drive. One East-West route provides a pedestrian connection within Precinct 1 and Rolleston Drive. In Precinct 2 a pedestrian/cycleway route follows along the residential boundary with Rolleston Park providing a link between Rolleston Drive and the proposed Moore Street extension. For safety reasons these routes need to be separated from moving traffic. This could be achieved by having a different type of pavement to the surrounding area. Accompanying landscaping adjoins pedestrian routes where practical.

Please refer to Appendix 37 and Area 7 for some strategic pedestrian routes within Lincoln precinct area 1.



Artists impression of pedestrian route within town centre

