



Lincoln Town Centre Plan

Summary of feedback

Following Public Consultation: March 2015

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Introduction

This report is a summary of the submissions received on the Draft Lincoln Town Centre Plan (hereafter the 'LTCP'). It also contains a staff response and recommendations to the comments received.

The report is organised under the following headings:

1. Contents of the Draft Lincoln Town Centre Plan
2. Public Consultation
3. Methodology
4. Overall result of public consultation
5. Overview of submitter response
6. Presentation of information
7. Analysis of submissions by topic
8. Other comments on the Draft Lincoln Town Centre Plan
9. Summary Actions Recommended
10. Attachment: LTCP summary document and feedback form

1. Contents of the Draft Lincoln Town Centre Plan

The Draft Plan was designed around five key ideas or themes.

1. Active commercial frontage
2. Public spaces
3. Moving
4. Car Parking
5. Street Design

The feedback form asked a series of questions relating to the first four themes to generate feedback from the Lincoln community. The feedback form also sought feedback on the proposed "Wayfinder" concept for navigating around the town centre and which project should have the highest priority for implementation.

The Draft LTCP included information about the implementation (i.e. project staging), and the costs for individual projects. The following time frames have been considered:

- Short term – 1-3 years
- Medium term – 4-7 years
- Long term – 7 years +

The Draft LTCP suggested that actions/projects could move forward or back within these time periods with the development order depending on demand, feedback from the community and funding. A number of other key trigger points that will influence the timing of projects are:

- The extent and nature of private developments
- The timing of business development within the KAC
- Transport changes and/or improvements
- Infrastructure provision
- Car parking supply and demand

2. Public Consultation process

Consultation took place in the form of press releases, advertising in Council Call, the Lincoln Community Newsletter, Selwyn Times and Central Canterbury News, posters in the library and events centre and three events: an evening and day time drop-in session and a separate meeting with the business owners of Gerald Street. Public feedback was invited and intended to refine the document and reported to Council in writing.

Council has followed a comprehensive consultation/communication strategy including:

| What? | Where? | When? |
|------------------------|---------------------------|---------------------------------|
| Article | Council Call | 27/28 October 2015 |
| Reminder advertisement | Council Call | 3/4, 10/11, 17/18 November 2015 |
| Banner | SDC website | 15 November 2015 |
| Post | Facebook- SDC | 12, 20 November 2015 |
| Post | Facebook- Envirotown | 6, 16 November 2015 |
| Post | Facebook- Cycling in Chch | 15 November 2015 |
| Article | Central Canterbury News | 11 November 2015 |
| Article | Selwyn Times | 3,10,17 November 2015 |
| Article | Lincoln Community News | November |

In addition to the advertisements, a poster was developed and distributed to the Lincoln businesses within Gerald Street, as well as displayed at the Council headquarters, the Lincoln library and the Lincoln community centre.

A shorter 'summary brochure' including a feedback form was prepared and distributed to the letter boxes of approximately 1600 households within Lincoln. Copies were also distributed in person to businesses along Gerald Street and made available at the Council Headquarters, Lincoln library and Community Centre. A copy of the [Draft Lincoln Town Centre summary document](#) including the feedback form is attached at the back of this document (Attachment 1).

The opportunity for business owners and the public to find out more about the proposed plan was provided via three well attended forums, held at the Lincoln Event Centre, Meijer Drive. The forums were initially thought to be drop-in sessions with a short presentation. However, on the day the demand for a more in-depth explanation from council staff was required. Council staff from different departments and disciplines, as well as Councillors assisted during the forums signalling to the attendees that their wishes and concerns were heard and addressed.

A business forum, held on the 4th November 2015 at Lincoln Event Centre had 42 participants, with the majority of it in support of the proposed plan.

A public forum, held on the 16th November 2015 at Lincoln Event Centre had over 41 participants, with the majority of it in support of the proposed plan.

A public forum, held on the 21th November 2015 at Lincoln Event Centre had 14 participants, with the majority of it in support of the proposed plan.

Letters to the stakeholders, including adjacent Crown Research Institute (CRI) members, NZTA and the local Rūnanga, were sent and a submission on the plan by follow-up phone calls encouraged.

A meeting with Environment Canterbury was held in December to address possible solution options for a formal Park and Ride and views on the current bus route and bus stops. Ongoing input from Lincoln University representatives is helping Council to determine better cycling and walking connections and cycle use. A meeting was held with private landowners on the implications of a proposed bus stops within the Transitional Living Zone. Representatives from the CRI's met with Council to discuss the progress of the Lincoln Hub proposal and measures that would need to be rectified by bringing traffic management measures within the Retail Core West area forward.

It is expected that there will be ongoing meetings with stakeholders and private landowners, as the project progresses and more input from affected parties is required.

An article in the Selwyn Times in December was focussing on a business owners concern to remove car parks from Gerald Street with readers responding to the issue in the following issue.

3. Methodology

The online and hard copy feedback form consisted of eight questions. A preliminary question asked if the submitter generally supported the LTCP. This was important to get a general gauge for the Draft Plan. The following five questions were asking for more specific feedback on the five identified themes of the LTCP. The next question asked which of the proposed projects should have the highest priority. The last question gave people the opportunity to provide comments on all other aspects of the LTCP.

The majority of people answered all questions and using the provided space on the form. Some submitters added additional pages. Council was impressed with the level of detail in the submissions and the effort that was taken to provide valuable feedback.

All feedback responses were entered into a summary table, which listed each of the question topics and determined how many people answered each question and of those answered if the individual theme was supported or not. The table also listed priority points of the submissions, the main points supported and the main points of concern in order to convey the nature and range of comments put forward about the Draft LTCP.

Not all submitters responded to all of the feedback form questions. The percentages shown throughout this document are based on those submitters that responded to the question.

4. Overall result of public consultation

In total 78 written responses on the LTCP were made. 28 were made using the Council's online feedback form, 25 responded via e-mail and 25 were made via the posted version of the feedback form.

It is evident from submission responses that the summary brochure was used by many submitters to inform their comments on the Draft Lincoln Town Centre Plan, and the full project explanations or rationale may not have been as well understood by those submitters without having a look at the full Draft LTCP and supporting documents that were made available online. One submitter admitted this and handed in a second submission after being made aware of the available information and also after attending one of the forums where some of his concerns could be addressed.

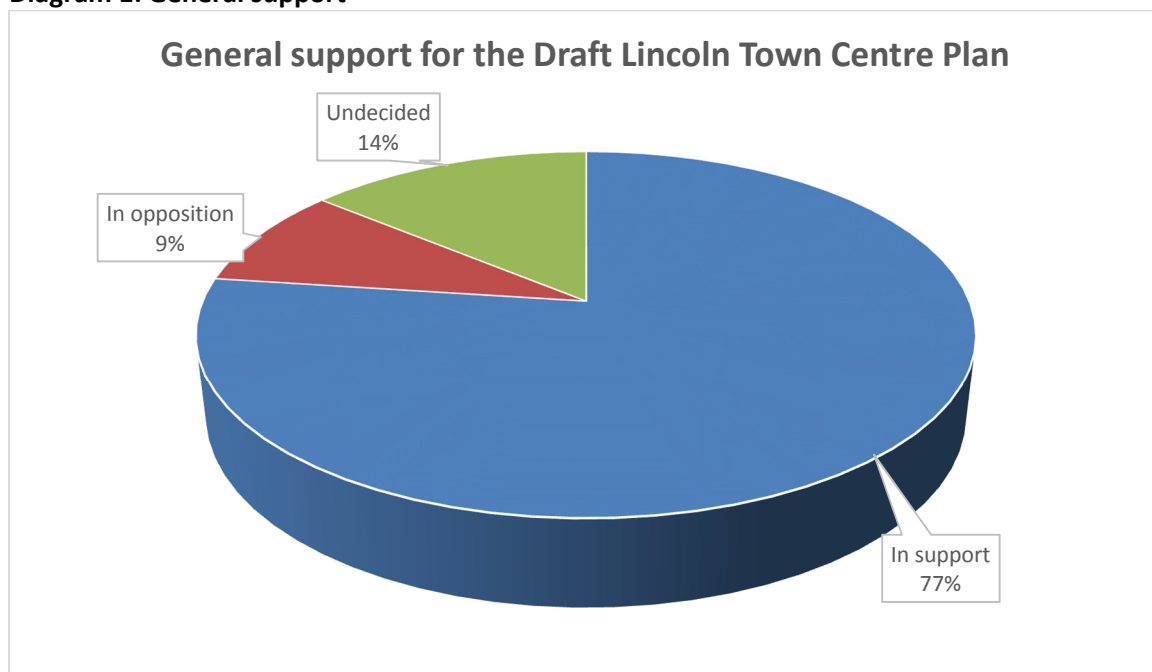
The feedback form did not ask the question if people wanted to be heard at a hearing, as at this point there wasn't the intention to hold a hearing. Since then Council has decided that a hearing under the LGA is to be held to allow people to speak in front of a panel. A letter to this effect was sent to all submitters in December.

5. Overview of submitter response

The majority of submitters responded with yes when asked if they generally support the Draft Lincoln Town Centre Plan.

| Submission responses | Yes (general support) | No | No opinion |
|----------------------|------------------------|-------------|-------------|
| 78 | 60 (77%) | 7 (8.9%) | 11 (14%) |

Diagram 1: General support



Several submitters acknowledge the work that has gone into the Plan, as illustrated by these comments:

- "Awesome" "This is great- just what we need!"
- "Presentation of the plan by the Council with its implementation options is to be applauded..."
- "Thank you to SDC staff and councillors for preparing such as visionary plan for Lincoln Township..."
- "I think the plan is well thought through and implementing it will great appeal and safety to the street"
- "What a wonderful chance Lincoln has to be a place where people will not have to dodge cars. A town with a centre!"
- "It is a very positive plan, which includes improvements many people have been hoping for"
- " Thanks for inviting comments on your hard work"

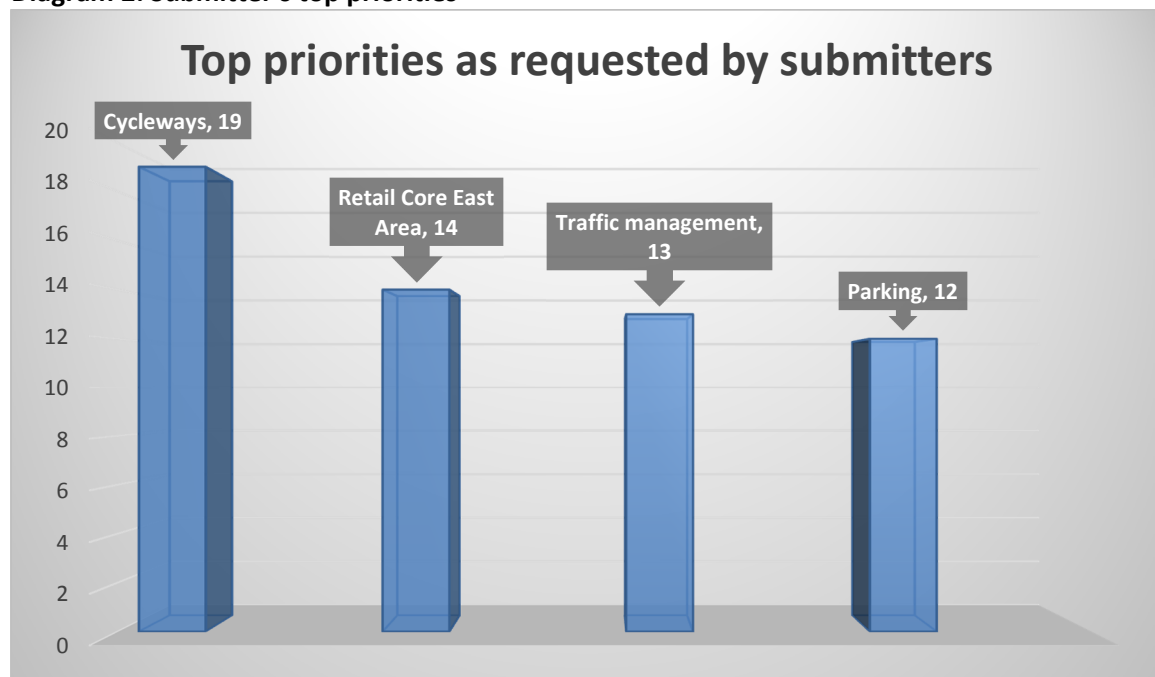
- *"I write to congratulate SDC...I was very impressed to see the sound planning principles and foresight that have governed preparation of this document. It fits very well with Lincoln's identity as NZ's first Envirotown."*

Some submitters had the opposing view of the Draft Lincoln Town Centre plan:

- *"Lincoln Town Centre will definitely loose its village appeal"*
- *"We live in a wold of motor vehicles- cater for them"*
- *"Your designs appear not to go far enough- they appear to be cosmetic and more of a patch job"*
- *"Plan seems more concerned with cycle ways than the (heavy) traffic coming through"*
- *"Council rates are all going up. How much more to pay for the Town Centre Plan?"*
- *"This plan can be described as a 'dumb-bell' plan due to its shape. It's also plain dumb."*
- *"The title is miss-leading, the plan is simply advocating for the redevelopment of Gerald Street...there is no protection for the historic town centre..."*

When submitters were asked which of the proposed town centre projects do you think should be the highest priority, the following where reoccurring themes:

Diagram 2: Submitter's top priorities



Below is a sample of responses given by submitters to the question "Which of the proposed town centre projects do you think should be the highest priority?"

- *"The provision of dedicated cycle lanes and initiatives to encourage pedestrian travel are the most urgent..." "Safe cycle ways and slowing or removing cars"*
- *"Project Gerald Street with the proposed re-design of the existing buildings for active frontage..." "Retail Core East- it is the heart of the town and if you don't fix this the centre will shift West"*
- *"Street Plaza"- The Gerald Street upgrade should be brought forward and completed within 7 years."*

- *"The highest priority has to be traffic/ safety. " Top priority should be to limit traffic flow on Gerald Street by setting and enforcing a speed limit of 30-40km/h." "Traffic control/management". " Improving control of Jones/Edward/Gerald Street intersection"*
- *"Market square car parking in and around medical centre; remarking car parks..."Car parking"*
" Develop a parking precincts on West Belt, Lyttelton and Maurice Streets and establish 'communal car parking'

The following reoccurring themes were stated by submitters:

- *Traffic effects, reduced speed limit to 30-40km/h, potential rat-runs (North and West-Belt)*
- *Removal of Chinese takeaway*
- *Creating informal north and south bypass routes*
- *Official Park& Ride*
- *Landscaping and use of (native) planting*
- *Linking cycle ways with other cycle lanes in Lincoln and rail trail in particular*
- *Timing of proposed projects*
- *Costs*
- *Extend of town centre (part of LURP process)*

Below is a sample of responses listed in categories given by submitters to the question "If you have any feedback on other aspects of the Draft Lincoln Town Centre Plan":

Transport/Movement:

- *"There must be planning to get heavy traffic out of Gerald Street"*
- *" Try to connect with the University and what will be the 'hub'- it's so important"*
- *"West Belt has a spreading traffic problem..."*
- *"Only concern is the proposed lag with regards to providing safe separation of traffic for the transitional precinct."*
- *"It is essential that...the Parish access/egress points are protected in the future..."*
- *"It is essential that steps are taken to ensure that North and West Belts is a less optimal route than the town centre to avoid rat runs..."*
- *"When traffic lights are installed at Vernon/Drive could we have a box junction at the top of Marion Place so that both Landcare and residents can get out...?"*
- *"Would like to see the traffic flow impaired along Gerald Street so getting onto it is easier at peak times..."*
- *"It would be great to formalise some Park& Ride areas in Lincoln."*
- *" The establishment of pedestrian routes between different residential subdivisions greatly assists walking through the town away from the main road.*
- *"Council should consider introducing car parking charges to discourage unnecessary car use."*

Character/Design:

- *"Please... avoid installing traffic lights...it will ruin the village type atmosphere of the town.*
- *"The first thing you see when coming from the eastern end is the Chinese takeaway building... it detracts from the town's character, and...aesthetics of the village scape."*
- *..." All these proposed changes would encourage me to live here in the future..."*
- *"SDC and Lincoln are to be congratulated on this-it's such a cool town and long may its planning keep it that way...keep our village a village."*
- *"Protect the rural ambience at all costs..."*
- *"There should be restrictions on the design/type of buildings allowed to be built in the centre- encourage more appropriate and architecturally sympathetic building styles to fit in with the community's vision ..."*

Landscaping:

- *"It is essential that native flora continues to be the default position." "The selection of trees for Lincoln Centre must be driven by ecological criteria..."*
- *"The banks along the Liffey are under-utilised for café's and public areas..."*

Wayfinder:

- *"Art Gallery is a natural inquiry point, especially for visitors to Lincoln...each wayfinder should have a complete map..."*
- *"Expand the already existing historic walk with way finder..." "I would be interested in being part of any committee set up for these projects"*

Skate Park:

- *"Use large space around old country club for a skate park."*
- *"Rather than a skate park a youth facility would be more beneficial"*
- *"...Not supportive of a skate park next to the police station- use the site as a prime high value section to meet the costs of the town centre redevelopment."*

Transitional Living Precinct:

- *"We would prefer if the transitional living precinct is left until the East precinct is completed."*
- *"Very concerned about property owners in the Transitional area..."*
- *"We are concerned about the proposed bus stop in front of our house..."*
- *"Please consider extending the transitional living zone to include numbers 20, 22 and 24 West Belt so that commercial activity is easier to achieve."*

Costs and process:

- *"Will it be resident's responsibility to shoulder the cost of previous council planning shortcomings?"*
- *"This project is a great imitative, but I feel there are some areas that restrict the potential success of the project, including time frames, traffic redirection, distinct identity and opening of too much business land..."*
- *"The wider district planning process must therefore integrate with the town centre plan."*

Recommendations on improvements that could be made to the Draft Lincoln Town Centre Plan or further work that should be conducted before the LTCP is finalised are contained in Section 7 and 8 of this report.

6. Presentation of information

The next section of this report presents a summary of submissions received on each of the five themes. The submissions on general support, which project should be prioritised and other aspects on the proposed LTCP has been addressed under section five above. The following information is typically provided for each project:

- The project/theme name
- A brief description and rationale
- Submission responses (numerical and graphical data)
- Summary of the main points from the comments
- Staff comments on points raised
- Staff recommendations

7. Analysis of submissions by projects or topic

Theme 1: Active commercial frontage

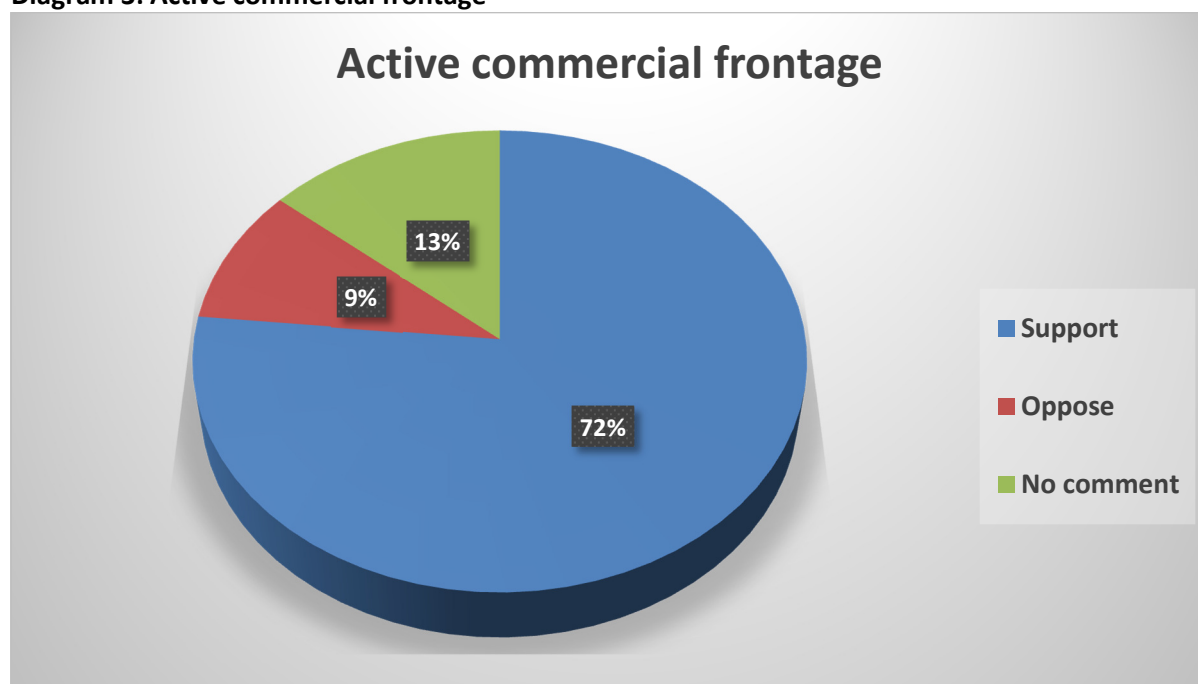
Theme description from the Draft Town Centre Plan

Promoting 'Active Commercial Frontage' with buildings placed to the edge of the footpath and glass doors and windows facing the street. Building facades being the dominating feature, with car parking to the rear or side. This design helps to create visual interest and supports a lively street scene for resident and visitors.

Results from Consultation

| Submission Responses | Support | Oppose | No comment |
|----------------------|-----------|---------|------------|
| 63 | 56 72% | 7 9% | 10 13% |

Diagram 3: Active commercial frontage



Example of comments / issues raised by submitters in regards to "Active Frontages":

- "I support the concept ...to continue the plaza effect along all commercial street frontage."
- "This is important because it sets the character of the place..."
- "Having parking at the rear will allow for more parks and will be a lot safer for residents and visitors."
- " This is preferable from an active transport perspective"
- "... Get cars away from the street...make it people-friendly."
- "I believe this should be a consideration not a requirement..."

- *“Urban Design elements based largely from international high density examples are not relevant to the village of Lincoln contrary to good economic sense.”*
- *“Bringing business frontages will make area more claustrophobic.”*
- *“I think straight row of boring glass shop fronts should be avoided.”*
- *“Variety and interest needed with room for cafes etc. spread onto the street...”*
- *“I think it will make shops more inviting and easier and safer to access for pedestrians.”*
- *“...as long as there are enough short cuts to walk to the shops the plan should work well...”*

Staff Comments:

The concept of ‘Active commercial frontage’ was introduced during Plan Change 29, which amended the rules and assessment matters for small and large scale development within business zones in the District Plan. The ‘commercial design guide’, which won a NZPI ‘best practise award’ award in 2012 was developed as a supporting document to this plan change. The guide explains how active frontage can be created by frequent entrances, windows and well- articulated facades along at least two thirds of elevations that are along public spaces (e.g. streets). The concept of active commercial frontage should be applied to the front of buildings, with some active frontage being able to be created alongside elevations. One of the major benefits of active frontage is that it helps to connect the activities that are happening inside a building with the adjacent public area, thereby achieving passive surveillance and added perceived safety. This is in keeping with the national CPED guidelines. The Draft LTC includes areas of business zoned land, hence it was considered relevant to include the concept within this proposal.

Below is the text explaining the concept (part A, pg. 12ff.of the Draft LTC Plan).

“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.’”

The Draft LTC Plan identifies within three diagrams where buildings should be placed along building lines and where active frontage is expected within each of the three precincts, this is in keeping with LURP Action 27 and its Outline Development Plans. At least 75% of any new building stock is required to be placed along identified building lines to encourage a clear back and front of house. This subsequently supports the principle of active frontage. Active frontage will be generally expected along new buildings along Gerald Street and some side streets that are part of the town centre.

The new extent of the town centre was identified as part of the Land Use Recovery Plan’s (LURPs) Action 27. This LURP was released in 2013 to help with earthquake recovery and determined for Lincoln and resulted in extending the current town centre.

Comments have been received supporting the intent of what the Draft LTC was seeking to achieve: ***to create an attractive streetscene and improve pedestrian safety to, along and across Gerald Street.***

However a number of comments received expressed concerns about the practicality aspect depending on the type of new development occurring. In addition, other comments raised issues of elderly or people with disabilities and how this was factored into the planning of the Plan. One submitter was concerned with active frontage affecting the change in village character and that ‘drawing buildings closer’ will increase visual and social tensions.

As outlined this theme only applies to new development or if existing buildings are modified or re-built for commercial purposes. It is ultimately up to the developer to provide a site layout that allows

access to any new shops in a sufficient way. The Draft LTCP sees off street pedestrian routes developed as 'laneways' between car park and entrances, as shown in Diagram 2A, as important measures to promote short-ways and safety. Ideally further active frontage and visual entrance would be created along these 'laneways'. The plan seeks to encourage the concept of parking and then walking to different destinations within the town centre, rather than driving from shop to shop. The identification of communal car parking areas as part of a parking search route are part of this concept and Council is already in conversation with landowners to see this come to fruition.

In terms of the impact of active frontage on the character of the informal Lincoln 'village' character, while there is the desire to retain character, it is also obvious from how Lincoln has grown that Lincoln has evolved from a village into a town. Therefore moving parking away from the roadside to dedicated areas can be seen as a natural progression of this process. Subsequently the available space will be re-allocated to help the town to become more pedestrian friendly. Lincoln has only limited ability for re-build and this process will take some time, especially in the Transitional Living Precinct, hence the actual appearance of active commercial frontage will gradually occur over time and blend in with the established more setback built form.

In terms of other identified issues with this proposal, I would like to make the following points:

- 'Active Commercial Frontage' will only apply to new or amended buildings that together with existing built form will help to retain a 'blended' street layout of old and new;
- 'Active commercial frontage' is proposed for commercial and business development within the town centre only;
- The current section layout and zoning of Lincolns town centre will ensure that fine-grain development will be favoured and big box retail to occur elsewhere; therefore contributing to an attractive streetscene for pedestrians;
- Public areas, where the most amount of foot traffic will occur, will benefit from Active Frontage and added passive surveillance; and
- Proposed frontages are able to be individualised by private initiative including shops and premises that are made distinct planting, landscaping.

Project Team Recommendations

- **It is recommend that "Active commercial frontage" should remain within the Town Centre for new or altered building development proposals**
- **Active commercial frontage also needs to be applied to corner sections and to laneways that connect to car parking areas in second row**

Theme 2: Developing public spaces

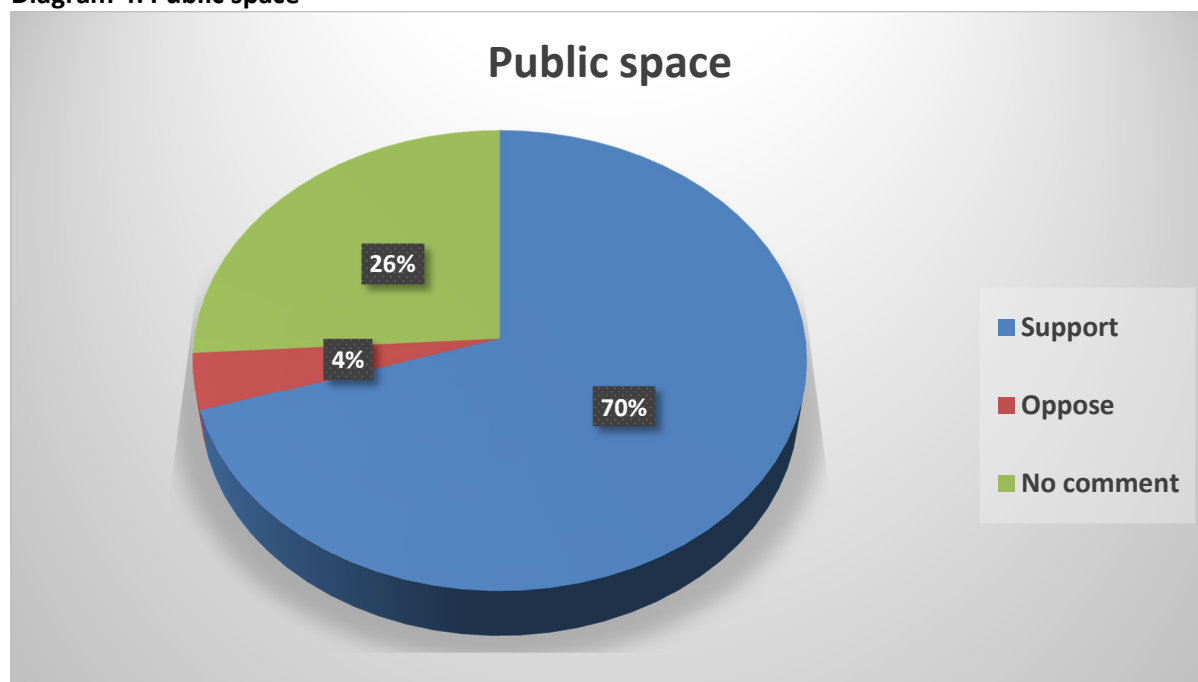
Theme description from the Draft Town Centre Plan.

The plan anticipates that Lincoln will have a series of well-connected public spaces. The creation of a 'Gerald Street Plaza', on the sunny side of Gerald Street, will most likely have the greatest impact for the town centre. The amended street corridor along Gerald Street will allow for more space for public life, including outdoor activities/seating/ social interaction. Reduced speed limits and more pedestrian crossings will make it easier for people to shop on both sides of the road. All proposed measures are aimed to create people oriented space that is visually appealing and will increase the vitality of the township. Other measures, such as changing the appearance of the Chinese takeaway, are more cosmetic in nature and depend on private cooperation.

Results from Consultation

| Submission Responses | Support | Oppose | No comment |
|----------------------|-----------|---------|------------|
| 58 | 55 70% | 3 4% | 20 26% |

Diagram 4: Public space



Example of comments / issues raised by submitters in regards to "Public space":

- "Currently the Liffey is cut off from the ...township and needs to be better integrated;... ensure the connectivity between the Gerald Street Plaza and the Liffey ..."
- "Improved walkway entrance to Liffey Reserve..."
- "The main street still needs to focus and act as a logistical feeder for retailers..."
- "Use the hotel and re-designed Chinese Take-Away to define the entrance to the main town centre"
- "Seating (shelter from sun/rain), bike racks, trees, improved ...signage opportunity for outdoor café style atmosphere"; spaces with benches and appropriate shading through shade sails or trees"
- "I'd like to see more colour and resting places"
- "Children's playgrounds to cater for 1-5...6-10 year old, and skatepark...all should be visible from the street to avoid misuse."
- "Te Taumutu Rūnanga would like the incorporation of mana whenua values and connection in both concept and design of a space"
- "As many trees as possible"; "Trees are a critical feature both for protection from the wind, but also shade, visual and psychological benefits: Make Lincoln a special town in Selwyn with our very own special Canterbury native plants in the centre"
- "It is important that natives are planted in these public spaces ...which will link with the Te Whariki subdivision. "Native flora only. The default position must be native plants and native plant communities."

- *“ Make all public spaces smoke free”*
- *“Your designs don’t appear to go far enough- they appear to be cosmetic and more of a patch job. The full depth of the East Precinct needs to be used”*
- *“The plaza environment will be achieved with slower vehicle traffic, extra pedestrian crossings, building setback from the road and landscaping and seating.” Extend it as far as Maurice/:Lyttelton Street*
- *“The areas should be well lit at night.”*
- *“Reduce the speed limit to 40km/h”.*
- *“ Maybe an item from our history or local information kiosk”*
- *“I’d like to see good signage telling people which direction to go for this and that”*

Staff Comments:

Within a town centre there need to be public space that is people- oriented, has a high amenity and allows for activity. Each centre needs a hierarchy of spaces for different uses. New development should be designed with on-site space which connects with the surrounding area and its attractions.

Public spaces play an important part in the social and economic life of communities. Among other benefits they support a community by encouraging social interactions and providing space for people to meet, play or youth ‘to hang out’ and are generally supporting the town centre to be a highly attractive and lively part of town. The use of a public space varies depending on what is ‘on offer’ and what time of the day it is- it also varies with the seasons. How well a public space works does not only depend on its design, but largely on how well people are adopting, using and managing the place.

The Draft LTC Plan suggests numerous projects that involve public space. Some suggestions are of a cosmetic nature while others are a fundamental change of how the street corridor of Gerald Street is going to be used in the future. Examples of typically formal public spaces are squares, plazas or pedestrian parades, informal examples include nooks and corners or any ‘left over space’, such as the corners of car parks. Ideally public spaces are people-oriented with high amenity and space for activity, not just movement. The non-statutory SDC Commercial Design guide explains and illustrate public spaces.

In urban planning a public space is defined as:

“Open space that is accessible to people.”

The proposed plan introduces the idea of interconnected public spaces that will fulfil different functions within the town centre. With the increase use of online-shopping and major retail offers within easy driving distance of Lincoln, it is important to acknowledge the reasons for people to visit the Lincoln town centre has changed and that there is a real need for Lincoln to broaden its appeal, if it is to retain its function.

There are several challenges associated with this approach:

- a) the ability to successfully link existing and proposed formal and informal public spaces,
- b) funding for new public spaces- the re-configuration of Gerald Street is a major project that requires various funding channels and general agreement from the public
- c) Timing: before any change to Gerald Street can occur the following measures need to be implemented first:

1. Car parking precincts and/or a communal car park;
2. Car-parking search route and signage; and
3. Official Park and Ride location identified.

d) Implications of change of historic use e.g. “Central” square used as medical centre car park and the car park next to Famous Grouse used for informal Park and Ride.

Lincoln has already successfully implemented public spaces with the “Lincoln Green” and the “Meyenberg Square”. These spaces surrounding the library are well utilised with a number of seasonal and regular activities.

The proposed Draft LTCP seeks to expand from these successful examples of public space and add new formal and informal spaces along Gerald Street. The creation of a “Gerald Street plaza” increases space for pedestrian activity and will include street furniture, art and landscaping to increase the amenity and add a sense of place to the ‘heart of town’. The re-allocation of space within the 20m street corridor will create more space for non-motorised transport and people on foot. Apart from the two remaining zebra crossings a pedestrian crossing island is proposed opposite “Meyenberg square”. This, among other traffic management measures such as a speed reduction to 30km/h, will support pedestrian safety and will allow to connect pedestrian flow between both sides of Gerald Street and public spaces either side. The area identified as “Central Square” is another potential ‘gem’ along the ribbon of Gerald Street that needs to be identified and developed as pedestrian oriented public space. Particularly given its prominent location at the ‘entrance’ to the town centre, it could be given a ‘make-over’ as a square or have alternative land-uses considered in the short-medium term. Any change in the current use as the car park has to be coordinated with the adjacent Medical Centre. Should privately owned development occur on Kildare terrace it should be noted to address the Liffey Reserve.

Artist’s illustrations show what Gerald Street could look like if suggested changes were made (see Part A, 1.5.2 Element 2, LTC Plan)

The majority of comments received have been supporting the intent of what the Draft LTC was seeking to achieve: ***to support the creation of different public spaces within the town centre that are pedestrian-oriented and vibrant places to be.***

A number of comments received expressed concerns about the lack of integration with existing public spaces, such as links to the Liffey reserve and the University. In addition, comments were made about the lack of encouragement for the use of native plant species used within the town centre concept, while others saw the ‘oak’ as the tree of Lincoln and that this concept should be extended. In this context it was also raised that consultation with mana whenua on significance and history of spaces need to be considered. Overall a street-design was requested that it is well-lit, had plenty of seating and shading options and that trees and plantings would be used as part of the streetscape design. One submitter suggested provisions for children of various ages within view of public spaces/ in the town centre.

The Draft LTCP proposed the framework of a ‘Gerald Street public space’ that has addressed the request for more pedestrian friendly space in the town centre by creating wider footpaths in front of shops on the southern side of Gerald Street and gaining extra pedestrian space via undergrounding of power poles within the footpath. The proposal allows for further beautification/detailing measures including paving, landscaping, seating, shading, signage, art and lighting. Different views as to whether exotic or native trees of planting should be promoted have been received. Council recognises the importance of selecting native plant species to support ecological principles and enhance biodiversity, but needs to also consider other functional, aesthetic or environmental criteria when selecting

appropriate tree species within public space and streetscapes. For example, good tree species selection needs to:

- strengthen local character and create sense of place;
- give coherence and structure;
- reinforce the hierarchy and purpose of streets and civic space;
- be relational to the scale of streets and buildings, and mediate between the scale of the built environment and that of pedestrians;
- improve environmental comfort by mitigating climatic extremes (e.g. provide shade in summer and allow sunlight in winter);
- increase species and age diversity;
- have attractive qualities such as foliage and / or bark;
- not cause allergenic reactions or other health issues;
- require relatively low maintenance input;
- retain good form and be of good growth habit and longevity; and
- be suitable to local climate and tolerant of modified environments (e.g. altered soils and drainage patterns, restricted root zones).

The use of native species as street trees is limited, particularly where a tree of significant size is required to give hierarchy to a main street and balance to the built form. It is recommended that a mix of both native and exotic species be used within the Lincoln Town Centre, with careful design, to perform a variety of roles and best meet the above desired criteria.

Once confirmation of timing and funding is confirmed, a detailed scheme plan will be developed to determine further details, such as material, colour and type of structures/ and also the type and location for trees and planting as well as appropriate stormwater treatment systems. It is considered appropriate that at this point input from the local Rūnanga will be sought to identify ways to incorporate tangata whenua values into the design. The plan encourages private effort so upgrade the streetscene or shop fronts, such as the idea of colourful hanging baskets which has been raised by the community committee and which would positively contribute to the township character.

One submission from Smokefree Canterbury seeks to have all public areas within Lincoln smoke free. SDC's existing policy says that our public outdoor spaces are to be smoke free. At the moment the policy is prioritising playgrounds, parks and sport grounds that are high use (there are signs up already in the Liffey domain and other playgrounds). Extending this approach to new defined formal public places, such as the 'Central Square' could be achieved by putting up appropriate signage. Due to the elongated nature and uncontained character achieving a successful outcome along the 'Gerald Street plaza' would be a lot harder and at this point wouldn't fit with the policy.

The Chinese takeaway building at the Eastern end of the township has been a controversial discussion point for years and the request for its removal has again been on many submissions received through the town centre plan consultation process. Council has tried in the past to get into dialogue with the owner and will attempt to do so again to look into purchasing the building. However as the building is private property and if it is not for sale it is up to the owner's good will to make a change for the better.

The car park adjacent to the Famous Grouse Restaurant and Bar at the Eastern end of the township has been a controversial discussion point throughout public forums. On the one hand the Council owned land is a well-utilised (see parking survey) car park and unofficial park and ride park next to the bus stop into Christchurch. On the other hand its location at the entrance to town makes it extremely valuable for commercial development. Council is currently in correspondence with various parties to

find a new 'official' park and ride location and to establish new car parking areas in second row. Until such time it will remain in its current location.

The car parking area in front of the Medical Centre is part of Council road reserve and not in private ownership as it might be suggested. It is a well-used parking space and has been servicing the medical centre and adjacent shops. Again there are no imminent plans for this site, but should there be a change to the medical centre this would open up development potential at the gateway to the centre. Part of any redevelopment could look at better addressing the Liffey reserve and orientating buildings towards the road frontages of Kildare Terrace and Gerald Street.

The Liffey Reserve, which forms the natural boundary to the town centre to the East is a great asset to Lincoln. Council acknowledges this potential and suggests ways to incorporate the reserve in the design of the Town Centre Plan. Presently, Council has a maintenance plan for the Liffey Reserve, which provides some scope to ensure access / walkways are marked, kept clear etc. The entrance way off Kildare Terrace could be more defined and marked better. Additional signage could be looked at as part of our wider reserves signage or as part of the Wayfinder theme.

Current informal car parking on the grass berm could be formalised as dedicated Liffey Reserve car parks. In terms of buildings along the Liffey, there is future potential that if and when new development occurs that buildings could face the reserve and utilise the 'green outlook'.

The proposal seeks to strengthen the pedestrian connectivity between both sides of Gerald Street and public spaces within the town centre. This is largely created within pedestrian orientated/only space, such as footpaths, walkways and squares.

Changing the layout of Gerald Street as a public space will have the biggest impact on the town centre. Because of the nature of the project it needs to be done in one 'go' as retrofitting of individual components (e.g. doing undergrounding later) would increase costs and timeframes. In view of the significance and benefits for the town centre, I recommend the Gerald Street plaza project be brought forward and to be implemented within a medium term timeframe.

In terms of other identified issues with this proposal, I would like to make the following points:

- 'Establishing good connections between rear-car parking and Gerald Street is paramount for providing parking services that are readily accessible-; parking areas need to be established before car parking is removed from the front of buildings;
- The opportunity to utilise gained space for more outdoor seating, landscaping and areas for pedestrians in general will enhance the town centre;
- Identify suitable locations and ways to cater for cycle parking stands throughout the town centre;
- Additional Pedestrian Crossings/pedestrian islands are proposed at strategic locations to allow for better and safer crossings main benefits improvement of overall walkability and enhanced pedestrian safety;
- Further work will also consider suitable beautification elements including landscaping and street furniture to create a 'main street' environment; and
- Dialogue to be re-started with owner of Chinese takeaway owner and the possibility explored to purchase the building or encourage changes to its façade

Project Team Recommendations

- Consider the creation of the 'Gerald Street public plaza' to be brought forward as a medium term project in conjunction with upgrade/re-design of Retail Core East Precinct
- Direct potential land developers to the Property and commercial team within Council;
- Encourage collaborations with landowners to discuss joint (business)development/ car parking solutions
- Incorporate views and values of Tangata Whenua during detailed work schedule

Theme 3: Moving

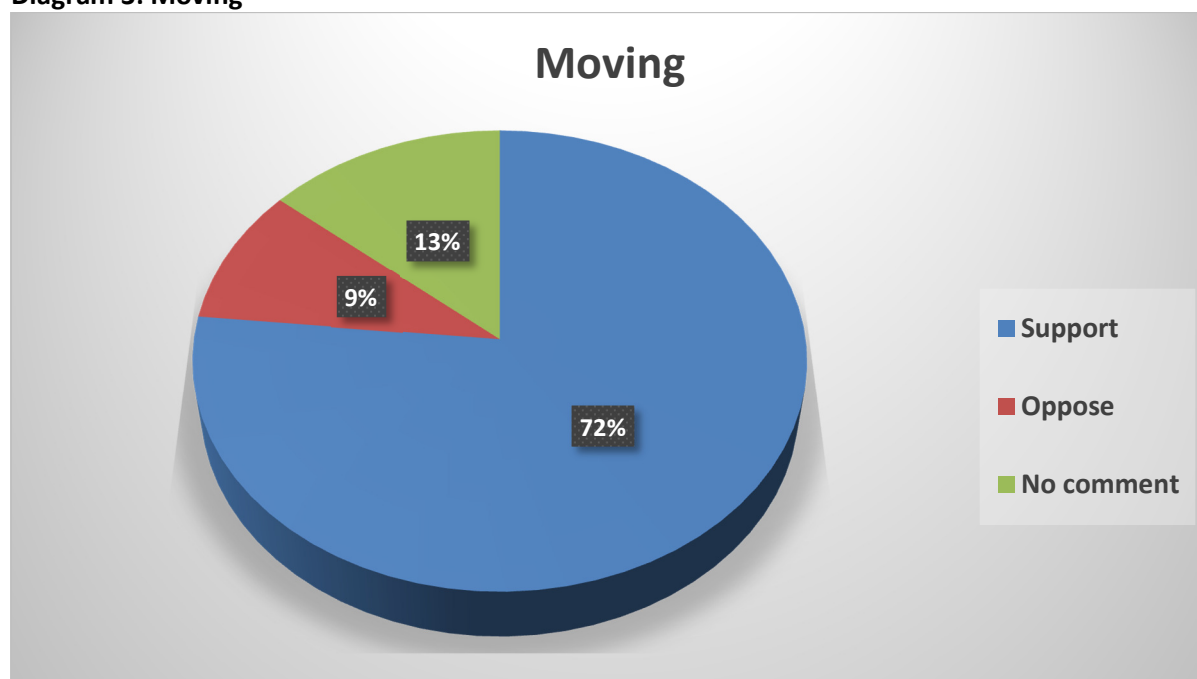
Theme description from the Draft Town Centre Plan.

The theme 'moving' within the LTCP encompasses the various modes of transport, such as walking, cycling, driving and utilising public transport within the town centre. Broadly speaking this also includes the non- motorised transport options of youth, such as scooters and skateboards. Gerald Street is the main transport route throughout the centre and its 20m legal width is largely used for the purpose of accommodating motorised vehicles getting through town. In light of a formal bypass for Lincoln now being unachievable in the foreseeable future, Gerald's Street's arterial status needs to remain; this brings a challenge as the proposal sees movement of non-motorised transport as at least equally important to other transport modes within the town centre. The proposed re-allocation of Gerald Street seeks to change its character from a through route to that of a 'character street' that caters for all transport modes, with particular emphasis on providing legible pedestrian routes and crossing points across. The proposed design will help to create a town centre that provides a safer environment for cyclists and pedestrians to get around.

Results from Consultation

| Submission Responses | Support | Oppose | No comment |
|----------------------|-----------|---------|------------|
| 63 | 56 72% | 7 9% | 7 19% |

Diagram 3: Moving



Example of comments / issues raised by submitters in regards to “Moving”:

Walking/Pedestrian crossings

- *“Will there be a safe crossing from the library across Gerald Street?”*
- *“My biggest concern is the general lack of safe crossings over the main road...the visibility is terrible and this is dangerous on busy times.”*
- *“Establish raised platforms and zebra crossings opposite library and supermarket...”*
- *“Don’t direct pedestrians through privately owned car parks...”*
- *“Pedestrian access across between Ag Research and supermarket needs urgent attention and not delayed for 7 years...”*
- *“Support the unobstructed footpath by undergrounding power poles- Lincoln footpaths are diabolical for parents with pushchairs...”* *“Good idea to widen footpaths.”*
- *“Te Taumutu Runanga support the use of cycle ways, walkways and the centralising of car parking as this will provide an opportunity for encourage people to exercise...”* *It also results in the use of more sustainable transport uses.”*

Cycling

- *“I support the implementation of separate cycle ways to improve awareness and promote cycling.”* *“Cyclists need to be separated from cars.”*
- *“I think it is essential, especially since there are so many young families...”*
- *“...Encourage people to cycle rather than clutter the township with cars”*
- *“It might be safer to have a two-way cycleway on the north side of Gerald Street...”*
- *“Everything should be done to encourage walking and cycling.”* *“We need more structured parking and better cycling space.”*
- *“Separated cycle lands should continue to Lincoln Uni and the rail trail...”*
- *“Please don’t do separate cycling lanes...it’ll be hopeless for those who bike to commute at relatively fast speeds- I’d stick to road for speed and safety.”*
- *“Gerald Street needs to be made safer but I think Council will balk at the cost of separate cycle ways.”*

Transport management/bypass/roundabout/traffic lights

- *“Tancreds Road bypass to detour through traffic...”*
- *“The traffic by-pass needs to be Boundary road.”*
- *“Not enough planned for the amount of traffic coming through”*
- *“The Edward Street/James Street junction needs sorting out”*
- *“This is great ... it needs to be the first thing to be done...there also needs to be more pedestrian crossings, a speed limit of 30km/h and some ‘traffic calming’. This should include North Belt and the side streets as that might be used to avoid the centre...”*
- *“Concerned that there is not enough space for all to move...”*
- *“It is essential that the Parish access/egress points are protected with future roading layouts”*
- *“On no account should buses or vehicles interfere with cycle ways or sidewalk; “Bus stops should stay on the road...”*
- *“I am still unconvinced that traffic lights are the best at intersections with unequal flows regardless of flow volumes...”*
- *“Intersection upgrades need to be brought forward to align with the hub development.”*
- *“Plan for elderly/disabled”*
- *“Rumble strips would help in both directions.”*
- *“If design is done correctly vehicles will naturally slow down...”*
- *“The traffic lights planned do not fit with the overall vision of retaining the village feel.”*

- *“Traffic management should not be planned in isolation from the impact on other streets in the village.”*
- *“Investigate piping drain along north side of Gerald Street to widen carriageway.”*

Staff Comments:

One of the most effective measures to create a good town centre is to increase its walkability and allow people to get from one business to another conveniently. Good centres also encourage activity and provide multiple options of ‘getting around’. International and national studies confirm that the ‘walking experience’ is more important than for example the ease of finding a parking spot. In the long term towns which have upgraded their main street to accommodate more space for non-motorised transport movement, experienced positive feedback and commercial benefits. No matter how people get to the town centre, in the end everybody walks to and from their destination; it is therefore crucial to make the ‘walking experience’ as pleasant and safe as possible.

Lincoln’s vision to have a pedestrian and cycle friendly town centre environment and aims to just do that. In order to achieve the vision of the LTCP, Gerald Street’s configuration needs to change. This change requires a psychological mind-shift to what is important to Lincoln’s residents and how the resulting physical change of the road environment can help to achieve this.

The majority of comments received have been supporting the intent of what the Draft LTCP is seeking to achieve: ***to have an attractive, vibrant town centre that is easy to get around and safe for residents and visitors; in particular for pedestrians and cyclists.***

However a number of comments received expressed concerns about: the need of traffic lights, practicality of having separate cycle lanes, how they will link with the greater cycle network and how overall the new Gerald Street will ‘work’ for future traffic. Some reoccurring issues included pedestrian safety and priority of pedestrians and cyclists vs. cars in the township. In addition, suggestions were made to provide alternative bypass options by utilising the existing roading network.

Issues addressed:

SDC commissioned Abley Transportation consultants to prepare a ‘paramics’ simulation model, which is a globally used tool to simulate actual driver behaviour and interactions on a true scale road network. The model included expected household growth, commercial and business growth in order to work out future traffic demand and subsequent measures needed. In summary the model has helped to assess the effects of growth in the Lincoln Township, to assess the network capacity under future traffic demands and to help determine the infrastructure required to cope with increase in traffic. Subsequently it was determined that all the infrastructure requirements were on Gerald Street itself.

The suggested measure was traffic signals at the intersection of Gerald Street with Springs/West Belt, James and Edwards Streets. Roundabouts are not considered an appropriate solution for Gerald St for a number of reasons. Firstly the likely size for these to operate effectively means they will need private land beyond the existing road reserve for them and their approach lanes to be built on. In most situations this would not be available as the required additional land is already utilised by the property owners and is unlikely to be available for Council to purchase. Even if the land was available, this would need to be compulsorily acquired which would be expensive, time consuming and would alienate a number of property owners. Traffic signals and their supporting intersection upgrades can be accommodated within road reserve.

In addition, roundabouts are proven not to be very pedestrian or cyclist friendly in a constrained urban environment like this with only a 20m wide road reserve. This is at odds with the design philosophy for Gerald St and in particular the use of the separated cycle lanes. Traffic signals will also allow pedestrians to cross safely while the traffic lights are red and provide breaks in traffic for those wishing to cross mid-block. The series of traffic signals along Gerald St can be phased differently for different parts of the day, for instance to deal with peak morning periods.

The current layout of Gerald Street is a traditional one relating to its origins as a small rural township. This favours motorised vehicles and needs to be re-configured and a modal shift applied to develop Gerald Street from a 'thorough fare for motorists' to the township's jewel in the crown 'High Street' in support of its change into a growing urban orientated township. The LTCP places the focus on how people use and experience the town centre on foot. Naturally when walking to and from shops people will spend more time in the town centre and the plan considers changes to the environment to make mingling, meeting and socialising an even easier choice, by providing suggestions for landscaping, seating and shading details. Strategically placed pedestrian crossings opposite the New World supermarket and the library will foster pedestrian movement between either sides of Gerald Street. Upgrades of intersections along Gerald Street/James Street/ West Belt Springs Road and Vernon Drive with traffic lights will provide safe fixed crossing points. Undergrounded power lines will widen the current insufficient footpath space within the Transitional Living Precinct.

Developing physically separated cycle lanes will have the most significant effect of change and involve subsequent measures such as re-allocation of space and removal of car parks. The conceptual scheme plans that have been developed as part of the consultation process illustrate how this concept works. For example cyclists have a separate cycle route all the way through. Bus stops are on road, but with enough allowance for passing traffic. As part of the design process for the Lincoln town centre various cycling facility types were discussed (see Appendix B of the Abley Streetscape report) - main criteria and design objectives were developed. Considering the benefits and consequences the design team considered different options and chose separated lanes as the one layout that would provide the best outcome for the expected 'target audience' on the Liffey to University route. Although this concept is relatively new to New Zealand it has been used overseas and we are starting to see these being implemented in Christchurch. The 1.8m wide protected lanes proposed are the same width as the ones on Gayhurst Road and Tennyson Street. This width can be expanded to a more comfortable 2-2.2m wide cycle lane. At this point it has to be noted that further refinement of the concept and the developed scheme plans is required.

Issues raised in regards to maintenance and width have been acknowledged, however it comes down to a balancing act of finding enough appropriate space for all transport modes and this includes having enough road width for vehicles to get through. Continuing one design concept throughout the three precincts allowed for the ability to seamlessly link between the precincts and to the wider network, including the rail trail (as illustrated on sheet 9, scheme designs for or consultation). It is expected that more people of the 'interested but concerned' cyclist user type will feel confident to cycle within separated lanes and that overall cycle use will increase in Lincoln. This will also assist in linking up Rail Trail facilities to the east and opportunities to the west with the university.

The cycling lanes also provide a physical measure to merge the three precincts together and make it a safe and direct route to connect the town with the university. A proposed speed reduction to 30km/h between West Belt and the Liffey Reserve will not negatively impact on the capacity (as confirmed in Abley Streetscape report Appendix A- Selwyn transport model) but will enable easier crossing of Gerald Street and general manoeuvring in this area.

Previous strategic transport studies for the Eastern Selwyn initially identified that a southern traffic bypass of Lincoln could provide opportunities to divert through traffic away from travelling through Lincoln using Gerald St. Gerald St is an arterial road and is part of the wider network that links SH1 at Burnham and SH75 at Tai Tapu together. The feasibility of a bypass was investigated further and it was determined that to build a new section of road to the south of the town would cost around \$10 million and only divert around 3,000 vehicles a day. On this basis it is considered economically unviable, which combined with land owner opposition, was not pursued further.

Other options to use the existing roading network to the north of the township also proved to be unattractive as the diversion would be too convoluted and would not have priority across the other key arterial routes in the area. Alternative routes to using Gerald St on the perimeter of Lincoln have been raised previously. Previous Transport Studies like CRETS (Christchurch, Rolleston and Environs Transportation Study) investigated options and concluded none where that effective with the previously proposed purpose built southern bypass the best of those possible, but as proven through more specific studies, it is very expensive and not very effective.

Suggestions to use the existing roading network have also been made for some time. To the north, utilised Springs/Tancreds/Ellesmere Road and to the south Springs/Collins/Ellesmere Rd. Assuming an average speed of 70km/hr, this would take six and eight minutes respectively to traverse these routes. However as Collins Rd is not formed for approx. 1.2km and has no bridge over the L2 River, the use of this route would not be possible as it currently exists. It would take more time again to traverse priority controlled intersections to the north like along the Springs and Ellesmere arterial routes at busier times. It is considered that motorists will still prefer to travel through Lincoln than taking routes which could add another minimum approximately seven km to their journey involving narrower rural roads and negotiating intersections. Traffic modelling for the future use of the southern bypass showed even this route would only be attractive to 3000 vehicles per day compared to taking Gerald St, even being purpose designed as a more free flowing and direct bypass route compared to the others. The idea that Gerald St accommodates a large number of heavy vehicles is a misconception based on recent traffic count information, which showed that only about 5% of the current 6000 vehicles are heavy and medium commercial vehicles.

The design measures used for Gerald St employs a number of techniques to improve pedestrian and cycling experiences, whilst also making sure traffic is catered for. The use of a 30km/h slow speed through the “core” of the Town Centre between West Belt and the Liffey Reserve is the key component to improving the town centres amenity. This would be supported with different kerb alignments and thresholds, paving types and textures, pavement marking and signage. The parking precincts on the side streets in this area will have engineered transition zones to separate them from the residential areas beyond them. The conversion of the West Belt and Gerald St intersection to signals will provide breaks in through traffic while also providing formal crossing facilities – like for those other intersections along Gerald St proposed to be upgraded with traffic signals. Beyond the core, Gerald St would remain at 50km/h reflecting the need to also cater for a key transport outcomes relating to its arterial function. However Gerald would also be upgraded with an improved carriageway, signage, markings and pedestrian crossing island at key locations. As part of the undergrounding of the overhead lines the street lighting would be replaced with more efficient LED lighting to improve both safety and amenity along the full length Gerald St. Bus stops will be integrated into the design for each section of Gerald St.

In regards to comments made to West Belt being used as a ‘short-cut’. It is approx. 1.2km from Gerald St to James St utilising West Best Belt and North Terrace. The West Belt northern approach to Gerald St includes thresholding, while a right angled bend plus the Liffey “dip” and threshold provide some constraints on this route. Increases and behaviour of traffic along this route will be monitored post town centre upgrades and if necessary Council can install further controls if a problem manifests itself.

However this route actually provides a useful parallel route to Gerald St and access to the sports grounds, Community Centre and school so it would not be appropriate to unduly constrain it.

Artist's illustrations show what Gerald Street could look like if suggested changes were made (see Part A, 1.5.2 Element 2)

In terms of other identified issues with this proposal, I would like to make the following points:

- Separate cycle lanes throughout the town centre from the Liffey Reserve to University will have a transformational effect in encouraging the 'concerned but interested' cyclist and will increase cycle use in Lincoln;
- The proposed cycle layout will seamlessly connect with the wider cycling network to Prebbleton, Springston, Tai Tapu and the Rail Trail;
- More space for pedestrians with partial foot path widening and undergrounding of power lines;
- Attractive pedestrian environment and connected pedestrian routes;
- Additional Pedestrian Crossings/pedestrian islands are proposed at strategic location to allow for better and safer crossings- main benefits improvement of overall walkability and enhanced pedestrian safety;
- Speed reduction between West Belt and Liffey to 30km/h; and
- Traffic lights along Gerald Street will regulate vehicular traffic and allow safe crossing point for pedestrians

Project Team Recommendations

- **Consider measures to increase pedestrian and cyclist's safety within Retail Core East area to be brought forward as a short term project (additional island crossing, rumble strips)**
- **Consider the reallocation of LTCP funds in order to facilitate precinct by precinct development as sustainable development method with long-term benefits for Lincoln and the District.**
- **Retain the allocated 4-7 years implementation time frame, as this gives Council the required time to establish communal car parking, parking precincts and collaborate with land owners.**
- **Incorporate views and values of Tangata Whenua during detailed work schedule**

Theme 4: Car Parking

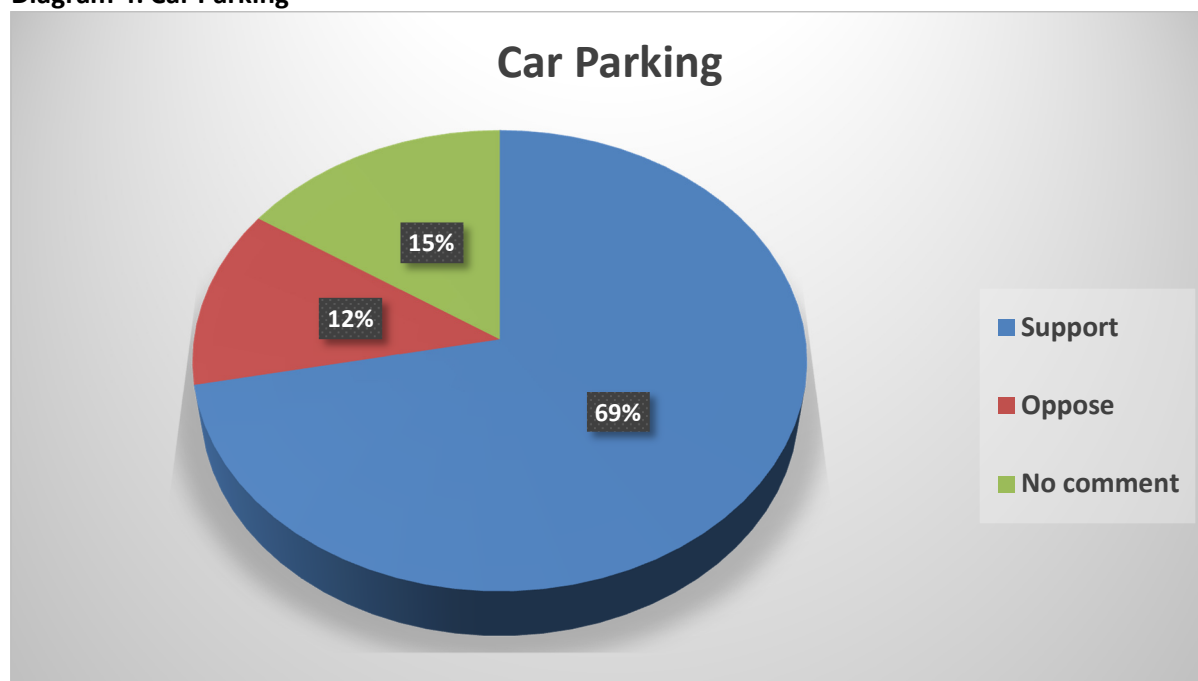
Theme description from the Draft Town Centre Plan.

The theme of car parking has been probably the most discussed topic of the Lincoln Town Centre. Providing car parking for all users of the town centre is a key element of the LTC plan. The vision for parking is so it is managed in a manner which supports a sustainable, prosperous, vibrant and easily accessible Town Centre. In this context the plan investigates the current situation as in a) amount of car parking available, b) the type of car parking (e.g. mobility car park, P&R) provided and c) the length of time cars park in the centre. To this effect Council has undertaken a parking survey and a parking management plan to support the LTCP.

Results from Consultation

| Submission Responses | Support | Oppose | No comment |
|----------------------|-----------|----------|------------|
| 63 | 54 69% | 9 12% | 15 19% |

Diagram 4: Car Parking



Example of comments / issues raised by submitters in regards to "Car Parking":

For easier reference comments were put under more specific sub header

Amount of car parks

- "More car parking is needed- not enough in Lincoln at present"
- "The design needs to include more car parking – it is essential that car parking is available close by"
- "I am totally opposed to the proposal about taking away street parking."
- "Taking car parking away from Gerald Street as far as possible would be good. Cars do not provide visual interest or a village feel. They detract from it."
- "Removing car parks from frontages disadvantages lots of people. Parking needed for visitors to encourage them to stop/dine in the centre..."
- "Creating invasive car-parking is detrimental to enjoyment of public space."
- "By the figures parking appears to be adequate for the majority of time. There is ample overflow car parking and park and ride at the Event Centre."
- "Not in favour of just increasing parallel parking..."
- "I believe priority should be for cyclists over parking."
- "It is essential to create sufficient cycle parks near shops so that they are not blocking pedestrian movement..."

Car parking typology (P&R, mobility, staff parking) incl. time restrictions

- *"Alternate car parking for elderly in front of pharmacy and medical centre"*
- *"Now that there is parking 120 opposite our store we have people parking outside the store for longer hours- this limits guest parking..."*
- *"There should be a designated Park and Ride area, which could be by the Event Centre but buses would be re-routed to go there."*
- *"Can there be a car park for elderly in front of Library..."*
- *"It would be great to formalise P&R area to provide for commuters to bus to city and also for recreational users to park car and use rail trail."*
- *"Car parks in front of Medical Centre need to be remarked for mobility car parks; better visibility of signage to one way Kildare Terrace"*
- *"Providing a park and ride facility would free up lots of parking around bus stop near Grouse."*
- *"The present streetscape in the parking areas could be much more appealing than present..."*
- *"Lyttelton and Maurice Streets. I would not like to see anymore expansion without consultation with the residents on how to maximise the street appeal and minimise headlight glare from parallel parks."*
- *"Limit village centre parking to 30 minutes and enforce on a cost-recovery basis (not tax payer funded)"; the exception is the medical centre, which should dedicated parking space"*

Location of car parks

- *"Removing parking on the library side is going to make it lop-sided. Tourists heading through Akaroa will have nowhere to stop, those heading in the other direction will find spaces..."*
- *"Can we afford to provide angle parking on some of the side streets?"*
- *"As we are supposed to be an Enviro-town why don't we keep cars off Gerald Street"*
- *"Encourage most people to park off the main street to reduce traffic."*
- *"Cheaper and easier to paint angle parks on Lyttelton, William Maurice and Robert Street..."*
- *"Placing car parks behind buildings is sensible."*
- *"Maybe concentrate on more spaces at the rear or side, keep the frontage relatively clear of traffic"*
- *"Elderly/not overly mobile people prefer to park near shops. Casual visitors may well not stop to shop if parking is not visible on the street."*
- *"Land that can be purchased for car parking must be bought now while opportunity exists. Example is back of Hillyers- it is absolutely essential..."*
- *"Retained angle parking on Gerald Street is not safe for cyclists..."*
- *"It is considered that marked parallel parking along Gerald Street may create a traffic safety issues with cars negotiating in and out of parks."*
- *"...P&R could be in the northern end of the Liffey Reserve (Liffey Place)"*
- *"Discourage all day parking by commuters within the town centre..."*
- *"I don't have a problem with the parking in front- seems fine to me..."*

General/Others

- *"Car parking proposal is similar to many other developing townships, e.g. Leeston"*
- *"Parking on Gerald Street retained until off street parking made available."*
- *"Serious consideration should be given to charging for car parks- car parks cost money to create so why not charge. This would encourage people to walk and cycle instead..."This would further bolt Lincoln's Enviro-town status..."*

- *"A map is showing pedestrian routes through private car park which there is a clear risk of injury."*
- *"Cars and pedestrians are a poor mix..."*
- *"To have a car-parking search route isn't a good idea- better to concentrate on non-car incentives"*
- *"Encourage people to walk and cycle into the town centre..."*
- *"Use reserve contributions from commercial developments to purchase parking sites"*
- *"Council should not subsidise the parking needs of private businesses..."*
- *"Does the council pay land owners the use of private land?"*

Staff Comments:

The provision of well-organised and strategically located car parking is an essential component of a functioning town centre. Private car parking spaces have commercial value to nearby properties and provide convenience to customers. They do however take up valuable space in areas that are spatially limited; moreover bike lanes and better pedestrian walkways have commercial value too.

Car parking in the town centre context can be distinguished into:

1. Amount of car parking (not enough, too much)
2. Type of car parking (casual, customer, staff, P&R, bus, taxi, coach, delivery/loading areas)
3. Length of car parking (no restrictions, all-day, short (5min), medium(30-60), long term(120)

What's proposed?

The proposed LTCP suggests ways to improve the current parking ability within the Lincoln Town Centre by

1. Managing existing car parks better and
2. Proposing new car parking to be off-street in second row behind buildings.

Establishing safe cycle routes within the Retail Core East and Transitional Living Precinct results in a loss of 51 on-street car parking spaces on the northern side of Gerald Street and 9 car-parks on the southern side of Gerald Street between West Belt and Murray Place. The loss of the 9 car parks was initially not proposed, but in reviewing the concept in more detail it became apparent that a potential conflict between cyclists and cars existing/entering private sections could be avoided by removing car parking in this location. The removal would result in better sight lines for cyclists and motorists and it would also free up space within the road to either widen the proposed cycleway or include flush medians. It is expected that future business development within the Transitional Living Precinct will meet parking provisions on-site.

The mitigating of the loss of car park is proposed to be mitigated by several measures:

1. Developing Parking Precincts along West Belt, Lyttelton Street and Maurice Street are developed as parking precincts this number can be reduced to 27.
2. Developing an additional parking precinct along the East side of West Belt (markings only). This could provide for potentially 32 car parks.

3. Communal car parks- Council is currently in the process of acquiring properties to establish a communal car park in immediate proximity to Gerald Street. Should the sale be successful around 40 car parks could be established.

Establishing communal off-street car parks need to be completed prior to any change to the current street layout.

Council's Property and Commercial department is also working with developers to encourage collaborations between adjoining land owners in order to create larger, connected car parks behind shops in less valuable and less visible locations that could connect with the Library car park and become part of a 'search-route'. The concept very much relies on the cooperation of private land owners to seize the opportunity for a better overall outcome. The LTCP also illustrates the pedestrian routes from those car parks in second row. Examples in other Districts have shown that having direct, legible and safe linkages to the main street is paramount for this concept to work (see Rangiora Township).

Early in the process of developing the Draft LTCP it became apparent that car parking was an issue and the press documented some opinions in the Selwyn Times. Views ranged from Lincoln not having enough car parking, to complaints that car parking is unmanaged and those who would like to see car parks gone in favour of more amenity for the town centre. At the time of the open forums there was however little comment in regards to this topic and equally car parking ranked behind transport management on fourth place in the priority list of submitters (see diagram 2, page 6 this report). There was quite a lot of feedback from people that had businesses in the Retail Core East precinct. Their views included that Lincoln not only needs to retain the current car parking provisions, but needs to develop more car parks to meet current demand.

To get an objective view of the current parking situation in Lincoln, Council engaged Abley Transportation consultants to carry out a parking survey, which then got used as a basis for developing a car parking management plan. The survey was undertaken to get a better understanding of parking occupancy and turnover- it also allowed a comparison with an earlier survey taken in 2010. In detail the survey gave results in the way of stating where people parked (off-street or on-street), how occupied the car parks where (use of them) and what the turnover of these car parks where.

The findings of the survey were that the overall parking occupancy is about 50%, which suggests that there is a high probability for motorists to find a car park with ease. It also means that better/alternative uses for some car parks should be found. The findings also stated that the highest occupancy for short term parking was around lunch time and occurred around the southern part of Gerald Street and side streets.

In order to provide better management of existing car parks the plan proposes in its LTC parking management plan several short, medium and long-term actions. Below actions can be funded through existing budgets within a short time frame:

- Making individual car parks on Gerald street (in particular mobility parks)
- Introduce parking time restrictions (to support short term parking in the town centre)
- Investigate communal car parking options (Council's Property and Commercial Team)
- Investigate P& R options (with ECan, Lincoln University) The implementation part (Table 7.1) of the Lincoln
- Signage: develop signage (parking search route) and parking brochure (see pg. 16 Figure 4.1)

Council also needs to decide if it is appropriate to have parking wardens to control time restrictions.

The majority of comments received have been supporting the intent of what the Draft LTCP was seeking to achieve: ***to have adequate provision of car parking within the town centre that is accessible and user- friendly for residents and visitors;***

However a number of comments, from business owners in particular, received expressed concerns about: front of house parking is required to keep their customers happy, to have visible car parking for tourists that otherwise wouldn't stop to shop, readily accessible mobility car parks in immediate proximity to facilities, such as the medical centre.

For cities and towns around the world converting on-street parking spaces is one of the greatest challenges in urban planning- Lincoln is no exception. The biggest hurdle seems to be the mind-shift that is required to make the transition from 'car parking is the 'be and end all for my business to work' to car parking is important, but it is only one reason of many why people come to my shop'. A NZ survey (Turner, Allatt and Tarjomi: what shoppers want- the reallocation of road space) undertaken by NZTA provides some interesting facts in regards to the importance of parking, customer parking expectations and retailers perception. The study found:

- 1) the need for safe crossing points and good urban design
- 2) shoppers understand that there is limited space ...to park outside the shop is no longer expected by many customers,
- 3) Retailers still consider the need for parking a priority and
- 4) Shoppers 'would be willing to walk further to parking..., to ensure that a safe and attractive shopping is provided."

What this demonstrates is that customer expectations are different from the need for parking perceived by retailers.

Advocating for a better pedestrian environment for Lincoln, doesn't necessarily mean that all car parking within Gerald Street has to go, but it means that their existence and purpose in their current location needs to be justified and reassessed. It is inaccurate to speak of removing 'half' of Gerald Streets car parking as what matters is the number of available spaces within reasonable walking distance in all directions from a destination (broadly speaking a block). Some users are reliant on parks in close proximity to their destination, because of mobility or health issues. This is why mobility car parking is part of the proposed plan. Off-street parking is available for both of the pharmacies and the Westpac bank. Parks in proximity to the medical centre will remain in the short- medium term, as there are no imminent plans for the use of this Council owned car park. However, safe, direct pedestrian routes from the medical centre's car park at the back to the entrance are important as part of the overall concept. The LTCP seeks to better link car parks in second row with the shops/premises on Gerald Street. The shown route shows the desire line/natural pathway people will take from the car park to Gerald Street.

The proposed new street layout is also aiming to encourage more pedestrian patronage and cycle use within the town centre- subsequently positively affecting the demand for car parks in the centre. West Belt, Maurice and Lyttelton Street will be developed as parking precincts in the vicinity to shops and en-route to other second row car parks. All new car parks will be still within easy walking distance to any business within the new 'high street'.

The developed parking management plan is highlighting the need for addressing the current lack of control and direction. First steps include to establish signage with time restrictions for on-street car parks along Gerald Street. The enforcement of these will be a progressive second step to be confirmed by Council as part of discussions around a parking enforcement bylaw. This lead to the assessment of

the current lack of control. Having staff members in visitors/customers car parks is not ideal for businesses, but without any time restrictions or parking management an expected outcome.

Council has been met with representatives of Environment Canterbury to discuss the options for establishing a designated Park and Ride location in Lincoln Township. Establishing a new Park and Ride would require re-routing of the current bus route and the re-placement of existing bus stops. ECan mentioned the consistency of the bus line to be paramount for its success. At present there is only one bus route going through Lincoln, but in future there might be enough customers to justify a second route (fed by residents from surrounding subdivisions). Several potential options were discussed, including

- a) 4-5 car parks within Transitional Precinct area,
- b) Council land next to Lincoln Event Centre,
- c) Within West Belt if engineering difficulties could be overcome
- d) at Lincoln University (further communication with Lincoln Uni required)

Council has had conversation with the parish on the corner of West Belt and Gerald Street. Council offered to purchase the site and proposed shared options where Council would help to fund rebuilding the car parking areas for use for the public, however to no avail.

In terms of other identified issues with this proposal, I would like to make the following points:

- Follow Short term actions to mark individual car parking spaces to better use kerbside space;
- Further discussions are required with ECan and public transport working groups to establish P&R possibilities;
- Confirmation needs to be obtained about the sufficient number of accessible spaces/mobility spaces to provide access to key facilities for mobility impaired people;
- Provision need to be made to allow for some localised very short term parking for important community facilities that don't have a private off-street customer car park/ and or rear access
- Confirm that all businesses have access to a loading zone;
- Proposed time restrictions as part of parking management plan: P60 between Kildare Terrace and West Belt, P240 to the majority of side streets, P120 restrictions for the Lincoln Library car park and other car parks in 'second' row; and
- Develop a proposed car parking search route (sign and printable search route flyer).

Project Team Recommendations

- **Pursue action points 6&7 of Abley's LTC Parking Management Plan within the allocated short 1-3 years implementation time frame for funding, as this is essential first step for the re-design of Gerald Street**
- **Encourage collaborations with landowners to discuss joint (business)development/ car parking solutions**
- **Follow the recommended Action Plan for Parking Management in Lincoln and implement short, medium and long term action goals**
- **Get Council's decision on introducing parking enforcement for Lincoln town centre and district wide**

Theme 5: Wayfinder

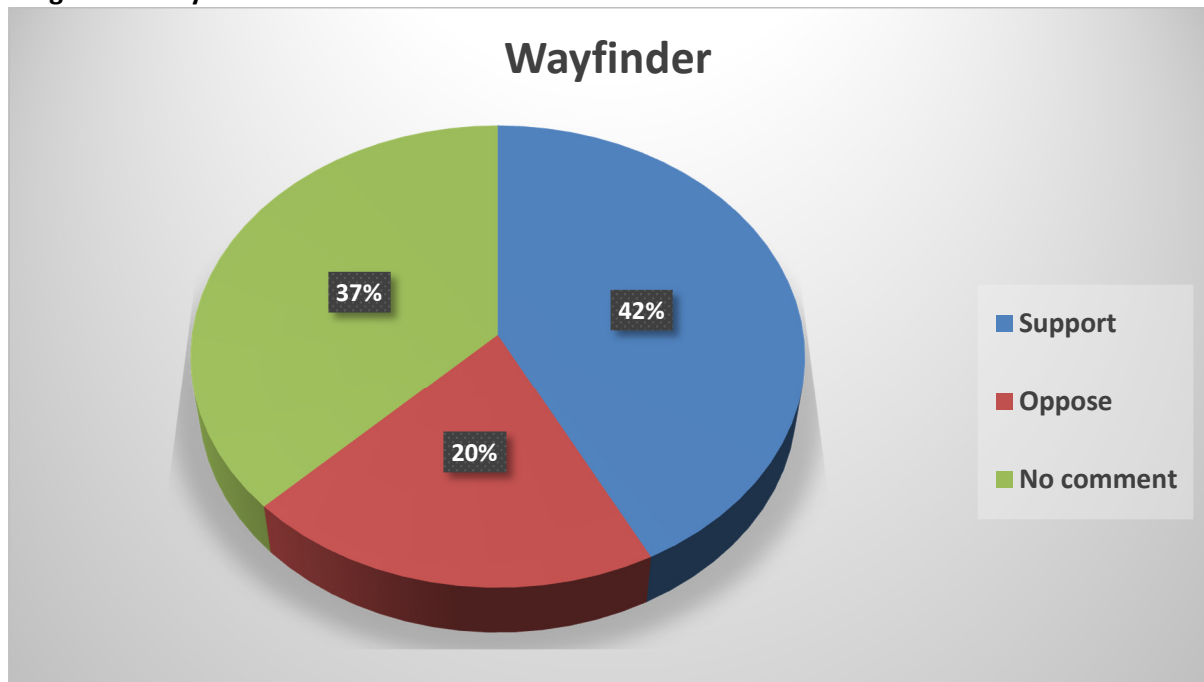
Theme description from the Draft Town Centre Plan.

The 'wayfinder theme' was proposed as part of integrating the different public spaces within the town centre. The concept sees tiles or symbols within the footpath or along walk ways leading throughout town to important destination, such as the Liffey or the University. Along the path there could be fixed and/or interactive stations could incorporate historic, cultural and visitors' information. It is proposed that tangata whenua and community groups will have an input in the design and maintenance of the stations. There are several wayfinder paths proposed throughout Lincoln.

Results from Consultation

| Submission Responses | Support | Oppose | No comment |
|----------------------|-----------|-----------|------------|
| 49 | 33 42% | 16 20% | 29 37% |

Diagram 5: Wayfinder



Example of comments / issues raised by submitters in regards to "Wayfinder":

- *"I don't think there will be enough points of interest"*
- *"I support the concept...- I would help develop the scheme and help maintain a station if the path caters for family cycling..."*
- *"I don't support this. Waste of money"*
- *"Community and schools could help develop this. Tie it in with Little River Rail trail..."*
- *"Good idea"*
- *"Don't mind the fixed panel idea"*
- *"see 13"*
- *"Not a priority"*

- *"A great idea. LET has already some things that might possibly be on the way finder list, such as Mahoe Reserve and the community gardens."*
- *"Signs explaining particular interesting sites are valuable to all."*
- *"An alternative may be to improve existing tourist signage"*
- *"I like maps, clear sign posts and information boards which could be placed along Gerald Street & public spaces and the library."*
- *"It would be helpful if the SDC service centre had an i-site and info sign and that information sharing function could be expanded..."*
- *"Te Taumutu Rūnanga participation in the public areas is important in recognising their role as mana whenua and a treaty partner."*
- *"The implementation section for the wayfinder should include the use of bilingual signage ...any narrative developed could identify site and plants of significance ..."*
- *"The potential of an app for smart phones is supported...it could provide additional information about the wayfinder, the stations, flora, fauna and sites...along the way..."it should ensure that Te Taumutu Rūnanga values are included."*
- *"There are not many significant sights that warrant sign posting" Lincoln is small enough that it is hard to get lost..."*
- *"I think wayfinder concept is white elephant"*
- *"The CRI's seem disconnected from the community and more needs to be done to better connect these entities"*
- *"Rūnanga to be included in the way finder approach with their views and involvement included..."*

Staff Comments:

The wayfinder concept was initially thought as an idea to encourage walking and exploring Lincoln with the help of an interesting path 'inlay'. It was thought as visual method for visitors to be lead to attractive parts of the township and important community facilities. More importantly it was considered as a tool to help tying the different parts of the town centre together.

The feedback received on the wayfinder concept was a mixed one; partly because it was listed amongst much bigger concepts, with wider future implications for the town. In comparison the concept of a 'wayfinder' needs to be considered as one of lower priority in the scheme of things.

Nevertheless the concept has received some favourable feedback. Submitters in support volunteered to be part of developing more detail in how the wayfinder would look and work. The Lincoln Envirotown supports the wayfinder idea and has mentioned the Mahoe Reserve and the community gardens as potential 'destinations'. Te Taumutu Rūnanga would like to have mana whenua values incorporated into the design; for example in the use of bilingual signage or the use of native flora and fauna as iconic imagery on the individual tiles. To develop an app for this is also supported, which would have the ability to be more readily updated than the actual physical sign.

People who were not in favour of the concept mainly stated that Lincoln was too small and didn't have enough attractions to warrant a special path.

Council agrees that the detail of the concept needs to be further developed. A working group made up of Rūnanga representatives, Enviro town, other community groups, local schools and interested parties could help to do further develop this. The outcome could be tested within one wayfinder route first, before applying the concept to the rest of the township.

Project Team Recommendations

- **Keep Wayfinder concept in Lincoln Town Centre Plan as a measure to connect destinations within town centre**
- **Set up a wayfinder 'working group'**
- **Discuss the concept idea further with interested members of public, Rūnanga and community groups**
- **Test theme with one wayfinder route, e.g. along Liffey River, if accepted and used**

Other aspects

Scope of the Lincoln Town Centre Plan

One submission suggests a clearer view on acknowledging the 'actual' town centre, which the submitter sees "historically, common, by public perception and location of key public facilities is what is referred throughout the process as the Retail Core East Precinct". While Council sees the merit in this definition and in the view to designate the different precincts in accordance with their actual use, Council also requires to be in keeping with the identified Key Activity centre, confirmed as part of LURP Action 27 (see below) and thus has put all three precincts under the umbrella of one town centre.

The Lincoln Town Plan is seeking consistency with the extent and zoning of Key Activity Centre. The extent, location and zoning of the Lincoln Key Activity Centre has been considered and defined through Selwyn District Council's response to Action 27 of the LURP. Through this process the boundary and zoning of the Key Activity Centre was determined considering the existing environment, activity location and on the advice of a retail expert assessment.

The response to the LURP Action 27 has been through a public submission phase, a public hearing and is now with commissioners for a decision. Submission points on the extent and location of the Key Activity Centre, while having merit, are considered out of scope of the LTCP process as the Key Activity Centre location, its extent and the zoning are not being determined through Lincoln Town Centre Plan.

While the extent of the actual town centre cannot be altered within this process, Council agrees with the submitter in supporting a more compact urban growth form. The District Plan Review would be the next process to enable consideration of change to the Key Activity Centre and any name change to the precincts.

Timing/costs

A number of submissions were concerned about the timing of projects and the costs to implement these. Council was also challenged on not taking action on the Lincoln Town Centre Plan; a general notion that also became apparent through the public forums. Council has indeed been working with the communities for many years on a plan for Lincoln and the people's expectation is that 'something needs to happen'.

One submission looked at what the costs would be per household with anticipated growth predictions in mind. It was highlighted that with an increase of households the amount of costs per household gets smaller, which is self-explanatory. Council will however have to make sound decisions as to how much future growth prediction should factor into council's considerations as to when implementation of the projects should occur, when some issues (e.g. lack of cycling space) are clearly imminent now.

Implementing cycle ways in the town centre were stated as the top priority by submitters. The Government is pushing to implement a comprehensive programme to making cycling a safer and more attractive transport, which the District has already benefitted from by providing cycling routes between townships. Lincoln as one of the two biggest urban centres in Selwyn needs to deliver in order to make cycling a true alternative transport option and follow a national trend.

The great challenge will be that some projects such as the 'separate cycle ways' can't be developed in isolation, but require other projects to be developed at the same time for it to be economically sound. Hence funding needs to look at the big picture and a 'precinct by precinct' approach.

Council has produced an indicative work programme that lists key projects, indicative timeframes, who would be responsible for the implementation and a possible funding source – a similar approach was taken for the Rolleston Town Centre Plan. However more detail is needed, once the priorities have been confirmed in how funds could be (re)/ allocated.

Council has asked staff to undertake the development of a framework report on the Lincoln Town Centre. Once this report gets adopted, it is anticipated by the public that the projects and changes in the document will be actioned in a reasonable time frame. Identifying costings and making them available to the public was important to show transparency in the process and being realistic in what it takes to make things 'happen'.

While the costs for the individual projects have been determined as part of the process, the detailed financing of the projects is at this point largely unknown; this is partly due to the current allocations in the LTCP, which generally are connected to transport upgrades only (intersection upgrades, traffic lights etc.). And while \$4 Million are allocated for the Lincoln TC, this money is scheduled to be available in 2035/36, which is too far in the future to make conscious changes and improvements that are required now. There is ability to recoup some costs, if they are growth related, from development contributions. A majority of the costs however needs to be funded through ratepayers/ the LTCP budget.

Further detail on how the projects will be funded can be developed once Council makes a decision which project should be prioritised and which warrants a potential change in terms of allocated time frame.

8. Summary Actions Recommended to be conducted before Lincoln Town Centre Plan is brought back to Council

Active Commercial Frontage

- It is recommend that Gerald Street to be developed as the "High Street" within the Town Centre
- "Active commercial frontage" should remain within the Town Centre for new or altered building development proposals
- Active commercial frontage also needs to be applied to corner sections and to laneways that connect to car parking areas in second row

Public spaces

- Consider the creation of the 'Gerald Street public plaza' to be brought forward as a medium term project in conjunction with upgrade/re-design of Retail Core East Precinct
- Direct potential land developers to the Property and commercial team within Council;

- Encourage collaborations with landowners to discuss joint (business)development/ car parking solutions
- Incorporate views and values of Tangata Whenua during detailed work schedule

Moving- Driving, walking, cycling and other transport modes

- Consider measures to increase pedestrian and cyclist's safety within Retail Core East area to be brought forward as a short term project (additional island crossing, rumble strips)
- Consider within Council the reallocation of LTCP funds in order to facilitate precinct by precinct development as sustainable development method with long-term benefits for Lincoln and the District.
- Retain the allocated 4-7 years implementation time frame, as this gives Council the required time to establish communal car parking, parking precincts and collaborate with land owners.
- Incorporate views and values of Tangata Whenua during detailed work schedule

Car Parking

- Consider measures to increase pedestrian and cyclist's safety within Retail Core East area to be brought forward as a short term project (additional island crossing, rumble strips)
- Consider within Council the reallocation of LTCP funds in order to facilitate precinct by precinct development as sustainable development method with long-term benefits for Lincoln and the District.
- Retain the allocated 4-7 years implementation time frame, as this gives Council the required time to establish communal car parking, parking precincts and collaborate with land owners.
- Incorporate views and values of Tangata Whenua during detailed work schedule

Wayfinder

- Establish a 'working group' for concept within council
- Seek for representatives from public, local Rūnanga, Lincoln Envirotown, University, schools and Lincoln community committee to be part of group
- Develop Liffey route as test run; if successful apply to other areas

Other

- Show future town centre expansion as 'possible future growth areas' North and South of the current town centre boundaries to encourage a compact urban shape
- Discuss merit to rename the three precincts to a) Lincoln town centre (formerly Retail Core East precinct), b) Lincoln West Retail Precinct (formerly Retail Core West Precinct); keep name of Transitional Living Precinct

Next steps

The final Lincoln Town Centre Plan will be brought before Council for adoption in April 2016.

Lincoln

Town Centre Plan

Take a look... Have your say



Lincoln

Town Centre Plan

Take a look at Lincoln town centre

A vision for Lincoln's future

During November Selwyn District Council is holding public consultation on the Draft Lincoln Town Centre Plan, which provides a framework to guide the future development of the town centre. Lincoln residents and businesses are invited to share their views on the draft plan.

The plan is designed to help the town centre remain a lively and prosperous business area as it grows and develops. It outlines opportunities to coordinate development in the town centre and aims to ensure that future development is of a high standard, while retaining its distinct village atmosphere.

This Summary Document provides an overview of the key proposals in the plan. Take a look at the projects, and send us your feedback. There's a feedback form at the back of this Summary, and you can find more information on how to provide your comments on page 10. You can also find out more by attending a public forum for businesses or residents – details are on page 10. Feedback on the Draft Lincoln Town Centre Plan closes at 5pm on Monday 30 November.

The town centre area

The area covered by the Lincoln Town Centre Plan is shown below. It is the same as the Lincoln Key Activity Centre area identified through the Land Use Recovery Plan. It includes:

- The 'old' Lincoln town centre. This area is zoned Business 1 and is called the Retail Core (East) Precinct in this plan
- The land between the East and West Precinct. This is zoned as Transitional Living and is called the Transitional Living Precinct. It is expected that over time the nature of the area will shift from residential to business.
- The New World supermarket and adjacent Neighbourhood Centre. This is called the Retail Core (West) Precinct

The new Lincoln town centre

The plan outlines a new town centre area that includes three distinct but connected precincts.



Five key themes

The Lincoln Town Centre Plan has been designed around five key ideas or themes:

1. Promoting 'active commercial frontage', with buildings placed to the edge of the footpath and glass doors and windows facing the street. Building façades are the dominating feature, with car parking to the rear or side. This design helps to create visual interest and supports a lively street scene for residents and visitors.
2. Developing public spaces and squares with attractive landscaping which can be used for markets, events and relaxation
3. Ensuring the town centre design provides for safe cycling and walking connections, while allowing traffic to move through the township
4. Providing and managing adequate car parking in the town centre
5. Designing streets that are suited to their purpose

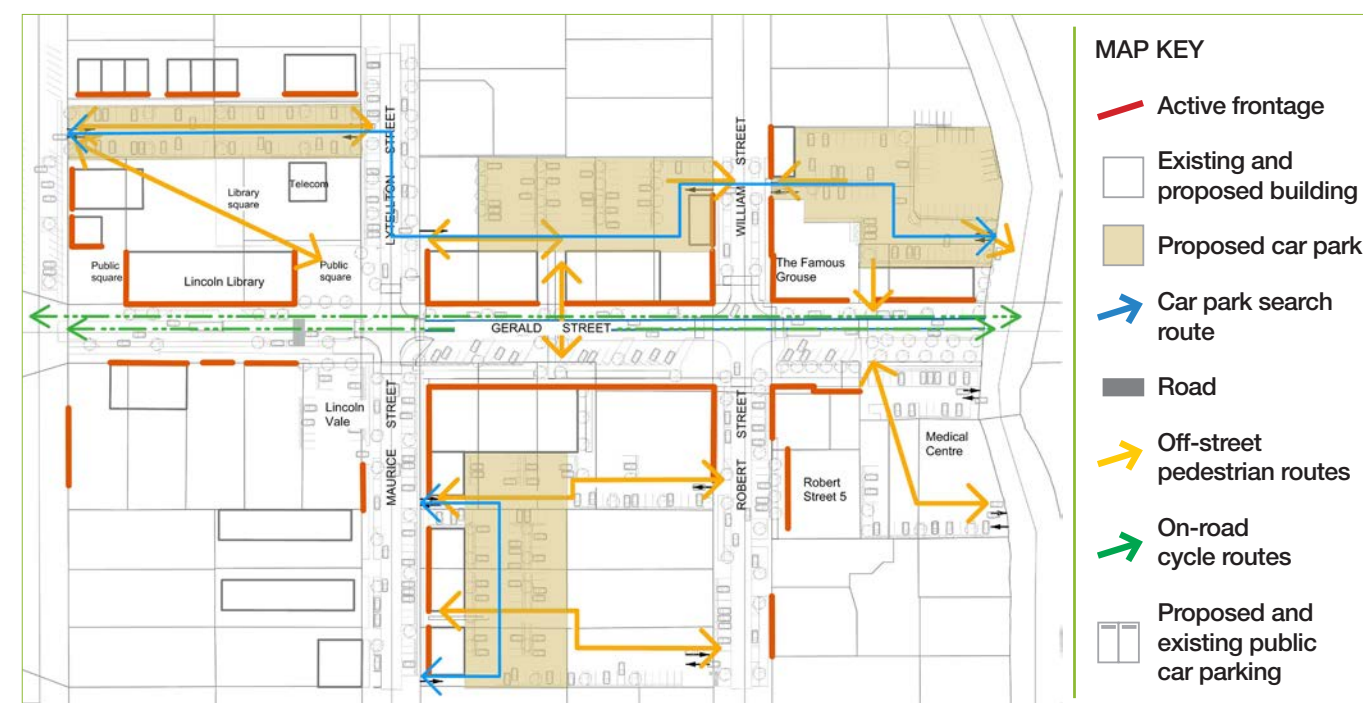
Background to the plan

The plan has been further developed from residents' comments in the 2011 Lincoln Opportunity study. Since then, new land use actions have been put in place under the Land Use Recovery Plan (LURP), released to assist with earthquake recovery.

Actions identified for Lincoln from the LURP include identifying a Neighbourhood Centre for intensified and mixed use development (next to New World), and establishing a Key Activity Centre.

Since a first draft of the Lincoln Town Centre Plan there have been some major changes that affect the document. These are:

- The extent of the town centre area has changed and is now consistent with the Key Activity Centre defined under the LURP.
- Traffic models show there is not enough traffic to support a heavy traffic bypass, meaning Gerald Street needs to retain its arterial route function
- New subdivisions to the north and south of Lincoln have been developed, along with new facilities like Lincoln Event Centre and Lincoln Library
- A proposed Lincoln Innovation Hub (corner Springs and Ellesmere Junction Roads) will create new challenges and opportunities for the town



Outline of the proposed Lincoln Town Centre draft plan



Gerald Street - streetview to the Port Hills

Costs and implementation

The Lincoln Town Centre Plan identifies a range of projects that could be undertaken by the Council, and by private developers.

The Council recognises that any projects it undertakes will need to be affordable for the community to fund, and will need to go through public consultation processes.

Estimated project costs

Cost estimates have been developed for the proposals within the three precincts. Around \$8.2 million is already allocated in the Council's Long-Term Plan for town centre upgrade and traffic signal projects.

It is estimated that implementing the plan would cost between \$7.7million and \$11.6 million in funding (the upper end of the estimate would include undergrounding power lines and intersection upgrades).

More detail is outlined in the Lincoln Town Centre Plan and background documents, including the Lincoln Town Centre Streetscape report, Stage 2.

| Project | Estimated cost (including undergrounding) |
|--|--|
| Gerald Street parking minor improvements | \$50,000 |
| Gerald Street Core Retail East precinct | \$1.975 million |
| Gerald Street Transitional Living precinct | \$2.5 million |
| Gerald Street Core Retail West precinct | \$1.75 million |
| West Belt Parking precinct | \$630,000 |
| Lyttelton Street parking precinct | \$445,000 |
| Maurice Street parking precinct | \$370,000 |
| Traffic signals (Gerald/James/Edward St) | \$1.2 million |
| Traffic signals (Gerald St/West Belt) | \$1.3 million |
| Traffic signals (Gerald St/Springs Rd) | \$2 million |
| Traffic signals (Gerald St/Vernon Drive) | \$300,000 |



Let us know

Which projects would you like to happen and when?

Suggested implementation Plan

For full details and list of projects see the Draft Lincoln Town Centre Plan

Short term (1-3 years)

Mark up individual parks on Gerald Street to better use kerbside space

Develop parking search route signage at West Belt and Kildare Tce

Investigate communal parking areas

Medium term (4-7 years)

Develop parking precincts on West Belt, Lyttelton Street and Maurice Street

Establish communal car parking areas

Upgrade Gerald Street within the Retail Core East precinct; including cycle lanes, widened footpath, landscaping and undergrounding power lines

Traffic signals at Gerald/James/Edward St and at Gerald St/West Belt

Long term (7 years +)

Upgrade of Gerald Street within Transitional precinct; including cycle lanes, widened footpath, landscaping and undergrounding power lines

Upgrade of Gerald Street within Retail Core West precinct; including cycle lanes, widened footpath, landscaping and undergrounding power lines

Traffic signals at Gerald St/Vernon Drive

Retail Core (West) Precinct

1. Proposed separate cycle lanes in both directions that provide a safe cycling route through the town centre
2. Proposed intersection upgrade to allow for safe cyclist and pedestrian crossing
3. Replace roundabout with controlled traffic signals



The New World supermarket creates an anchor for this precinct



Proposed traffic signals for Vernon Dr/Gerald St intersection

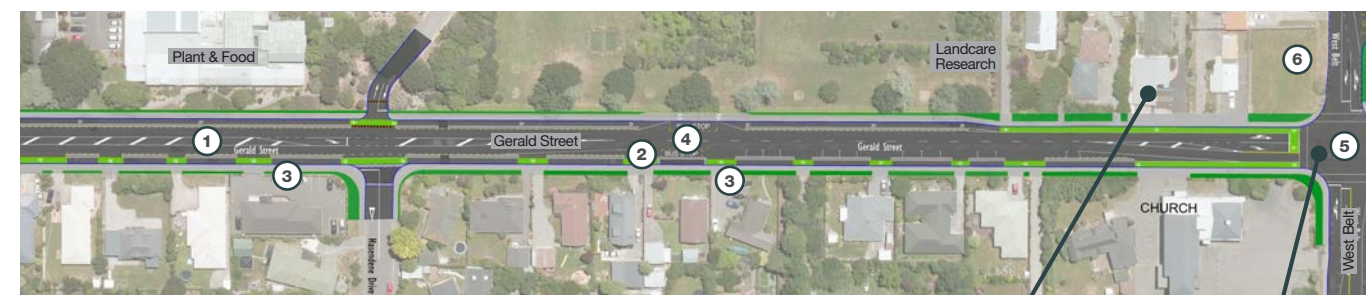


Current partial on-road cycleways will be upgraded to separate cyclelane

Transitional Living Precinct

The transitional living zone includes both residential and compatible business activities. It is expected that over time the nature of the area will shift from residential to business.

1. Proposed future parallel on-road car parking
2. Proposed separate cycle lanes in both directions that provide a safe cycling route through the town centre
3. Proposed active frontage for new development
4. Proposed bus-stop
5. Proposed intersection upgrade to allow for safe cyclist and pedestrian crossing
6. Potential skate park or youth facility



Existing business amongst residential neighbourhood



Residential properties converted to business use



Current view to the Port Hills with overhead powerlines/poles on footpath

Retail Core East Precinct

1. Proposed active frontage for new development
2. Proposed angle parking on south side of Gerald Street
3. Widened pedestrian plaza along shop fronts with different pavings, street furniture and complementary landscaping
4. Proposed parking precinct in 'second row' including logical 'search route' behind shops facing street
5. Re-locate car park and unofficial park-and-ride, develop new shops to define entrance into town centre
6. Proposed separate cycle lanes in both directions that provide safe cycling opportunity through town centre
7. Retained bus stop
8. Off-street pedestrian routes that link Gerald Street to car parking areas
9. Proposed intersection upgrade/controlled intersection



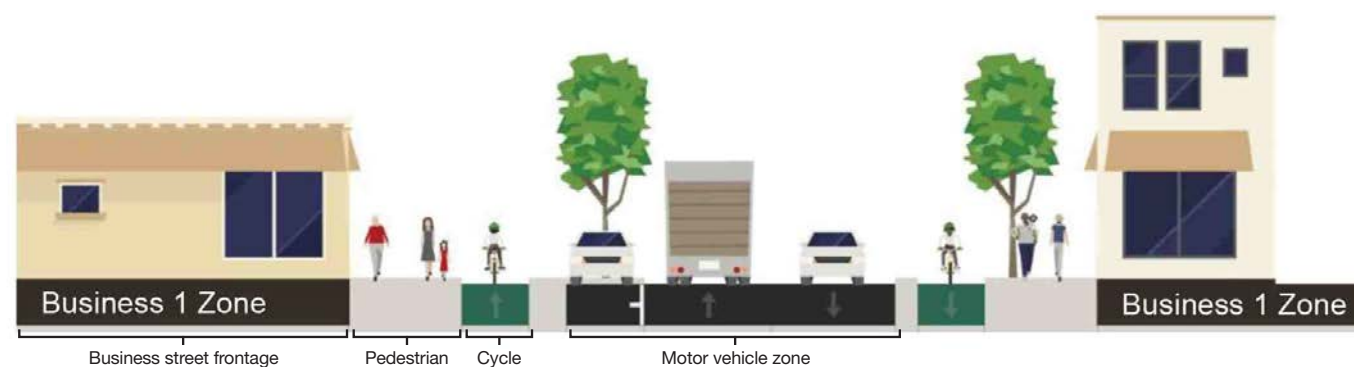
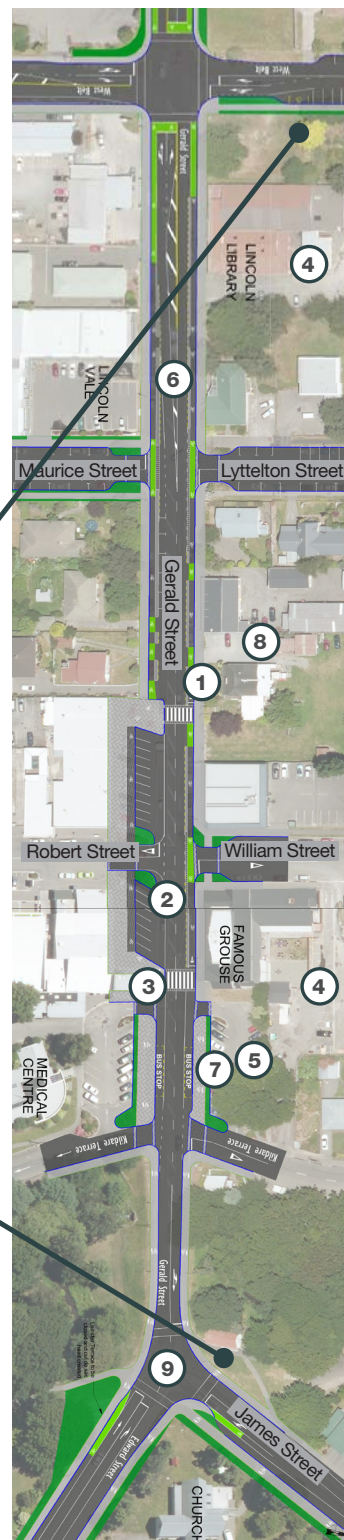
Lincoln library will be part of the Retail Core East Precinct



New commercial development next to public space adds to a vital town centre



Footpaths need to be made inviting, attractive public spaces



Cross-section of proposed streetscape, Retail Core East Precinct

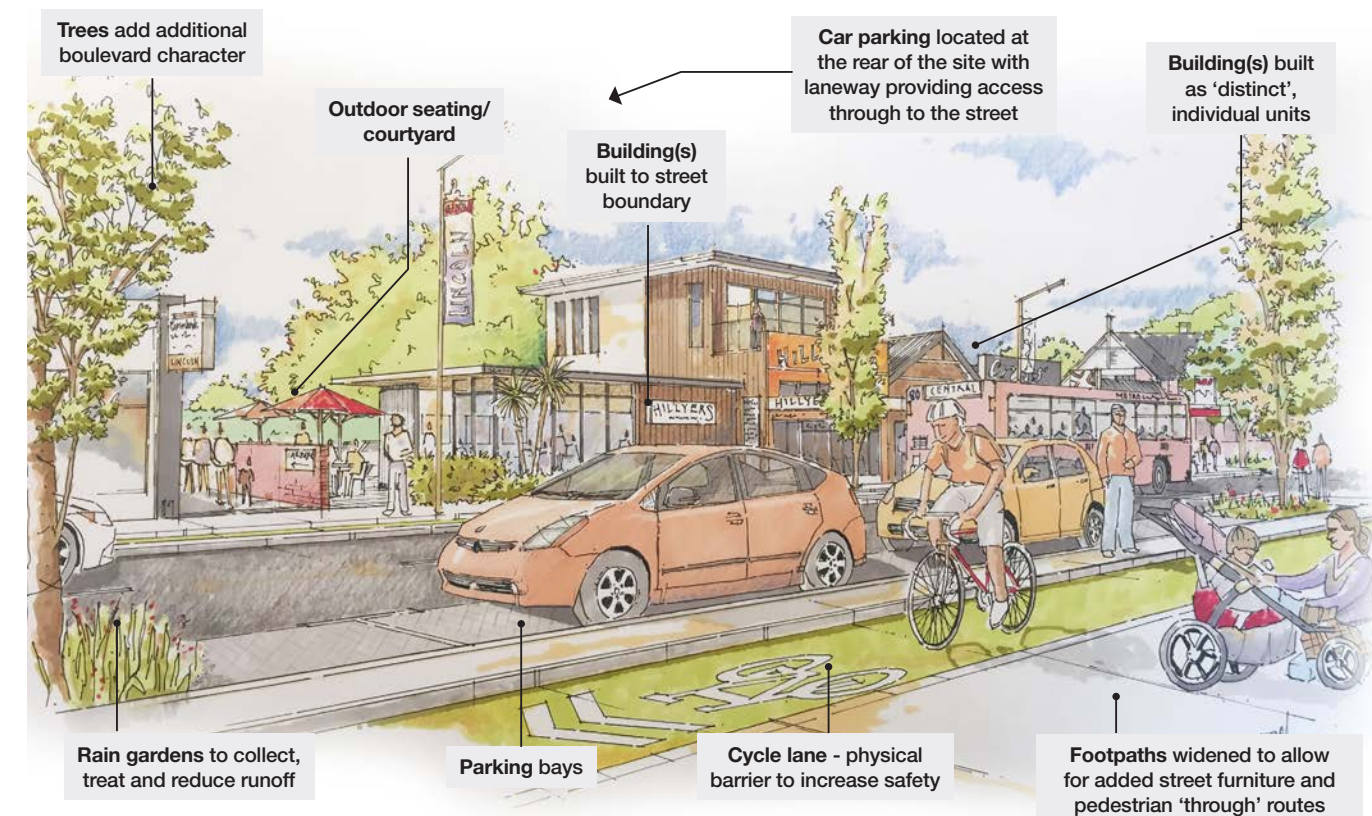
Project Gerald Street

Active street frontage, cycling and walking.

The artist's impression below is a suggestion of how the former Hillyers site could be developed with another café, but also shows second storey occupation with living upstairs. The impression demonstrates that parking in the back and buildings with lots of glass provide a visually interesting street frontage. This view also shows the separate, safe cycleway next to car parking bays.



Current streetscape on Gerald street, within Retail Core East

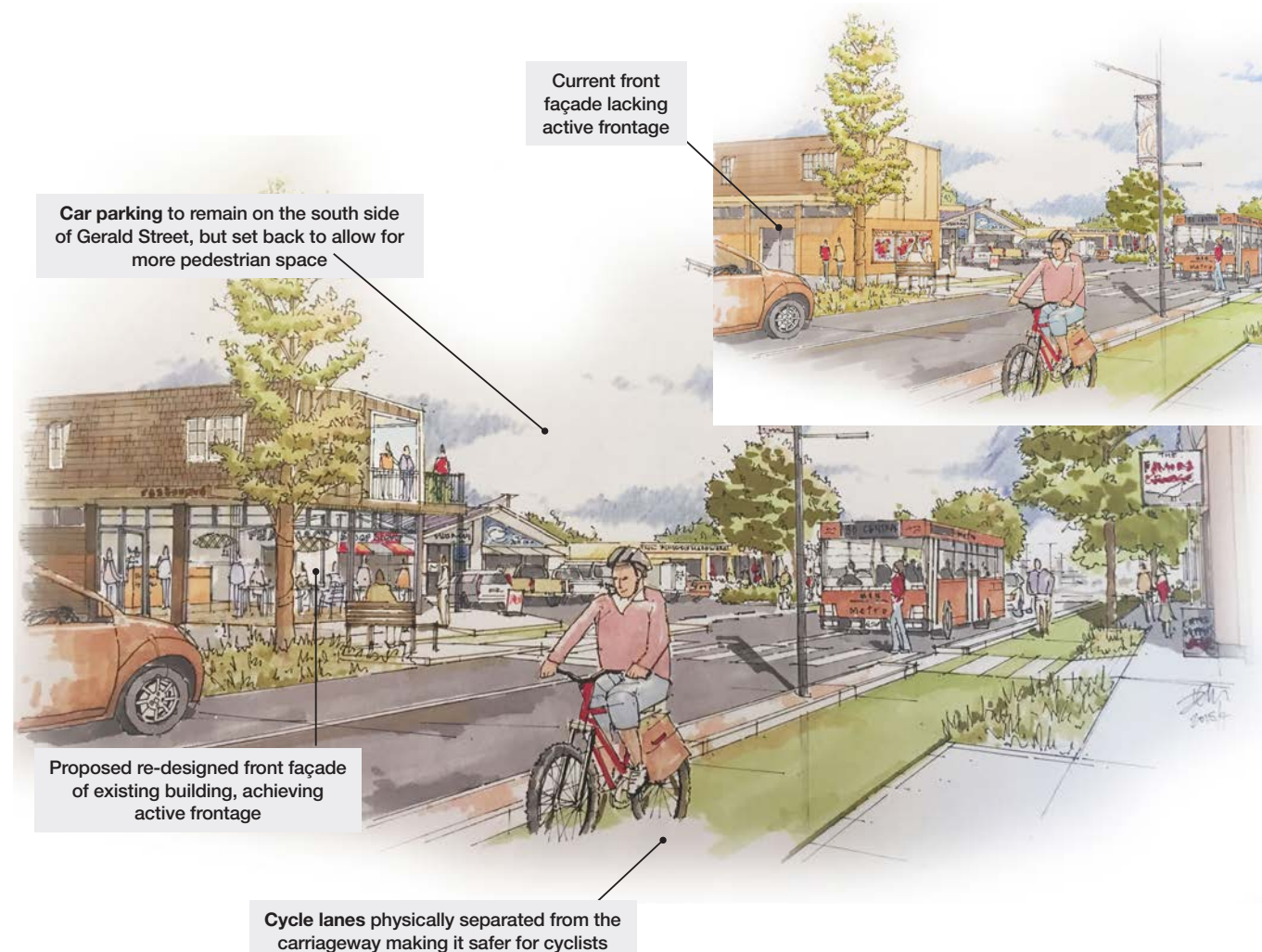


Artist's impression of Gerald Street

Project Gerald Street

Gerald Street Plaza - space for everyone to shop and get around.

The following illustrations show how Gerald Street could look when viewed from the East (Liffey side). The artist's impression below shows how changes to the front of an existing building can positively transform the street appeal.



Artist's impression of Gerald Street

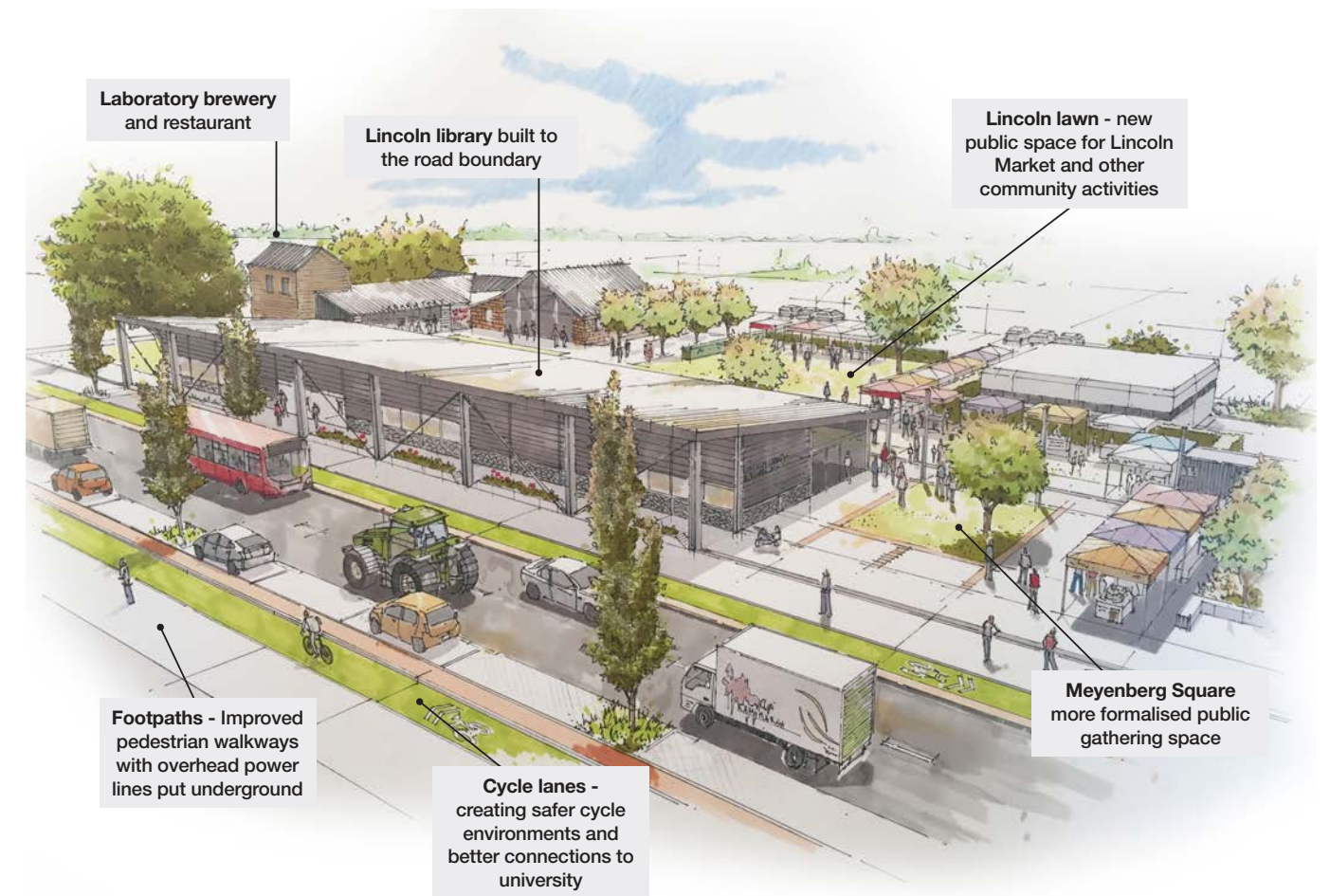
Project Gerald Street

Public space - Lincoln will have a series of well connected public spaces.

The illustration below 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.



The Liffey Reserve – a great public space, close to the town centre



Artist's impression of Gerald Street

Explore Lincoln with a Wayfinder

The Wayfinder is a path you can use to find your way to key destinations in Lincoln.

Key places to visit in Lincoln could be the University, town centre, heritage buildings, the Liffey Domain and river and other spots. We would like to hear your ideas about which places should be on the Wayfinder route.

Along the path there would be tiles or stones with a symbol directing people to destinations. Different paths lead to stations where people can stop and either find out more about a site (through panels explaining a site's history, environment or significance), view art works or scenery or take part in an activity, like using the community exercise equipment at Lincoln Event Centre. Some stations could be interactive and appealing to children.

Wayfinder paths or stations could be looked after by different community groups. Some stations could also move around as mobile stations or change with the seasons.

The Wayfinder could be a great way to educate people about Lincoln's history and culture and to encourage people to enjoy exploring and walking around Lincoln.

Let us know

- Do you like the Wayfinder concept?
- Which destinations should be included on the path? Where would people like to visit in Lincoln?
- Do you know any groups who would be willing to maintain a Wayfinder Station?



Have your say

Help plan your town's future

Community forums

Come along to a community forum and take a look at the proposals for Lincoln's town centre. Council planning staff will be available to answer questions and provide further information. This is your opportunity to share your views and ideas and tell us what you think should be the priorities for Lincoln's town centre.

| | |
|--|--|
| Forum for property and business owners | Wednesday 4 November, 7–8.30pm Lincoln Events Centre, Meijer Drive |
| Forum for Lincoln residents | Monday 16 November, 7–8.30pm, Lincoln Events Centre, Meijer Drive |
| Forum for Lincoln residents | Saturday 21 November, 2–3.30pm, Lincoln Events Centre, Meijer Drive |

Find out more and send us your feedback

The full Draft Lincoln Town Centre Plan can be viewed online at www.selwyn.govt.nz/lincolntcplan.

A summary of the main proposals in the Draft Lincoln Town Centre Plan is available:

- From Lincoln Library and Service Centre, or from the Council offices in Rolleston
- Online at www.selwyn.govt.nz/lincolntcplan.

Feedback forms are available online at www.selwyn.govt.nz/lincolntcplan, or use the form opposite.

Submissions close at 5pm on Monday 30 November 2015.

Lincoln

Town centre plan feedback form

Do you generally support the draft Lincoln Town Centre Plan? Yes ☐ No ☐

Comments _____

Placement of new development: Do you support rebuilds or new buildings being required to face the street, with car parking at the side or rear? Yes ☐ No ☐

Comments _____

Public space: Do you support proposals for the 'Gerald Street plaza' and other areas to be designed as 'public spaces'? Yes ☐ No ☐

How do you think this area should be used, and what would you like to see included in the design? _____

Moving: Do you support the proposed roading/cycling/walking layout including separate cycling lanes and widened footpaths along Gerald Street? Yes ☐ No ☐

Comments _____

Car parking: Do you support the proposed changes to manage car parking within the town centre? Yes ☐ No ☐

Comments _____

Priorities: Which of the proposed town centre projects do you think should be the highest priority?

Wayfinder: Do you support the Wayfinder concept for Lincoln? Would you be interested in helping to develop the scheme further and/or maintain a station?

If you have any feedback on other aspects of the Draft Lincoln Town Centre Plan, please note these below.

Send us your feedback



In person

You can hand this form in at a community forum meeting, or at any Selwyn library/service centre or Council offices, Rolleston



By post (no stamp required)

Freepost 104653
Lincoln Town Centre Plan
Selwyn District Council
PO Box 90
Rolleston 7643



Online

You can also provide comments via the feedback form available online at: www.selwyn.govt.nz/lincolntcplan



By email

Or send comments by email to: lincolntcplan@selwyn.govt.nz

Please provide your contact details below.

Name: _____

Organisation/business (if applicable): _____

Address: _____

Email: _____

Feedback is open until 5pm,
Monday 30 November 2015

LINCOLN TOWN CENTRE PLAN- WORK PROGRAMME

Cost estimates have been developed for the proposed changes within the three precincts of the Lincoln Town Centre in order to understand in more detail the level of capital investment required to achieve the Lincoln Town Centre vision. Some funds have already been allocated in the Long Term Community Plan (see Table 2). At the time projects had to be prioritised to have high, medium or low priorities. All Lincoln related projects were categorised as of being medium – low priority.

The initial costing indicates that estimates to implement the plan would be between \$8-\$12 Mio. The higher end of the figure reflecting that power has been undergrounded and that intersection upgrades are included in the proposal.

The detailed costs relate to physical works, such as the street upgrade of Gerald Street and the development of separate cycle lanes and widened footpaths. They can be found in chapter 6 and Appendix D of the Lincoln Town Centre Streetscape Report-Stage 2.

The following table lists key projects and indicative timeframes in order to get public feedback on which projects should be implemented first by receiving the greatest level of public support. To get a better understanding, the works have been split into individual tasks with special reference on who would be responsible and how the project could be funded.

Table 1:

| Project | Indicative Timeframe | Key Project Tasks | Who | Costs/ possible funding source |
|---------|------------------------|---|--|---|
| | Short term (1-3 years) | | | |
| 1 | | Mark up individual parks on Gerald Street to better use kerbside space (in particular for mobility impaired people) | Council in correspondence with adjacent landowners | \$/ Operational costs, supplemented where necessary with additional funding |
| 1 | | Investigate new location for P&R and better use of current unofficial P&R | Council in correspondence with land owners | \$\$\$\$/ Operational costs, supplemented where necessary with additional funding |

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|---|--------------------------|---|---|---|
| 1 | | Introduce time restrictions for Retail Core (East) precinct | Council/ in correspondence with businesses | \$ Operational costs, supplemented where necessary with additional funding |
| 1 | | Investigate use of parking wardens | Council | \$\$ Operational costs, supplemented where necessary with additional funding |
| 1 | | Develop a parking search route signage at West Belt and Kildare Tce., | Council/ in correspondence with businesses | \$ Operational costs, supplemented where necessary with additional funding |
| 1 | | Develop a parking brochure in correspondence with signage; reference on Council website | Council/ in correspondence with businesses | Council staff time |
| 1 | | Investigate communal car parking options | Council /private landowners | \$\$/ Operational costs, supplemented where necessary with additional funding |
| 2 | Medium term (4-7 years) | Develop parking precincts on West Belt, Lytellton Street and Maurice Street | Council in correspondence with adjacent land owners | \$\$-\$\$\$/ funds from general funds, targeted rates and development contributions |
| 2 | | Establish communal car parking areas | Council | \$-\$\$\$/ funds from general funds, targeted rates and development contributions |

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|---|-----------------------|--|-------------------|---|
| | | Upgrade of Gerald Street within <i>Retail Core East Precinct</i> ; including separate cycle lanes, widened footpath, seating, landscaping and overhead power lines underground | Council | \$\$\$\$/ funds partly from existing LTP funds, general funds, targeted rates and development contributions |
| 2 | | Relocate unofficial park &ride | Council | \$-\$\$/ funds from general funds, targeted rates, development contributions |
| 2 | | Traffic signals for Gerald/James/Edward Street | Council | \$\$-\$\$\$ /partly LTP, the rest funds from general funds, targeted rates and development contributions |
| 2 | | Traffic signals for Gerald Street/West Belt | Council | \$\$-\$\$\$ /LTP funded |
| 3 | Long term (7 years +) | Upgrade of Gerald Street within <i>Transitional Precinct</i> ; including separate cycle lanes, widened footpath, seating, landscaping and overhead power lines underground | Council | \$\$\$\$; funding partly from existing LTP funds, general funds, targeted rates and development contributions |
| 3 | | Upgrade of Gerald Street within <i>Retail Core West Precinct</i> ; including separate cycle lanes, widened footpath, seating, landscaping and overhead power lines underground | Council | \$\$\$\$; funding partly from existing LTP funds, general funds, targeted rates and development contributions |
| 3 | | Traffic signals for Gerald Street/Vernon Drive | Council/developer | \$\$; funds from general funds, targeted rates |

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|--|--|--|--|-------------------------------|
| | | | | and development contributions |
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Table 2:

| Project | Scheduled year | Budget |
|---|-----------------------|----------------|
| Traffic signals Springs/Gerald/Ellesmere Junction Road | 2020/2021 | 2Mio. |
| Traffic signals Gerald Street/West Belt | 2026/27 | 1.5Mio. |
| Traffic signals Gerald/James/Edward Streets | 2027/28 | 700,000 |
| Town Centre upgrade | 2035/36 | 4Mio |