

Lincoln

Town Centre Plan

SUMMARY DOCUMENT 2016



Lincoln

Town Centre Plan



A vision for Lincoln's future

Welcome to this summary of the Lincoln Town Centre Plan – a guide to ensure that as Lincoln grows, the town's heart remains a vibrant, prosperous space for community and business activity.

Lincoln is one of the fastest-growing and most dynamic townships in Selwyn district. From 2006 to 2016 its population doubled from around 3,000 to 6,000 – and over the next decade it is expected to reach 10,000.

Conversations about the revitalisation of Lincoln's town centre began in 2000, when a passionate Lincoln community decided that a vision for the future was needed. After many discussions and studies – and the disruption of a major earthquake – this community vision has been translated into a guiding plan which was adopted by the Council in 2016. It's now on its way to becoming reality!

The plan has been developed in partnership with the Lincoln community, and reflects their efforts to make Lincoln a better place. Technical data and robust analysis have provided the basis for town centre projects and associated costs and timeframes, ensuring that their implementation can occur in a timely and cost-effective manner.

Many people and organisations participated in the consultation process and 77% of submitters generally supported the draft plan. Top priorities identified by the community included the establishment of separate cycle lanes, along with other projects such as the retail core east area, traffic management and parking.

Some key outcomes include:

- Realigning Gerald Street to provide more space for pedestrians and cyclists
- Separated cycle lanes both side of Gerald Street linking the Liffey Stream with Lincoln University and beyond
- A parking management plan to use car parks sensibly and efficiently
- Parking precincts in 'second row' with good pedestrian links to shops on Gerald Street

This summary provides an overview of the proposed key projects, their costs and implementation. More detail is available in the full Lincoln Town Centre Plan.

Scope of the new Lincoln town centre

The town centre area covered by this plan has almost doubled in size from previous studies. The defined town centre now includes three distinct, but connected precincts:

1. Retail Core (West) Precinct: The New World Supermarket (anchor tenant) and adjacent Neighbourhood Centre
2. Transitional Living Precinct: The area between the Retail Core East and West, which is expected to change from residential to business over time
3. Retail Core (East) Precinct: the 'old' Lincoln town centre, adjacent to the Liffey Stream

Additional information on the development of the plan, and a copy of the full Lincoln Town Centre Plan, is available at www.selwyn.govt.nz/lincolntcplan



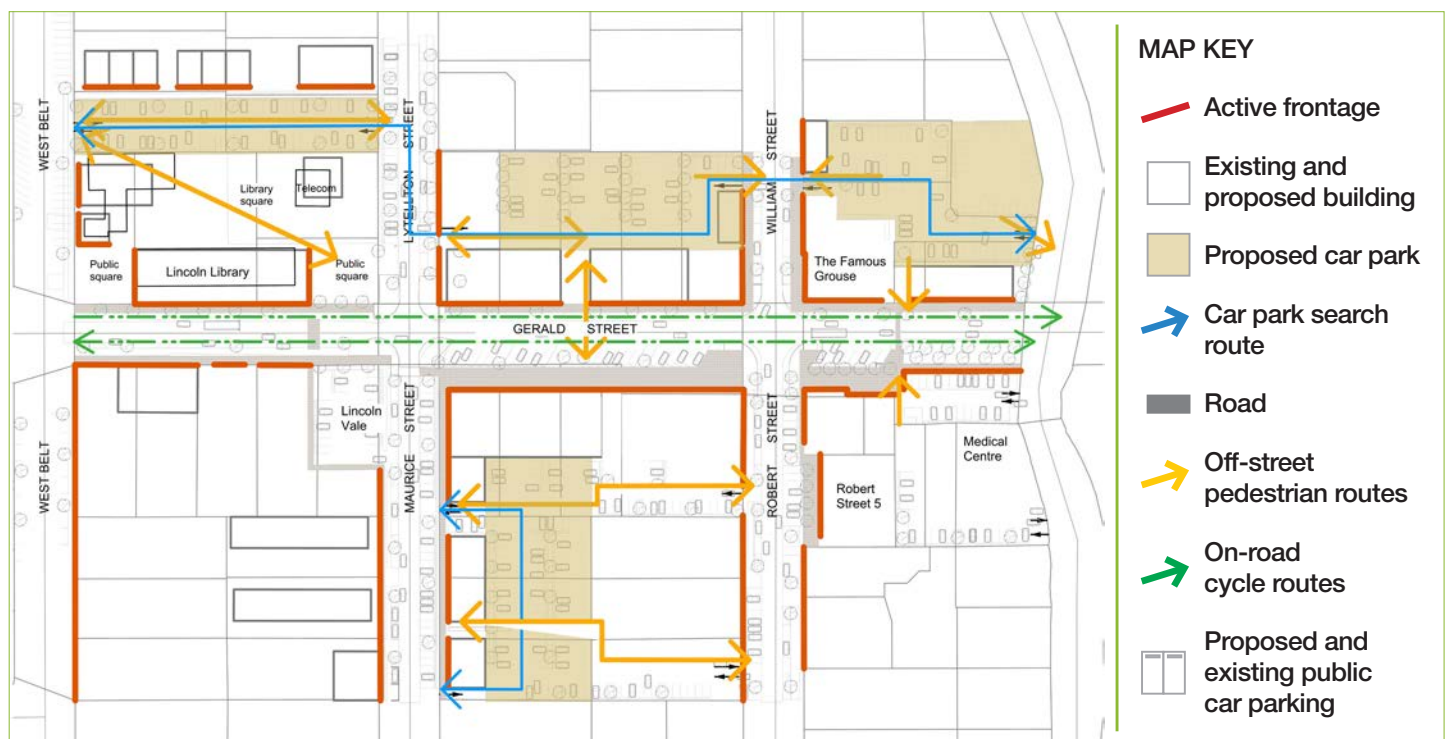
Five key themes

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

1. Promoting 'active frontage', with new buildings placed to the edge of the footpath and glass doors and windows facing the street. Building façades and landscaping 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



The following pages outline a series of proposed projects that will help implement these themes.



The five key themes of The Lincoln Town Centre Plan



Gerald Street - street view to the Port Hills

Lincoln

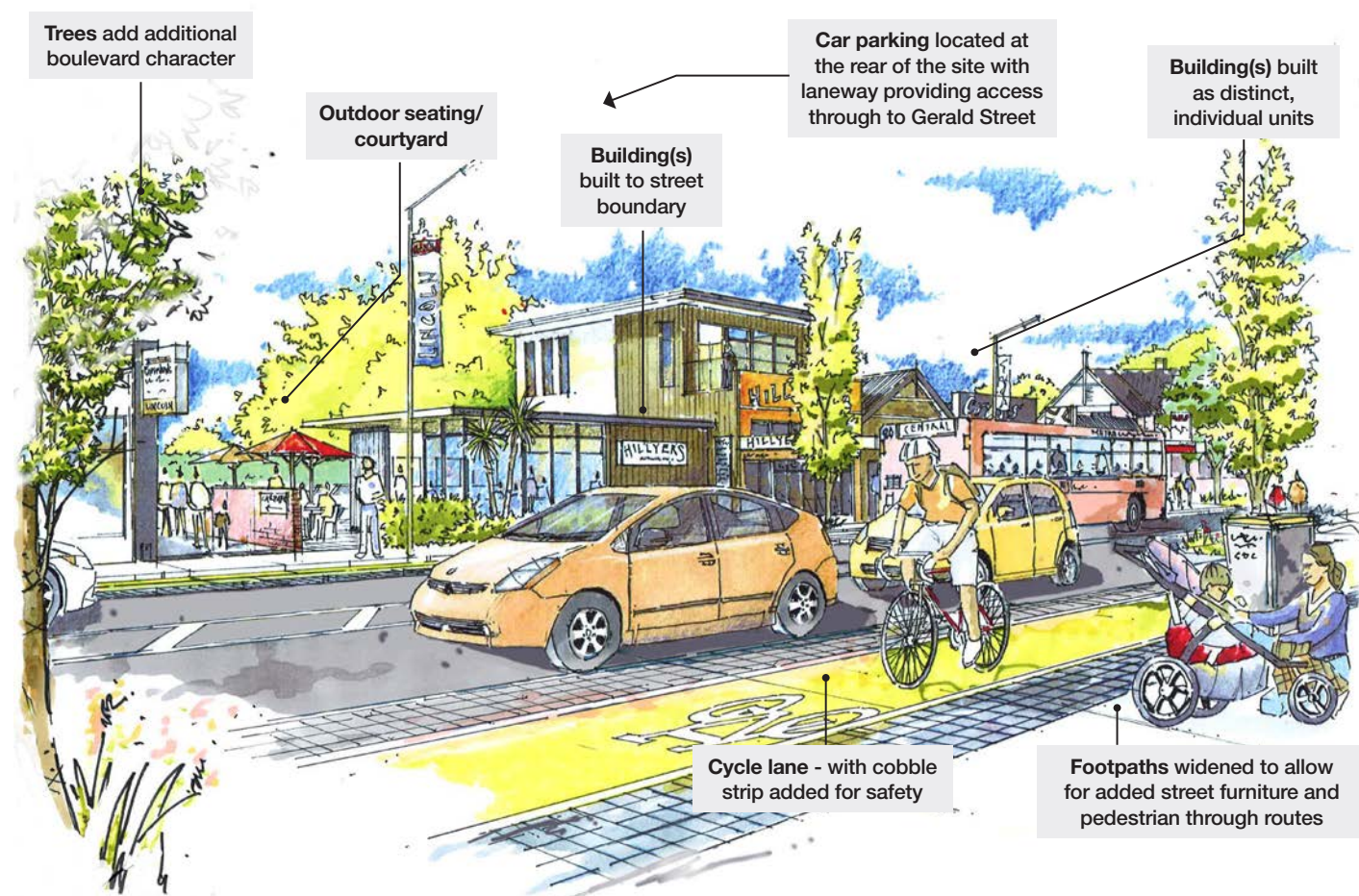
Town Centre Plan

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 proposed separate cycleway.



Artist's impression of Gerald Street



Lincoln

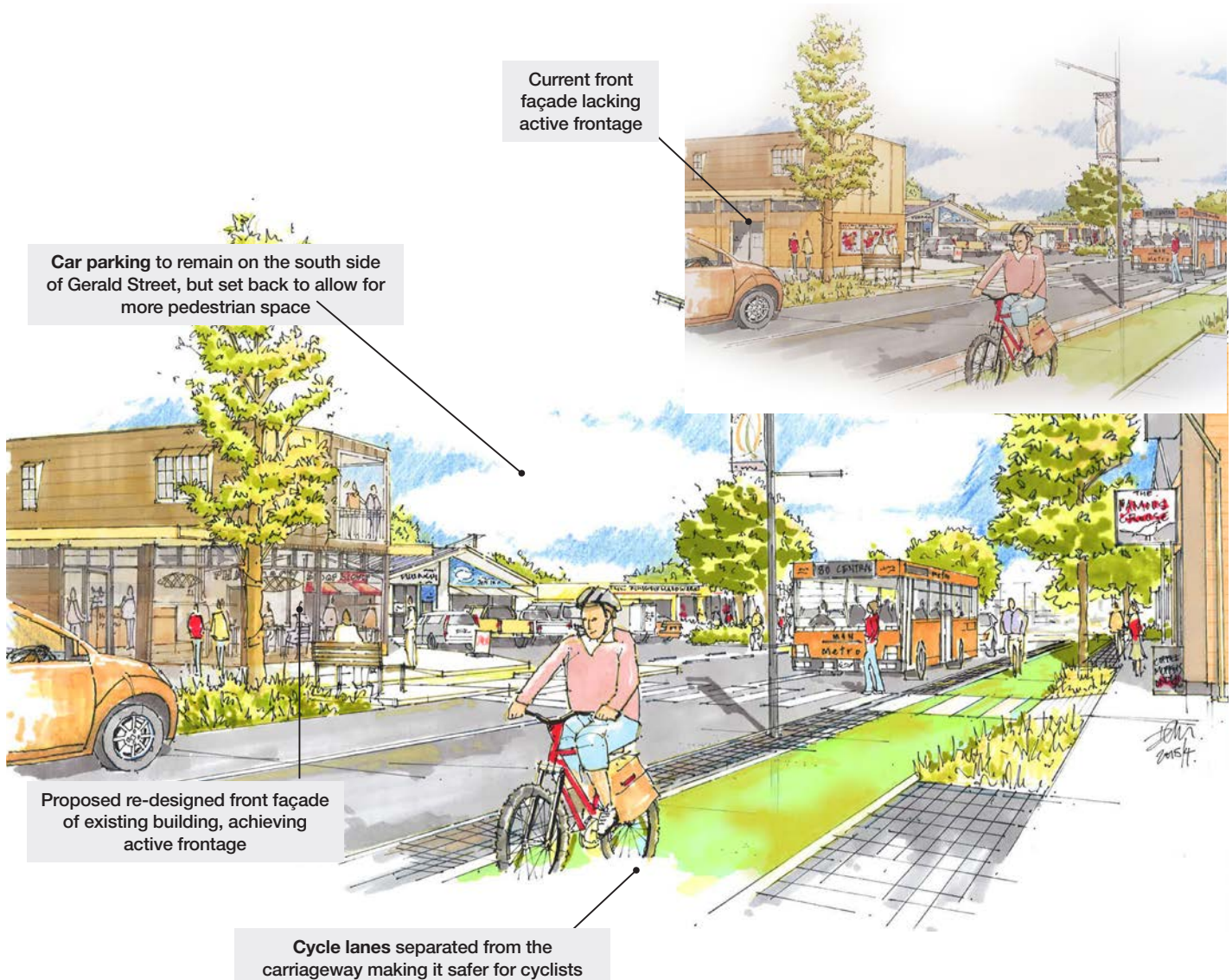
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Project Gerald Street

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

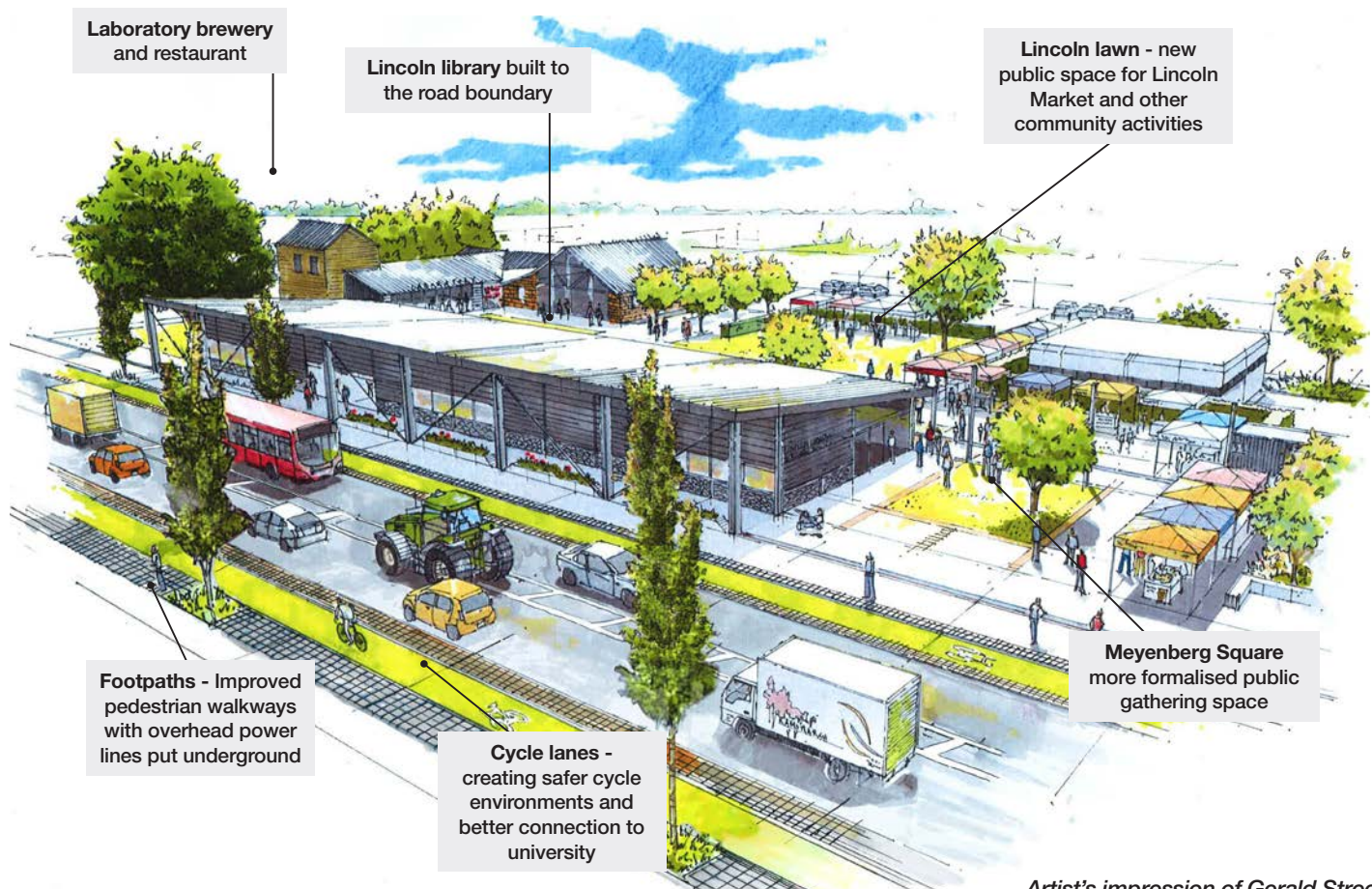
Project Gerald Street

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 bird's-eye view. This view also demonstrates the traffic flow on Gerald Street and the different transport options, including cycle lanes on both sides.



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



Laboratory brewery and restaurant

Lincoln library built to the road boundary

Lincoln lawn - new public space for Lincoln Market and other community activities

Footpaths - Improved pedestrian walkways with overhead power lines put underground

Cycle lanes - creating safer cycle environments and better connection to university

Meyenberg Square more formalised public gathering space

Artist's impression of Gerald Street

Lincoln

Town Centre Plan

Retail Core (East) Precinct

1. Proposed active frontage for new development
2. Retained 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. Relocate car park and unofficial park-and-ride, develop new shops to define entrance into town centre
6. Proposed separate cycle lanes in both directions to 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 future intersection upgrade/controlled intersection



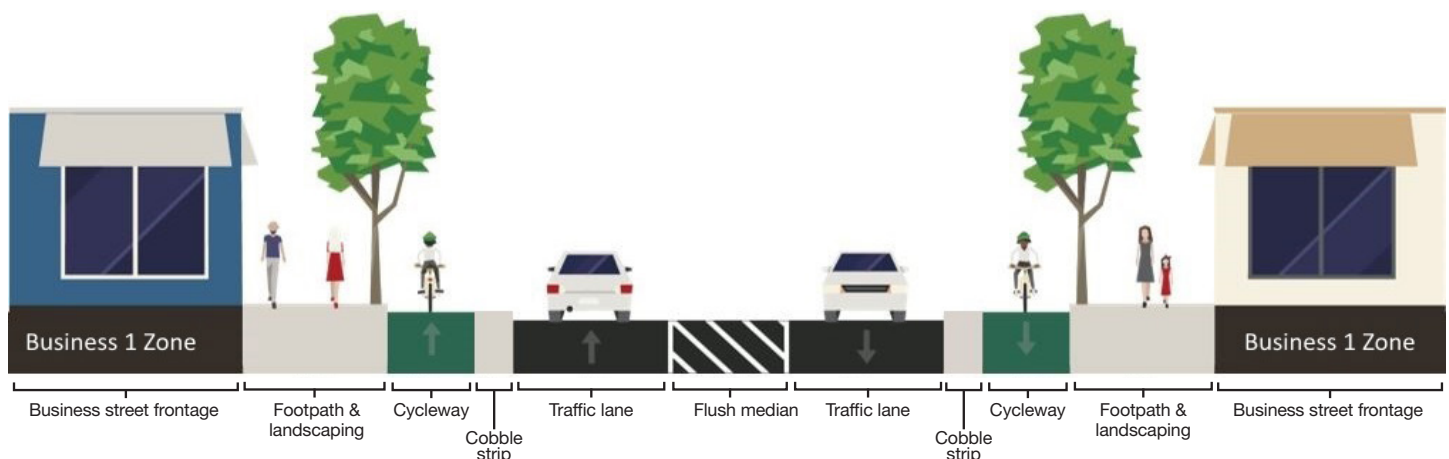
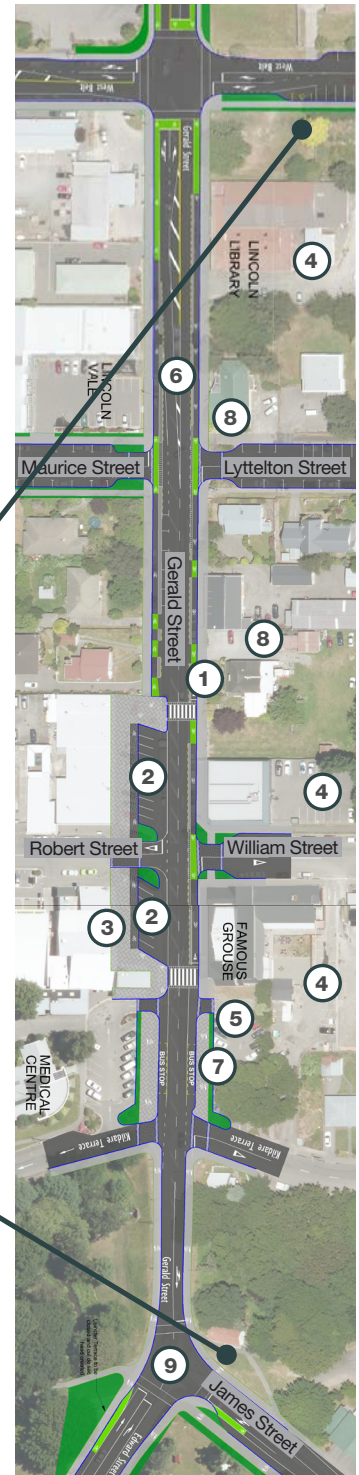
Lincoln library will be part of the Retail Core (East) Precinct



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



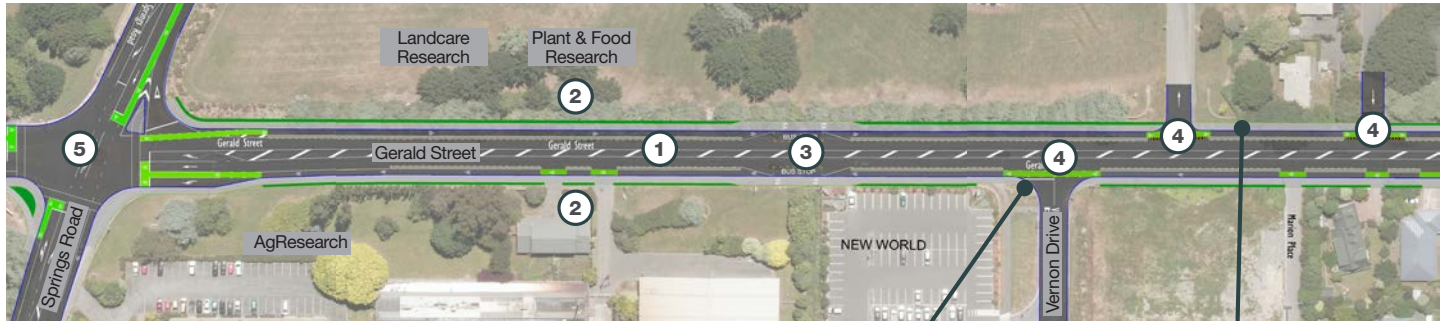
Footpaths need to be made inviting, attractive public spaces



Cross-section of proposed streetscape, Retail Core (East) Precinct

Retail Core (West) Precinct

1. Proposed cycle lanes in both directions, providing a safe cycling route between the town centre and the university
2. Proposed active frontage for future development either side of Gerald Street
3. Proposed bus stop
4. Proposed intersection upgrade to allow for safe cyclist and pedestrian crossing
5. Replace roundabout with controlled traffic signals



The New World supermarket creates an anchor for the Retail Core (West) Precinct



Future traffic signals for Vernon Dr/Gerald St intersection

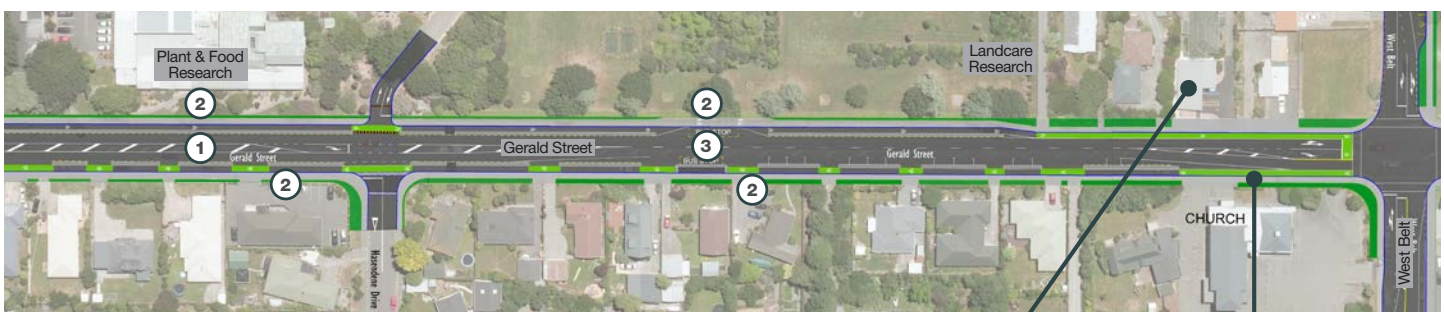


Current partial on-road cycleways will be upgraded to separate cycle lanes

Transitional Living Precinct

The transitional living precinct 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 separate cycle lanes in both directions that provide a safe cycling route between precincts
2. Proposed active frontage for future development either side of Gerald Street
3. Proposed bus stop



Residential properties converted to business use



Existing business among residential neighbourhood



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

Explore Lincoln with a Wayfinder

The wayfinder concept was initially suggested to encourage walking and exploring Lincoln, with interesting visual inlays in the footpath leading people to attractive parts of the township and important community facilities. More importantly it was considered as a tool to help tie the different parts of the town centre together.

The feedback received on the wayfinder concept was mixed - 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.

As part of the consultation process it was decided that the detail of the concept needed to be further developed as part of a community-led, Council-supported project. A working group made up of Te Taumutu Runanga representatives, Lincoln Envirotown Trust, other community groups, local schools and interested parties needs to be formed to further develop the concept. One wayfinder route could be used as a test run, before applying the concept to the rest of the township.



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.

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 around \$13.6 million in funding (including underground powerlines).*

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



Identified projects and costs table

Project	Estimated cost (including undergrounding)
Gerald Street parking minor improvements	\$50,000
Gerald Street Town Centre	\$1.975 million
Gerald Street Transitional Living precinct	\$2.5 million
Gerald Street West Retail 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

Implementation Plan

Short term (1-4 years)

Mark up individual parks on Gerald St and side streets to better use kerbside space

Mark cycle lane on Gerald St South between West Belt and University as interim solution

Develop parking precincts and communal parking areas within four belts

Introduce time restrictions for Lincoln Town Centre

Upgrade Gerald St within the Lincoln Town Centre; including cycle lanes, widened footpath, landscaping and undergrounding of power lines

Medium term (5 years +)

Upgrade of Transitional Living and Lincoln West Retail precincts

Traffic signals at Gerald St/Vernon Drive/James St and Edward St and West Belt if and when they are needed

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

*and the reconstruction of the existing carriageway of Gerald Street.

