

Plan 69: A Lincoln family's perspective

Alastair Ross

Submitters

- Ross family: 2 parents, 3 school aged children
 - Live in Lincoln
 - Parents work in Lincoln
 - Children go to school in Lincoln
 - Selwyn-based after-school activities 6 times a week
 - Love the 'Lincoln's a great place to bring up kids' aspect – e.g. children (and adults) can get around Lincoln safely and independently

Initial submission - distilled

- Road safety is already inadequate, and adding 2000 extra households will dangerously exacerbate the problem
- Existing organised recreation and educational facilities are overstretched, with no provision in Plan 69 for new areas. New recreational facilities are elsewhere, requiring more car journeys, exacerbating the road safety problem

Additional comments 1

- Transportation Hearing Report; Section 7 (The Lincoln Structure Plan)
 - Suggests that Plan 69 might have an impact on regional traffic flows, but that modelling of this is complex
 - The lived experience:
 - At peak hours, it takes 5+ minutes to do a right hand turn into Gerald Street – fine for Auckland perhaps...
 - Crossing the road as a pedestrian at either end of Lincoln (e.g. from Liffey Springs Drive to the Rosemerryn ('Pirate ship') playground or from New World to the Lincoln Science Centre) is an exercise in either patience or risk, with 1 km to the nearest pedestrian crossing for both scenarios.
 - The addition of 1400-1600 vehicle movements at peak hours as estimated for Plan 69 is not going to make matters better
 - The Lincoln local committee has been petitioning the SDC to make substantive improvements to road safety for several years with a couple of pedestrian islands to show for it. There is no indication that if Plan 69 goes ahead that there would be any more priority given to engineering better transport safety in Lincoln

Additional comments 2

- Greenspace provision report by the SDC focuses on access to reserves
 - Many of these green spaces are District level, and require a car to reach
 - More traffic, more road safety issues unless needed improvements are made
 - The report suggests that larger reserves for sports and recreation are not required due to Lincoln University Sports fields and Lincoln Domain and Events Centre
 - Lincoln University is not a public space and is not easily reached from most of Lincoln
 - Lincoln University has been approached to make football fields available for training for members of Selwyn United Football Club (the closest football fields are at Foster Park), and the request has been turned down several times
 - Lincoln Domain and Events Centre are excellent facilities and are well used – finding space and time for team practices is a challenge
 - Dependence on District level facilities such as the proposed Weedons Road park to meet Lincoln's needs will only further exacerbate road safety issues
 - It is not the role of Plan 69 to provide for recreational facilities. However the unanticipated population growth will reduce access to the detriment of both current and future residents of Lincoln (and in other areas of Selwyn as increased numbers of Lincoln residents travel to use District facilities)

Additional comments 3

- At the building phase of Plan 69, the proposal to allow higher density housing (up to 3 stories high) without needing additional consent, may be approved
- This will greatly impact on the number of people who would be living in the proposed Lincoln South subdivision and should be included in the possible scenarios being modelled