



Lincoln

Town Centre Plan

A vision for Lincoln's future



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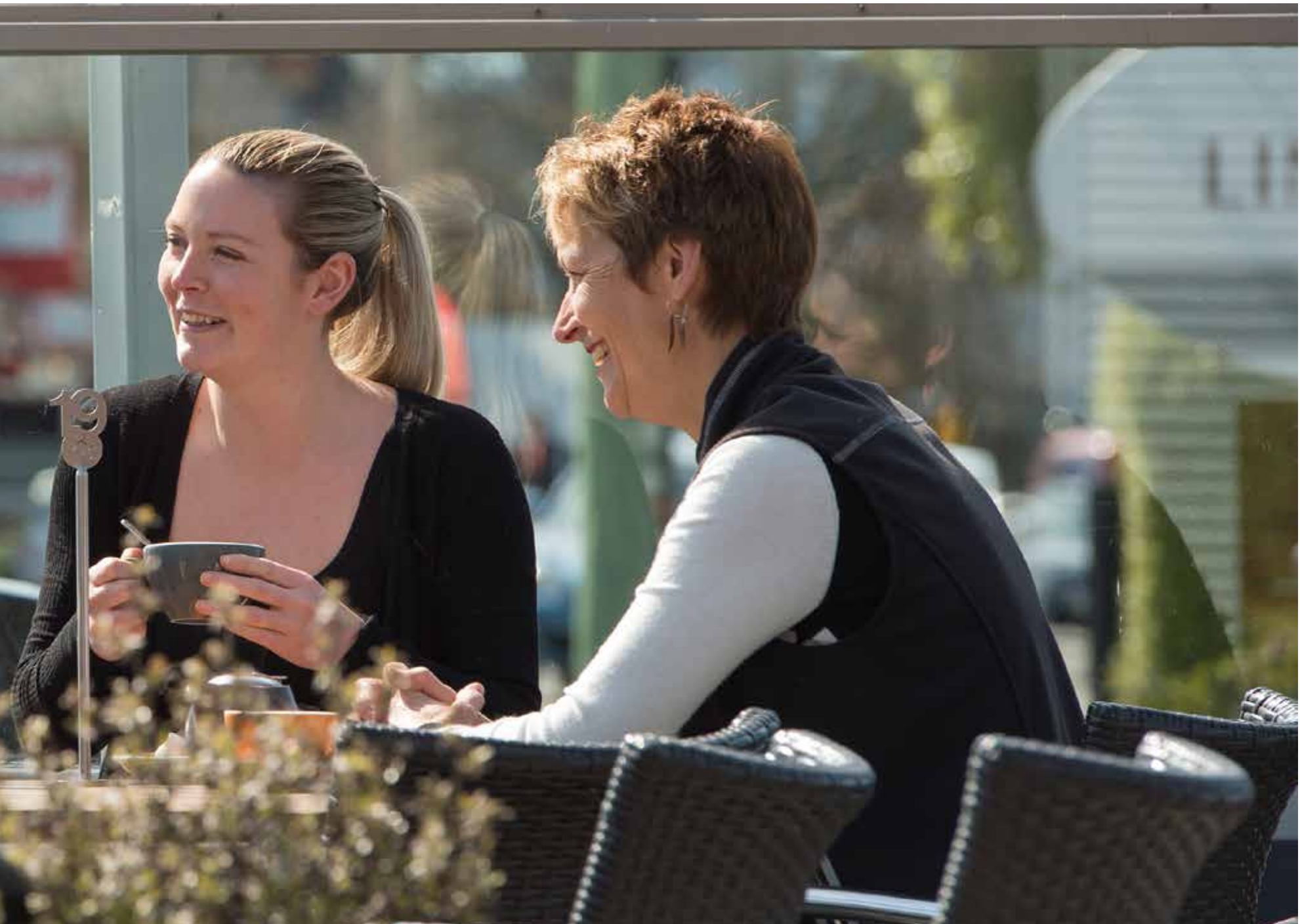
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The Lincoln Town Centre Plan was adopted by
Selwyn District Council on 25 May 2016.



- | The Plan



Lincoln

Town Centre Plan

1.1 Background

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

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

- Action 6 required to identify a Neighbourhood Centre in Lincoln as appropriate for intensified and mixed use development.
- Action 27 required the Council to identify key activity centres within the larger townships of Rolleston and Lincoln.

1.2 Scope

In previous studies the Lincoln town centre encompassed the Business 1 area, located between the Liffey Stream to the east of the township and West Belt to the west. With the development of the New World supermarket in 2009 and the confirmation of its role as an anchor tenant throughout the process of fulfilling Action 27, the extent of the actual town centre needed to be reassessed.

The changes

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

- a) The spatial extent of the town centre has changed (LURP Action 27)
- b) The Lincoln by-pass assessed as no longer a feasible option to re-route heavy vehicle traffic (see p.21).
- c) Lincoln Innovation Hub, if developed on corner Springs and Ellesmere Junction Roads, will create new challenges and opportunities for the town
- d) Large volume of residential development including subdivisions to the north and south of the township (eg Flemington, Bartonfields, Te Whāriki)
- e) The LURP required identification of a Neighbourhood Centre, which will result in additional commercial/medium density development next to the New World supermarket
- f) Additional Industrial land on Springs Road affecting traffic volume and flow
- g) Development of Council projects, such as Lincoln Event Centre (2011), Lincoln Library (2014) and others

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

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



Figure 1: The new Lincoln Town Centre



1.4 Process and vision

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

The Council carried out consultation on the initial Draft Plan in 2011, which looked at the Retail Core (East) Precinct, and received a very positive response. Further consultation was undertaken in 2015 after the extent of the town centre changed. The consultation process included public open days, township committee and business owner meetings and a formal submission and hearings process (see also Chapter 6).

The Plan has been designed to work with the Selwyn District Plan. The Lincoln Town Centre Plan is a vision for how the town centre may develop as time progresses. It is not a blueprint and does not try to prescribe an exact outcome, but it does attempt to guide the type of outcome that should be provided.

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

The following diagrams show the anticipated town centre structure:

1.3 Introduction

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

The plan concerns itself with the area zoned as Business 1, centered around Gerald Street; the area around the New World supermarket and the land between, zoned Transitional Living, as identified on Appendix 29B in the District Plan (see Part 7).

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

Development will occur as a result of both private and public investment. The Council expects that many of the sites in the centre will be redeveloped in the next ten to twenty years.

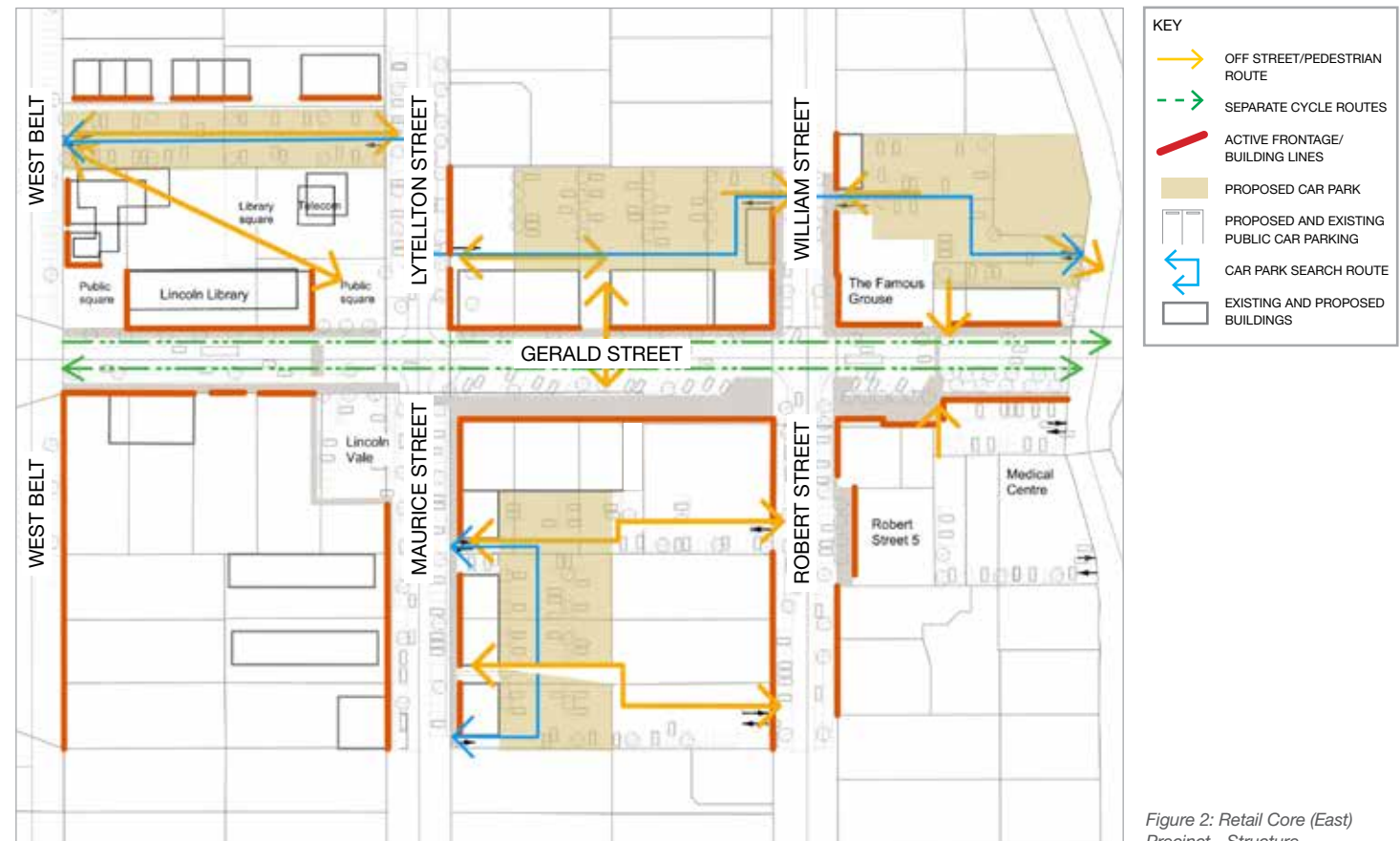


Figure 2: Retail Core (East) Precinct - Structure



Figure 3: Transitional Living Precinct - Structure

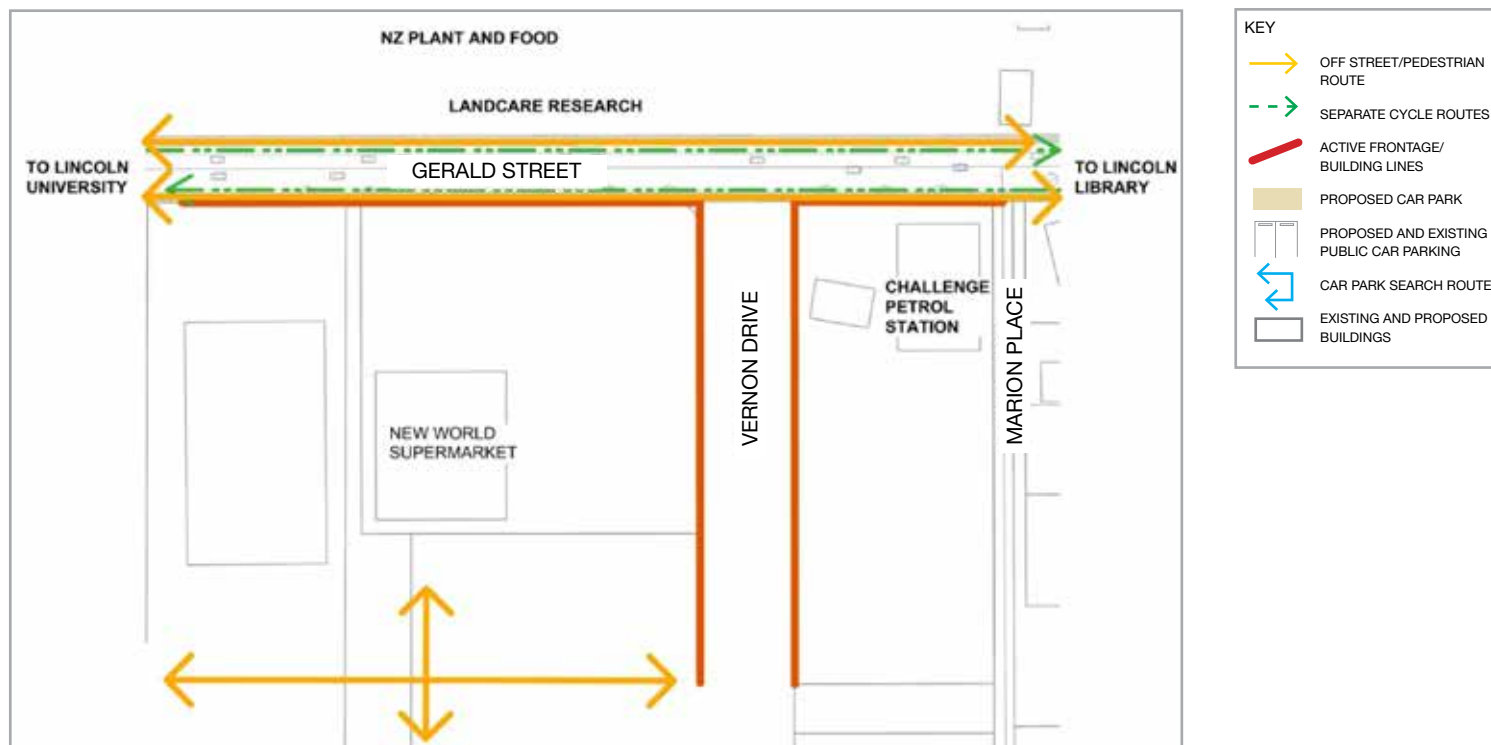


Figure 4: Retail Core (West) Precinct - Structure

1.5 Key elements

The summary diagram (left) shows the main elements of the plan.

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

1. Buildings lines and active frontages
2. Public space
3. Moving (walking, cycling and driving)
4. Car parking
5. Use of streets

These elements cannot be considered in isolation and trade-offs between them are required to get the best overall outcome. To design a town centre around one of these would be detrimental to the whole as it would mean that others are neglected.

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

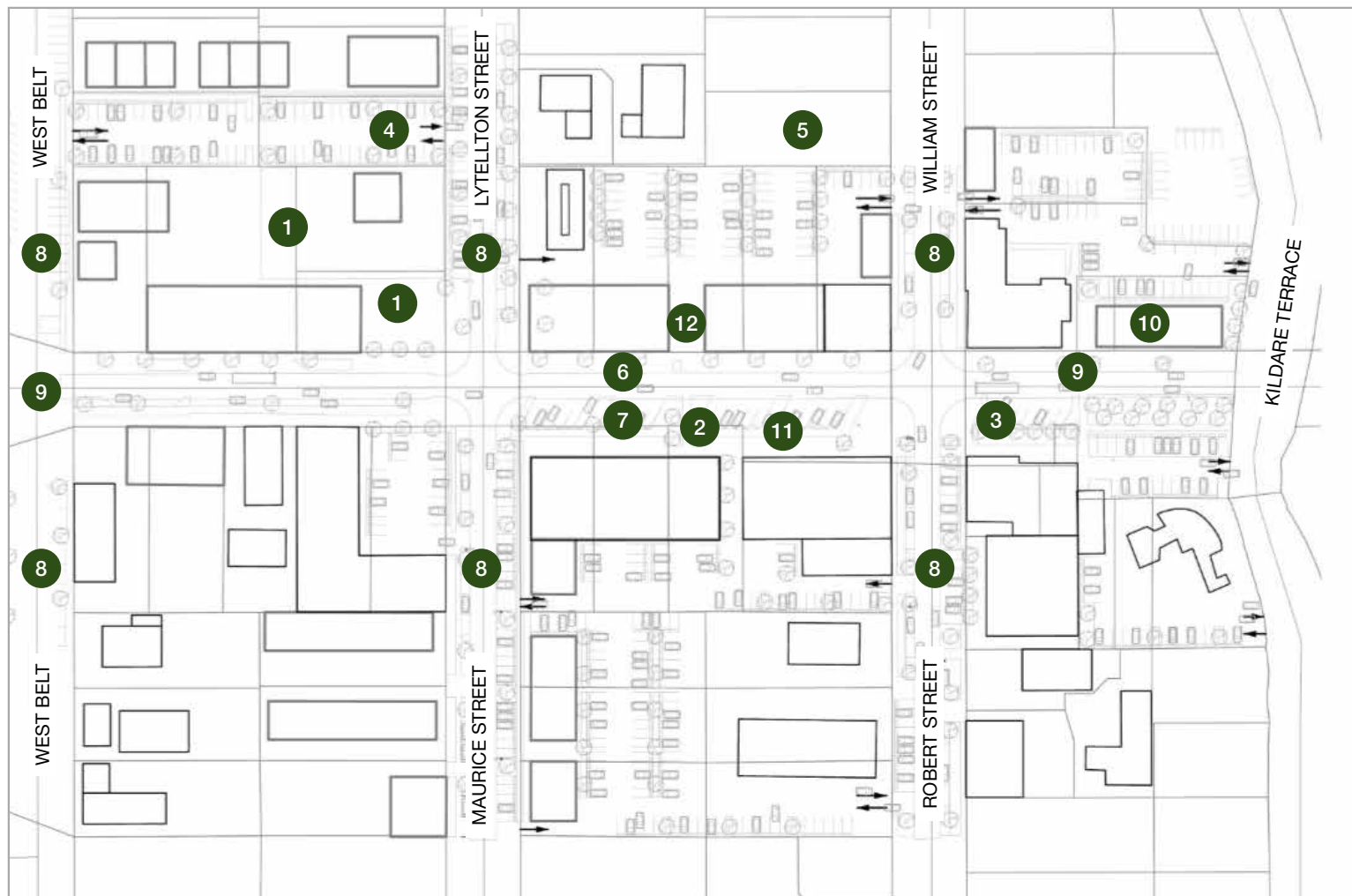


Figure 5: Retail Core (East) Precinct - Key elements

Key elements

1. New public plazas
2. Pedestrian Plaza along south side of Gerald Street
3. Enhanced public space along Gerald Street
4. Logical "search route" for parking
5. New communal car parking area in 'second row'
6. Remove parking on Gerald Street when parking precincts are established
7. Retained angle parking on south side of Gerald Street
8. Side streets with increased parking developed as 'parking precincts'
9. Separate cycle lanes create safe cycle route
10. New shops define entrance to town and importance of Gerald Street
11. Shops built to road with active frontage
12. Frequent pedestrian connections from car parks to street

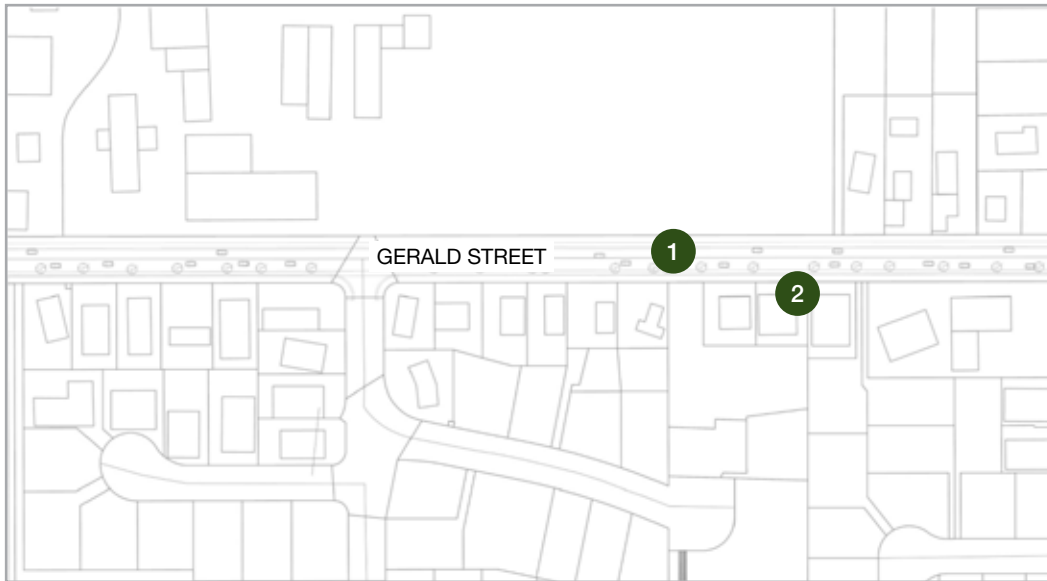


Figure 6: Transitional Living Precinct - Key elements

Key elements

1. Separate cycle lanes on both side of Gerald Street create safe cycle routes
2. Underground power lines increases pedestrian space and allows to create an enhanced environment for the main pedestrian route to the main pedestrian route to Lincoln University

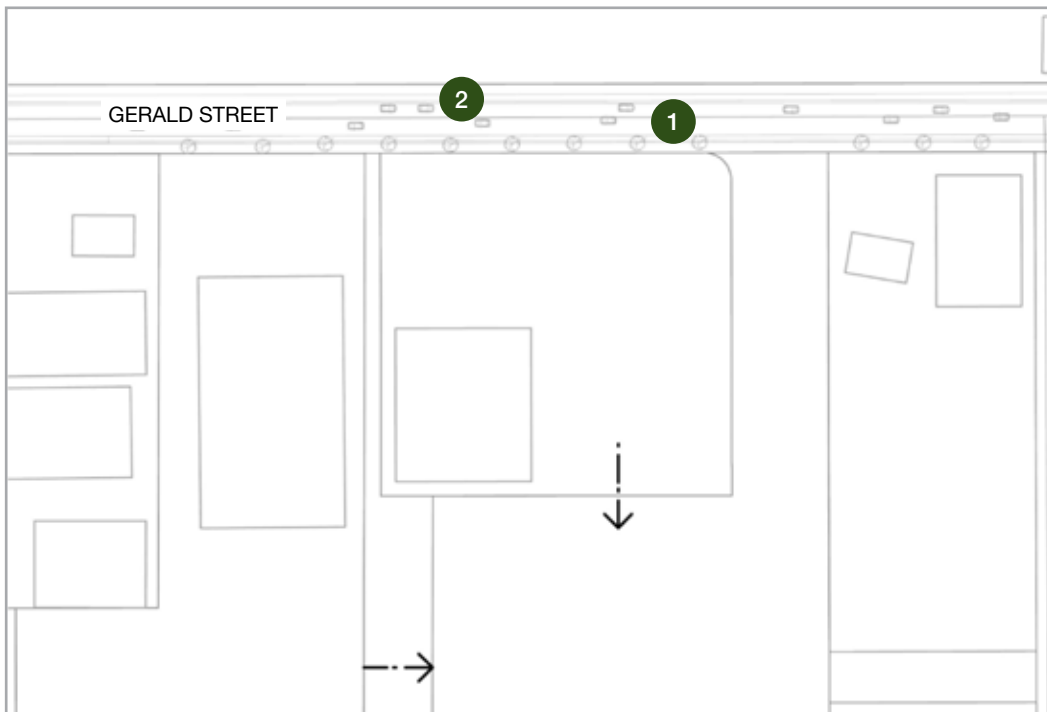


Figure 7: Retail Core (West) Precinct - Key elements

Key elements

1. Pedestrian island creates a crossing point between both sides of Gerald Street
2. Gerald Street is reconfigured to allow for efficient and safe transport between precincts

1.5.1 Building lines and active frontages

Active frontage means doors and windows facing the street and public space. Building lines determine where the building is placed on site.

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

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

The Plan anticipates that new buildings will generally be built to the back of the footpath to maintain the traditional appealing town centre street scene.

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

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



Figure 8: Retail Core (East) Precinct - Building lines and active frontage



Figure 9: Transitional Living Precinct - Building lines and active frontage



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

(Selwyn District Plan, Rule 16.9.1.2)

Implementation

The majority of buildings will be built by private developers. The main tools to manage the above key elements are the Selwyn District Plan and Council design guides.

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

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

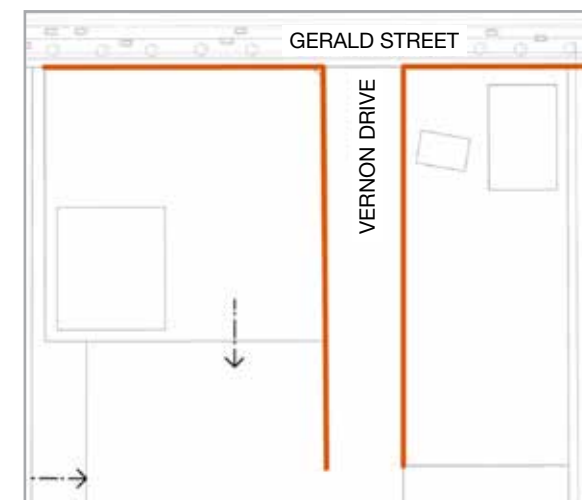


Figure 10: Retail Core (West) Precinct - Building lines and active frontage

1.5.2 Public spaces

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

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

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

Activities could include markets and art or cultural displays and exhibitions. Having changing events and displays will add interest to public squares and allows for the incorporation of seasonal celebrations and special occasions.

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

Lincoln Green

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

Gerald Street Plaza

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

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

Central Square

Central Square is a formal space, which is integrated with the street environment. This public space is most of the time used as a car park for Lincoln Medical.

Liffey Reserve

The Liffey Reserve is an informal elongated public space with educational, recreational and ecological value. It also functions as a natural boundary to the eastern extent of the town centre. The established heritage character could be used as a destination within the 'Wayfinder' theme (see page 16). Clear signage leads to access points to a boardwalk, picnic areas and playgrounds. In the future its banks along Kildare Terrace are utilised for their 'green outlook' by adjacent businesses.

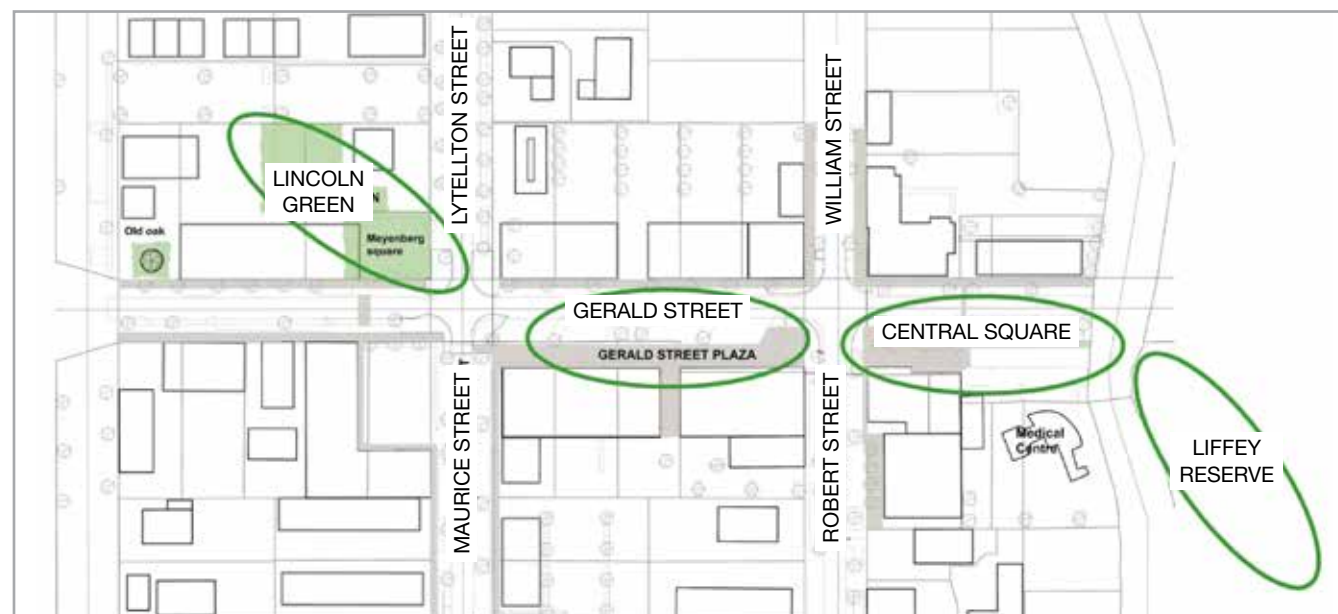


Figure 11: Retail Core (East) Precinct - Public space network

Lincoln Green

The following illustration shows the Lincoln Library and Service Centre and adjacent public square, used for the Lincoln market, from a bird's-eye view. This view also demonstrates the traffic flow on Gerald Street and the different transport options, including cycle lanes in both directions.



Figure 12: Artist's impression showing a bird's-eye view of Gerald Street, new library building, adjacent buildings and market square

Implementation

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

Central Square

The plan shows the Lincoln Chinese Takeaway building as being reconfigured (changed in its appearance for better integration with the street scene of Gerald Street). The artist's impressions to the right shows what this could look like.

The suggestion of removing the building, which was supported in the Lincoln Opportunities Study consultation, is another option to consider. This would require the Council to buy the land and demolish the building, but is entirely depending on the owner's willingness to sell and Council's funding for the purchase.

With increased growth pressure, the utilisation of Central Square for functions outside the medical centre is difficult. However, the Council is currently considering options as to how this public car park could be better utilised. Reallocation of car parks to the back, and other options to distribute long-term car parking, have been discussed as part of the Parking Management Plan (see Part 3).

Gerald Street Plaza

The greatest improvement will be able to be achieved within an amended street corridor. The Lincoln Town Centre Streetscape Report (see Part 3) discussed options for each of the three precinct areas. The preferred option has a separate cycle lane in each traffic direction. Car parking is directed to parking precincts in side streets or private and communal car parks in 'second row'. Angle car parking will remain in Gerald Street.

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

Within the part of the Retail Core (West) precinct stronger emphasis is put on vehicular movement and creating a strong linkage to the University.

The Transitional Living Precinct will link the two core precincts and will continue the precincts' design format for cycling and walking.

The newly established area around the public library now includes Meyenberg Square and Lincoln Green (see Figure 12). These newly-created public spaces provide the opportunity to incorporate and display public art and heritage items. There is also allocated space for the weekly Farmers Market, which is run as a community market with the aim of bringing people into the town centre. It is a permanent feature of Lincoln and is held every Saturday, with monthly themed community events, such as the 'Lincoln Fete'.



Figure 13: Site plan of Lincoln library and adjacent buildings and plazas

Chinese Takeaway building and Famous Grouse

The following illustration shows how Gerald Street would look, viewed from the east (Liffey Stream side).

The impression shows how the Chinese Takeaway building could be improved to add to an active street scene, through changes to its frontage and on the second storey.



Figure 14: Artist's impression of Gerald Street from the east

New development on Hillyer's site

The following illustration is a suggestion of how the former Hillyer's site could be developed with another café, but shows also 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 cycleways.



Figure 15: Artists impression of a busy, vibrant Gerald Street with new buildings that have street appeal

1.5.3 Moving *(Walking, cycling, busing and driving)*

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

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

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

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

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

Gerald Street will remain an arterial road and the free movement of traffic is an important aspect of this function. The streetscape report (see Part 3), however, states that Gerald Street is able to be designed to reflect the local character of Lincoln. The report also suggests that a reduction in speed would not affect traffic flow, but would increase pedestrian safety, especially at crossing points. Additional mid-block crossing points have been proposed adjacent to the library and the New World supermarket.

With the bypass no longer an option, heavy vehicle traffic will be using Gerald Street or will choose alternative routes as and when speed reductions and traffic management measures make alternative routes the more attractive alternative.

The inclusion of a search route for car parking to the north and south of the town will help to take some cars off Gerald Street.

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



Implementation: Wayfinder

The Wayfinder concept encourages walking and exploring Lincoln along a path leading to key destinations. It provides a visual tool to guide visitors to attractive parts of the township and community facilities. More importantly, it can be used as a tool to make connections between precincts. Key destinations to visit could be the University, community gardens, Mahoe Reserve, Liffey Art Gallery, Liffey Reserve, library and others.

The Wayfinder itself is a path made up out of yet to be decided tiles or symbols – these could be bilingual and would be developed with the input of Te Taumutu Runanga.

Along the path there are stations that could be either fixed (eg at crossing points) or mobile. Stations could incorporate historical, cultural and heritage information, along with public art; they could be interactive, display iconic imagery or change with the seasons.

Public feedback that supported this concept suggested developing a working group with runanga representatives, community groups, local schools and interested parties to further develop the concept. The Wayfinder could be tested within one route before applying the concept to the rest of the township.

How does it work?

Components

- Tiles/stone with inlay (symbol), to be determined
- Mobile stations (allocated to community groups, and interested parties or sponsors)
- Fixed stations (developed by the Council in keeping with current district sign posts) at cross points, or to direct people to destinations (eg community centre, library, university, medical centre)

Locations

- Throughout the town centre (Key Activity Centre area) along footpaths, on public squares and along the Liffey Reserve
- To be piloted in Lincoln, but could potentially be extended to other town centres
- The development of an app could be investigated

What are the benefits?

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

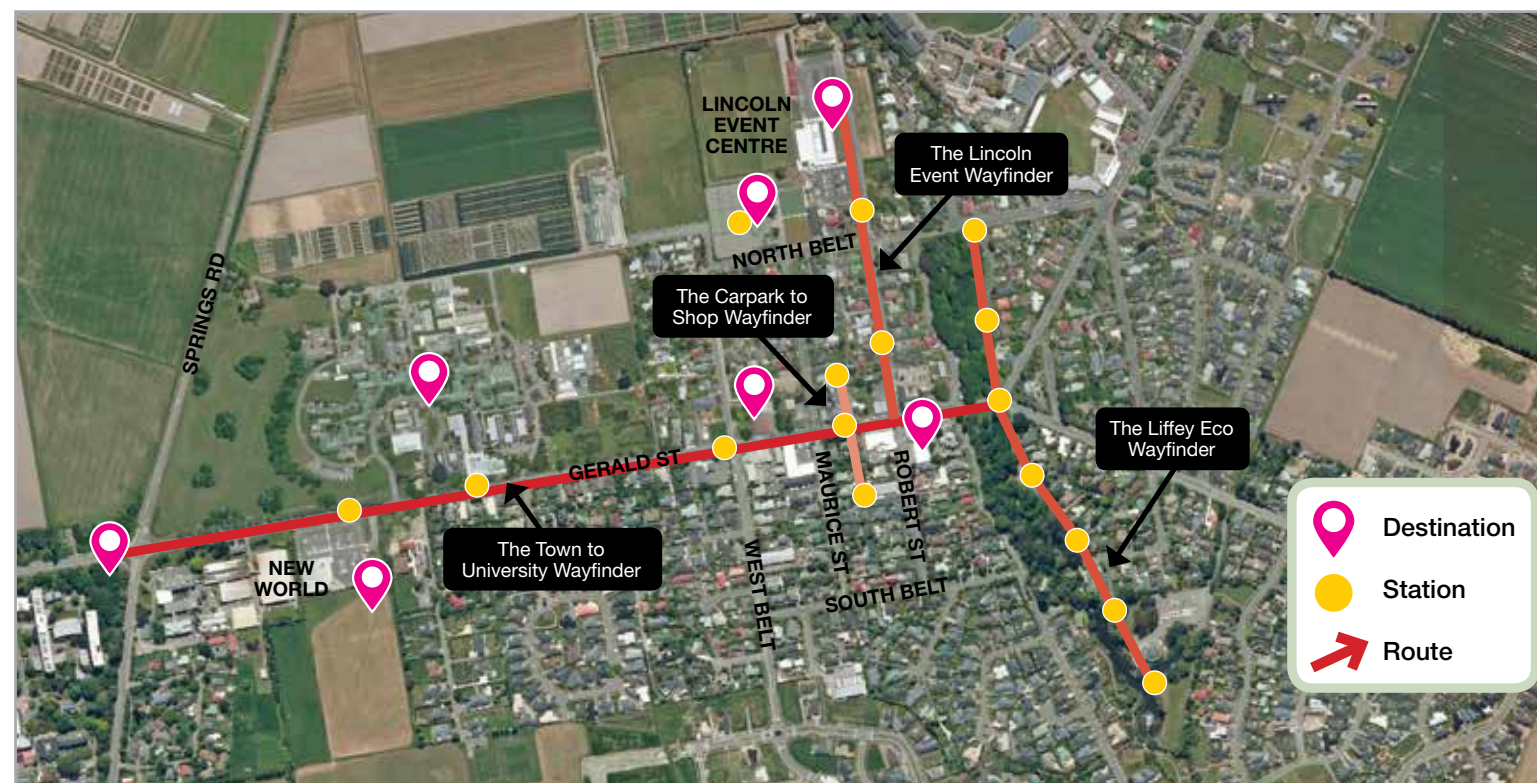


Figure 16: The wayfinder concept

Transport background

The importance of Gerald Street

The Lincoln Town Centre Plan seeks to convert Gerald St between Springston roundabout and Kildare Terrace to a higher amenity road with an increased emphasis on walking, cycling, street design and features. Gerald Street is classified as an arterial road in Selwyn District's Council's roading hierarchy and is part of the wider regional route that links State Highway 1 (Burnham) to State Highway 75 (Tai Tapu).

The Lincoln community has consistently expressed concerns about the conflict in use of Gerald Street in catering for this through traffic function, especially relating to heavy vehicles, and desires to improve the town centre amenity. This was investigated through the Christchurch Rolleston and Environs Transportation Study (2007).

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

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

Abley Transportation Consultants Limited¹ were engaged to evaluate the 2014 Lincoln traffic simulation model and use the data to develop design objectives and recommendations on how intersections and activities within the road corridor of Gerald Street in particular could be managed. Wider issues that may influence the town centre, like the Lincoln Hub proposal, have been included as best as possible with the limited amount of data available at the time (see Part 3).



Streetscape Report:

Findings and recommendations

Road classification and function

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

Traffic growth

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

Traffic speed

- Average speeds through Retail Core (West) and Transitional Living precincts are anticipated at around 47-48km/h, once anticipated growth is fully developed
- Reducing the speed to 30km/h within Retail Core (East) is based on the micro-simulation model not impacting on capacity, but will significantly increase safety for pedestrians

Traffic lanes

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

Pedestrian movement

- Overall footpath width is depending on land use
- Promote more pedestrian movement by introducing street furniture zones and through pedestrian routes
- Wider through routes for areas with higher pedestrian volumes ie Retail Core (East) Precinct
- Wider street frontage for areas with higher traffic ie Transitional Living

Cycle movement

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

Parking

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

- Different car parking methods for each of the precinct areas, depending on needs
- Replace car parks along Gerald Street to introduce space for pedestrians and cyclists
- Develop communal car parks within town centre ("Parking Precincts")
- Reallocation of required car parking spaces in side streets, by way of angle parking and communal car parking areas (further investigation and consultation required)
- Street trees can be incorporated into street design

Bus stops

- Retain bus stops in the interim, but relocate once traffic lights are established, with no more than 500m between stops; Incorporate these into the overall design, in particular around cycle lanes
- Determine official park-and-ride location along current and new bus routes

Trees

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

Operational and safety issues

Waste collection and street cleaning

Currently around 140 bins may need to be emptied at any one time along Gerald Street. It was identified in the Streetscape Report that wheelie bin collection and street cleaning could be problematic and discussions with waste management contractors were held. Key points raised included:

- Any design option which means the bin lifter arm (and bin) has to reach across any part of a cycle lane is unacceptable from a safety perspective
- The refuse truck could straddle any separators, but the height would have to be no more than 150mm
- There would be a real risk that the bins could topple over in the traffic lane and/or cycle lane when windy, creating a hazard
- Putting bins within the cycle lane area is seen as a safety issue and hazard to cyclists
- The cleaning of the cycle lane requires a special sweeper or manual process

Given the space limitations of the current road reserve, it was concluded that a cycle lane that is separate to the vehicle lane would be a better outcome to safely place wheelie bins; it also simplifies the street cleaning process.

Continuity and safety of cycleway/car parking

The Draft Plan initially retained two areas of parallel on-street parking (13 spaces in total). This design needed to be reviewed and amended to provide a better safety outcome and retain the important flush median. Subsequent changes resulting in the final design retains the flush median and removes on-street parallel car parking on Gerald Street. To mitigate the loss of on-street car parking three parking precincts have been identified.

To mitigate the loss of on-street car parking three parking precincts have been identified.

Parking precincts are areas created as angle parking zones framed with traffic calming features. The long term intent is to develop off-street public car parking areas with good access to Gerald Street to cater for parking demands, as needed.

To provide further parking spaces in the short term, West Belt north of Glebe Place will become a fourth parking precinct.

The new design

The resulting design (see figure below) is a 1.8m-wide cycleway separated from the traffic lane by a strip of cobblestones/feature surfacing and elevated from the carriageway by a low-profile kerb. A further strip of cobblestones/paving is included at the edge of the footpath to define the wheelie bin placement and potential street tree planting.

The resulting road cross-section does not change the overall concept that was presented during consultation, only the way that the cycleway separation is achieved.



Figure 17: Revised design superimposed on Gerald Street



Implementation: on-road movement

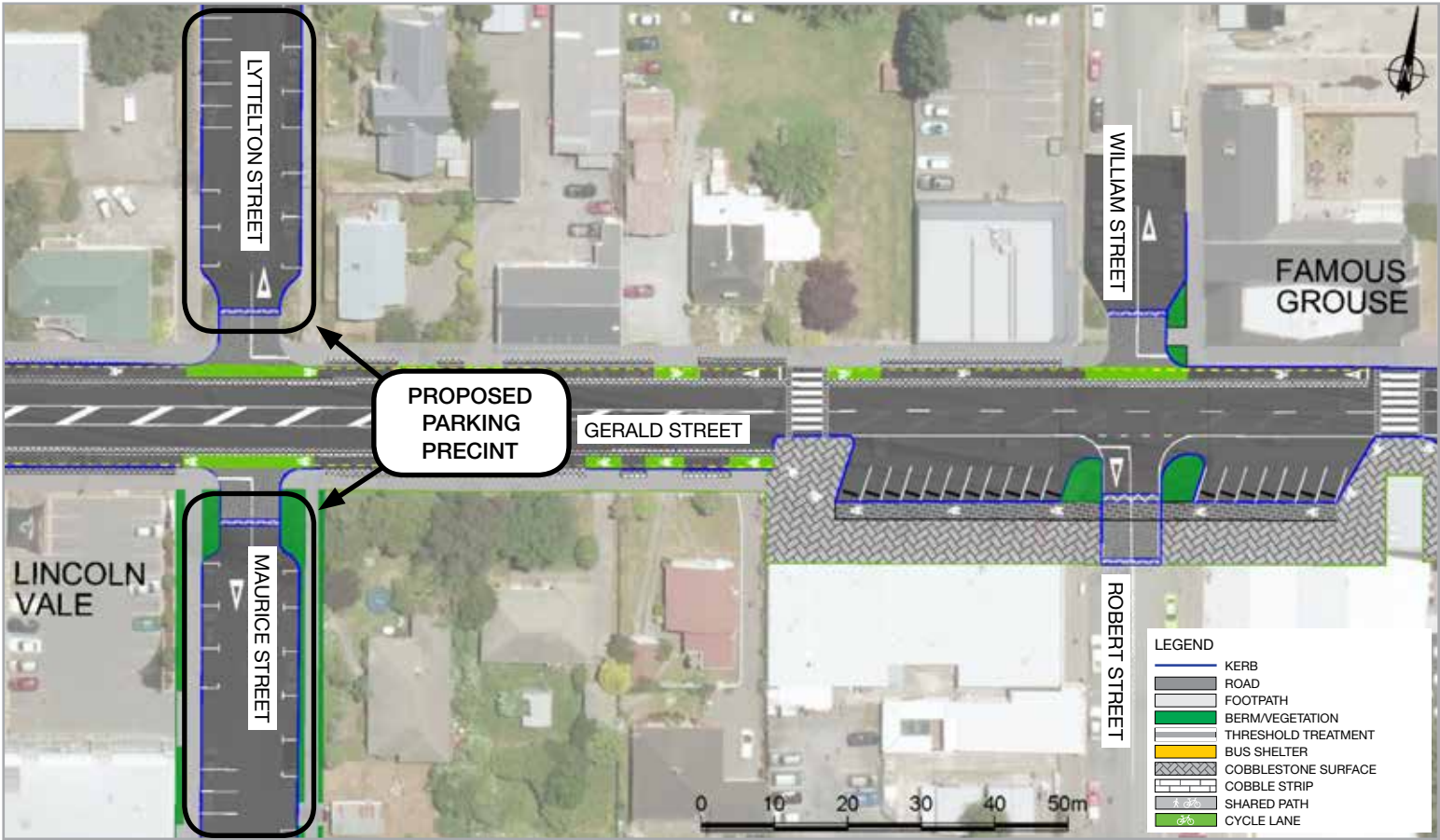


Figure 18: Retail Core (East) Precinct- Movement network

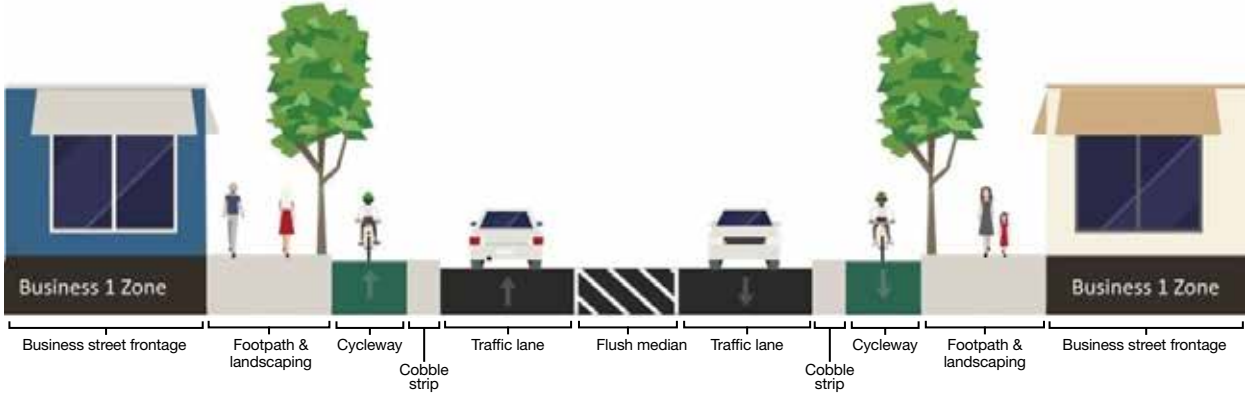


Figure 19: Retail Core (East) Precinct- Cross section

Implementation

Parking

The mid-block walking connections and search route for parking will be obtained as development occurs and are expected to be provided by private developers.

Likewise the parking search route will primarily come about as a result of development. The Council may need to obtain some easements to allow the public access over some land and safeguard this route. Space allocations for communal car parking (eg the rear of the Hillyer's site and private car parking areas behind Lincoln Pharmacy and the Famous Grouse Hotel) will need to be further investigated.

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



Figure 20: Transitional Living Precinct- Movement network



Figure 21: Transitional Living Precinct- Cross section

Roading

Council will implement the intersection upgrades on the Springs Road/Gerald Street intersection, the Gerald Street/Vernon Drive, the West Belt/Gerald Street intersection and the Edward Street/James Street intersection with Gerald Street as and when traffic volume requires this capital works. Funding for these improvements are allocated within the Council's Long-Term Plan (see Part 2).

To establish the proposed design, Gerald Street will need to be fully reconstructed. The existing carriageway along Gerald Street, particularly in the Retail Core (West) and Transitional Living zone has significant areas of cracked pavement that suggest the underlying pavement structure is unable to accommodate the increasing amount of traffic using this route. It makes economic sense to upgrade the carriageway at the same time as and when introducing the cycle lanes, footpaths, full intersection upgrades and related work. This is similar to the situation which occurred when Springs Road was upgraded through Prebbleton to improve that town centre.

In addition to delivering a better finished product for Gerald Street, this reconstruction work will eliminate the need to constantly keep repairing the existing carriageway, which would be expensive over the long term and would also create continual disruption to traffic flows.



Figure 22: Retail Core (West) Precinct- Movement network

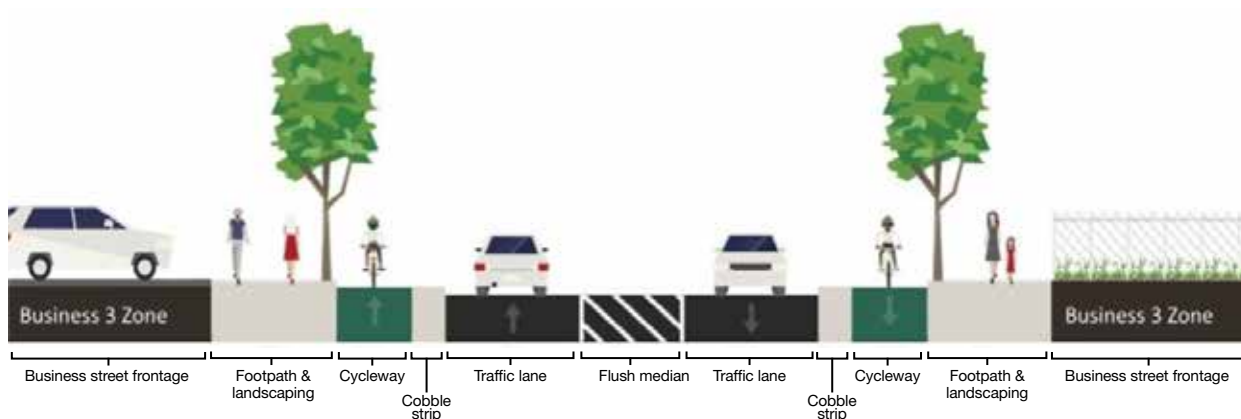


Figure 23: Retail Core (West) Precinct- Moving

Streetscape

To achieve the vision of the Plan, Gerald Street needs to change. A reconfiguration of Gerald Street will enable the street and adjoining space to be used in a more useful way, putting the focus on how people use and experience the town centre. Separate cycle lanes are an essential part of the proposed revisions made to the street layout.

A design was developed for Gerald Street with the key features being the inclusion of separate cycle lanes and wider footpaths that provide an important link to the university and future development to the west. The initial design was reviewed and amended to provide a workable, safe solution to refuse collection and maintenance of the cycleways without changing the overall concept.

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

Cost estimates (Part 2) and detailed scheme plans for the street works have been produced to assist in determining funding through the Long-Term Plan process. While there are some allocations for the 2035-2037 period, the strong residential and commercial growth rate of Lincoln suggests that certain projects should go up the priority list. A reallocation of funds needs to occur to respond to the community's request to bring forward development within the Retail Core (East) precinct and the separated cycle lanes concept.

Implementation: off-road movement

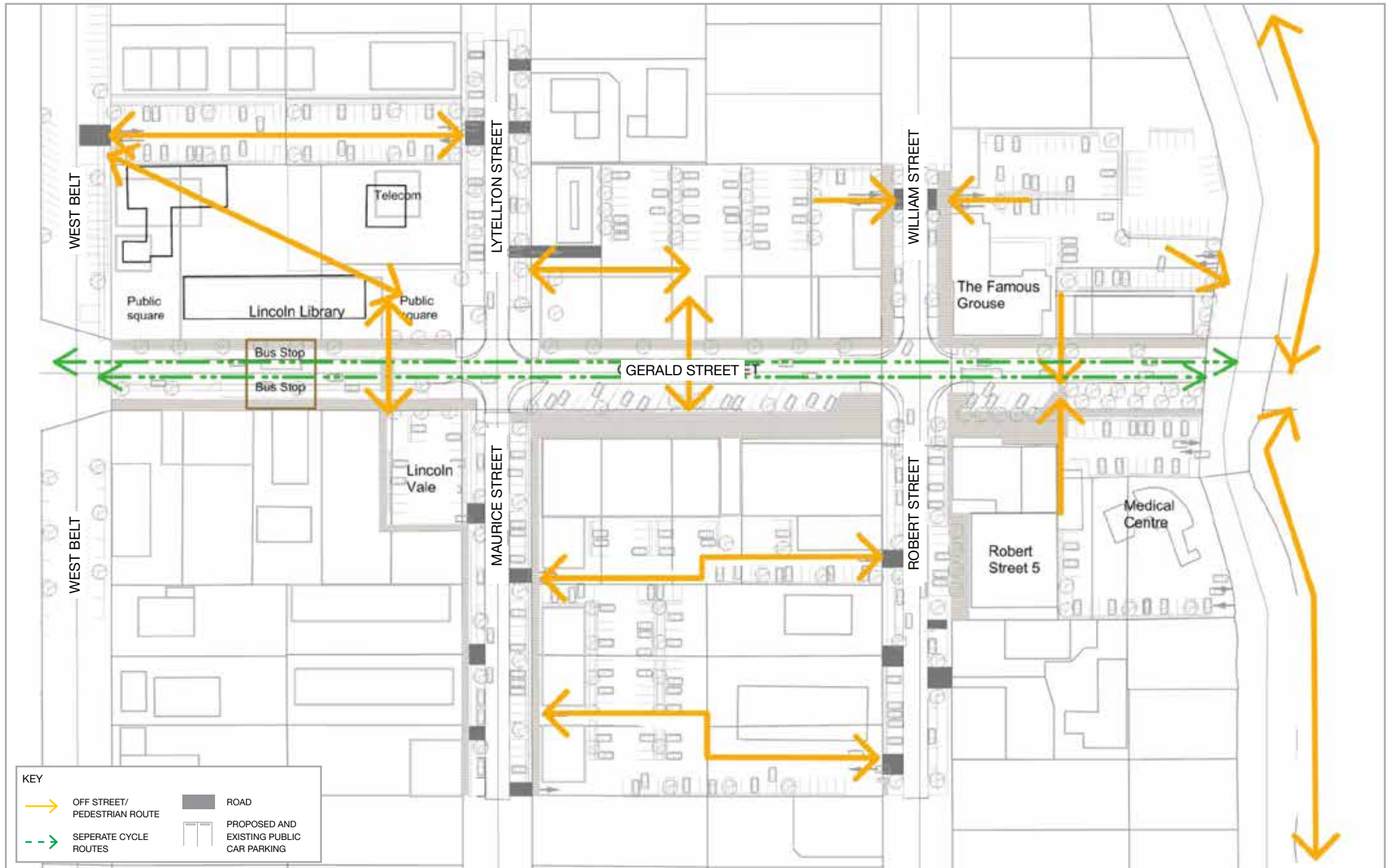


Figure 24: Retail Core (East) Precinct - Off-road movement network

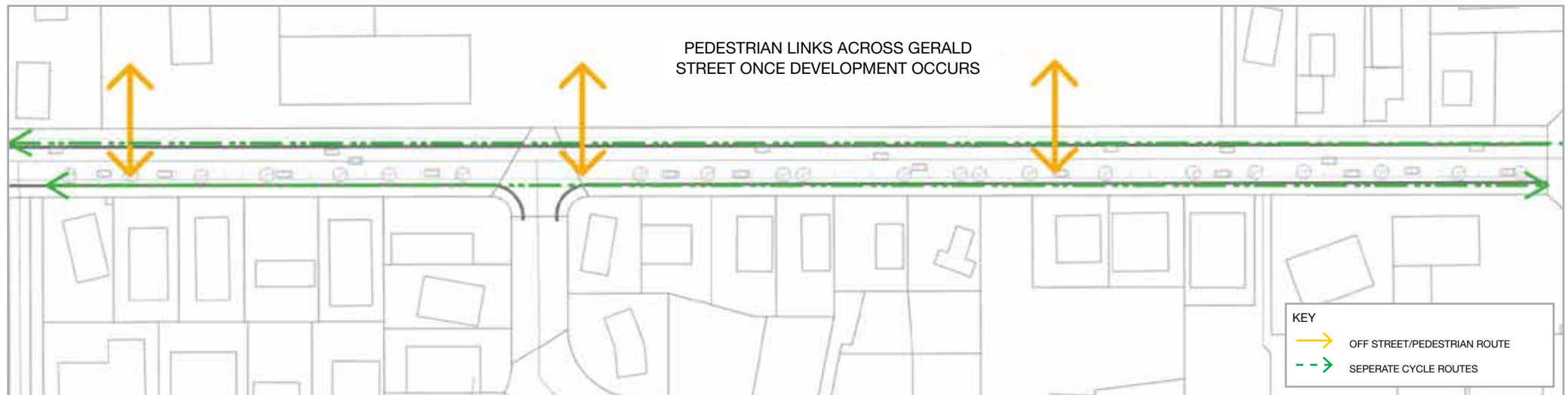


Figure 25: Transitional Living Precinct - Off-road movement network

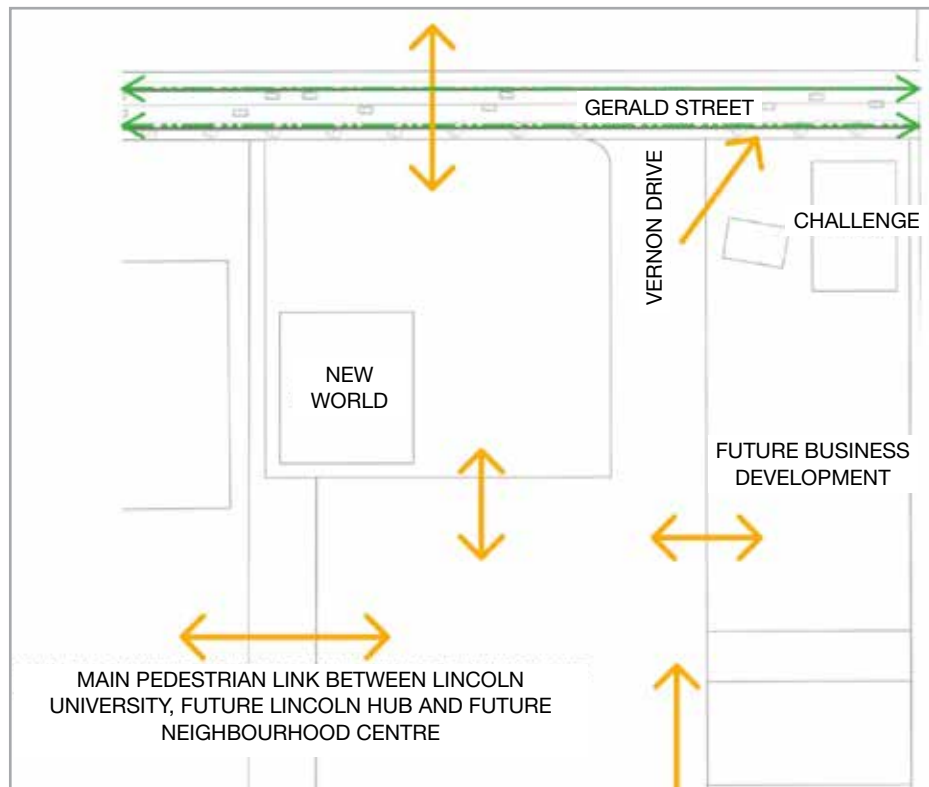


Figure 26: Retail Core (West) Precinct - Off-road movement network



1.5.4 Car Parking

Lincoln provides a number of car parking options including short-term to long-term, off-road and on-road car parks. Findings from the parking survey (see Part 3) show that the highest demand for short-term (up to 30 minutes) car parking is around lunch time and then mainly on the south side of Gerald Street and some side streets. The car park next to the Famous Grouse Hotel has been identified as a popular long-term parking spot.

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

Car parking is one of the main concerns of business owners within town centres worldwide. Businesses feel they need to have front of house parking provision for their customers in order to be able to compete with large shopping malls. Interestingly a New Zealand study found some valuable evidence that demonstrates how customer expectations differ from what business owners consider to be necessary for their business to be commercially viable. The study showed, for example, that shoppers will walk further, if a safe and attractive shopping environment is provided; it also confirmed that bike lanes and better pedestrian walkways have considerable commercial value. This opinion was supported in a newspaper article by G Koorey, lecturer at Canterbury University.

Reversing onto an at times busy Gerald Street is a safety issue, which is why the District Plan discourages further car parking from being placed in front of shops, where it can disrupt the pedestrian experience and the appearance of the town. Instead it should be placed to the rear of shops where it is out of sight, but still accessible.

The LTC Plan builds on the findings on the parking survey and subsequent parking management plan, both developed in cooperation with Abley Transport Consultants.

A search route has been proposed, which would connect car parks in second row. This encourages people to park once and then walk to different destinations (park-and-shop). Walking around town contributes to the town centre's vitality. Customers are more likely to make multiple stops in the centre, if on foot.

Large shared car parks are more efficient than multiple individual parks. Shared parking makes it possible to accommodate more spaces, while less space is wasted for access ways and parking is more customer-friendly. Furthermore, a communal car park requires fewer spaces, because it does not need to cater for the individual peak demand for each premises. This is reflected in the relatively low car-parking standards that town centres have in the Selwyn District Plan (Plan Change 12).



Car parking Robert Street



Communal car park in front of Medical Centre

Implementation

Car parks would be built by private developers in the course of the redevelopment of sites. The Council may acquire some easements to facilitate access over different landholdings. Council is also obtaining land to establish car parks in strategic locations in proximity to the centre.

Further options that require investigation include the multi-use of privately owned car parks and utilising existing parking spaces outside business hours.

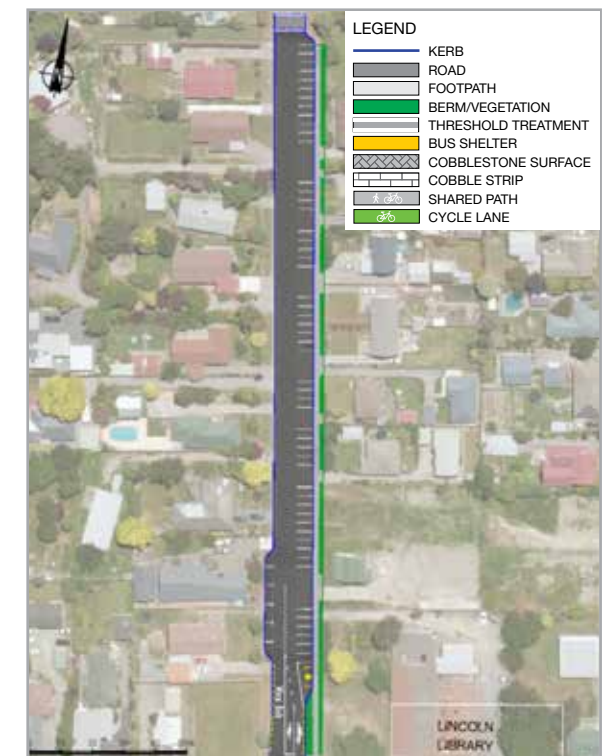
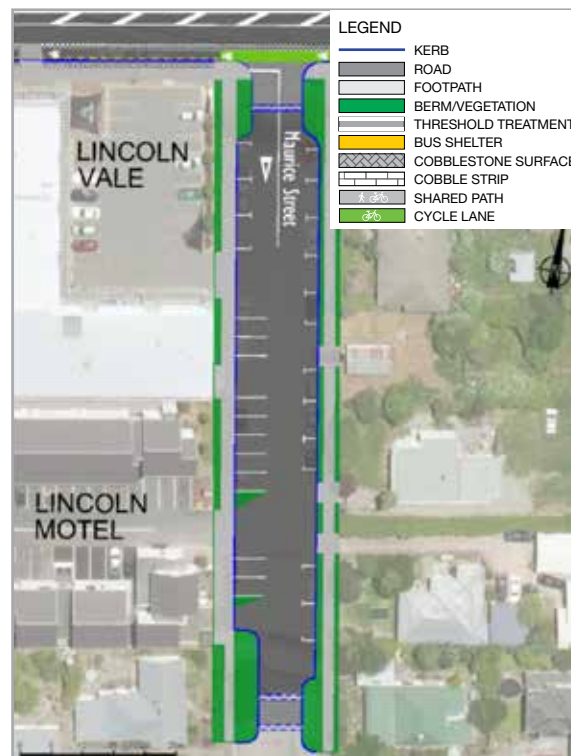
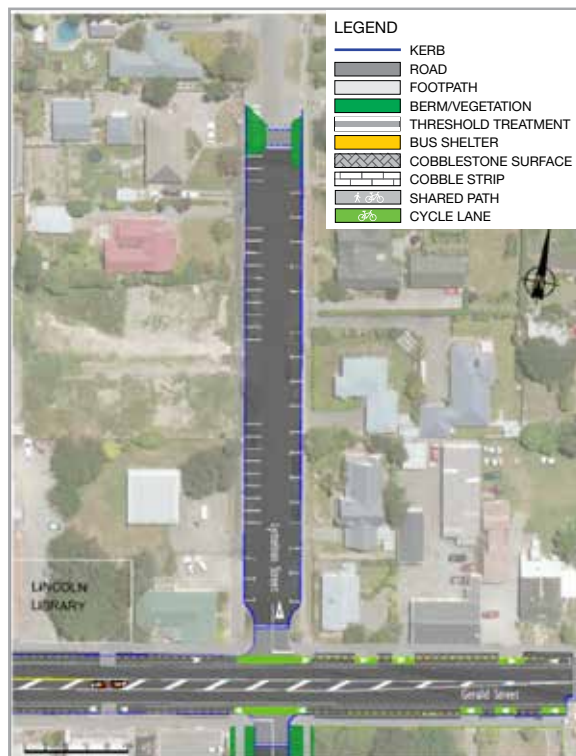
To implement the design of Gerald Street and the intersection upgrades, the removal of some on-street parking will be required.

As a way to mitigate car parking reduction on Gerald Street, several side streets are proposed to become parking precincts. These are West Belt (north and south as a transitional precinct), Lyttelton Street and Maurice Street, as shown in proposed scheme plans (see below).

Creating these precincts will involve changing existing parallel on-street parking arrangements to angle parking, where possible, and marking car parks. Proposed parking layouts for these side streets have been developed and are described in the Lincoln Streetscape Report stage 2 (see Part 3).

In addition to the on-street parking being provided, public and communal off-street car parks are being included to extend the supply of parking for the township. The new public car park running between West Belt and Lyttelton Street north of the library is an example of this. The Council is also working with developers to create similar opportunities, as well as creating communal car parking areas in proximity to Gerald Street.

Further discussions with the operators of the Metro bus line through Lincoln (Environment Canterbury) and the University are required to determine the best location of at least one official park-and-ride facility. Allocating car parking spaces to park-and-ride elsewhere along a bus route would free up the car park next to the Famous Grouse Hotel for either short-term car parks or long-term for an alternative land use on the commercially valuable land at the entrance to the town centre.



Figures 27, 28 & 29: Proposed Parking Precincts: West Belt, Lyttelton and Maurice Street

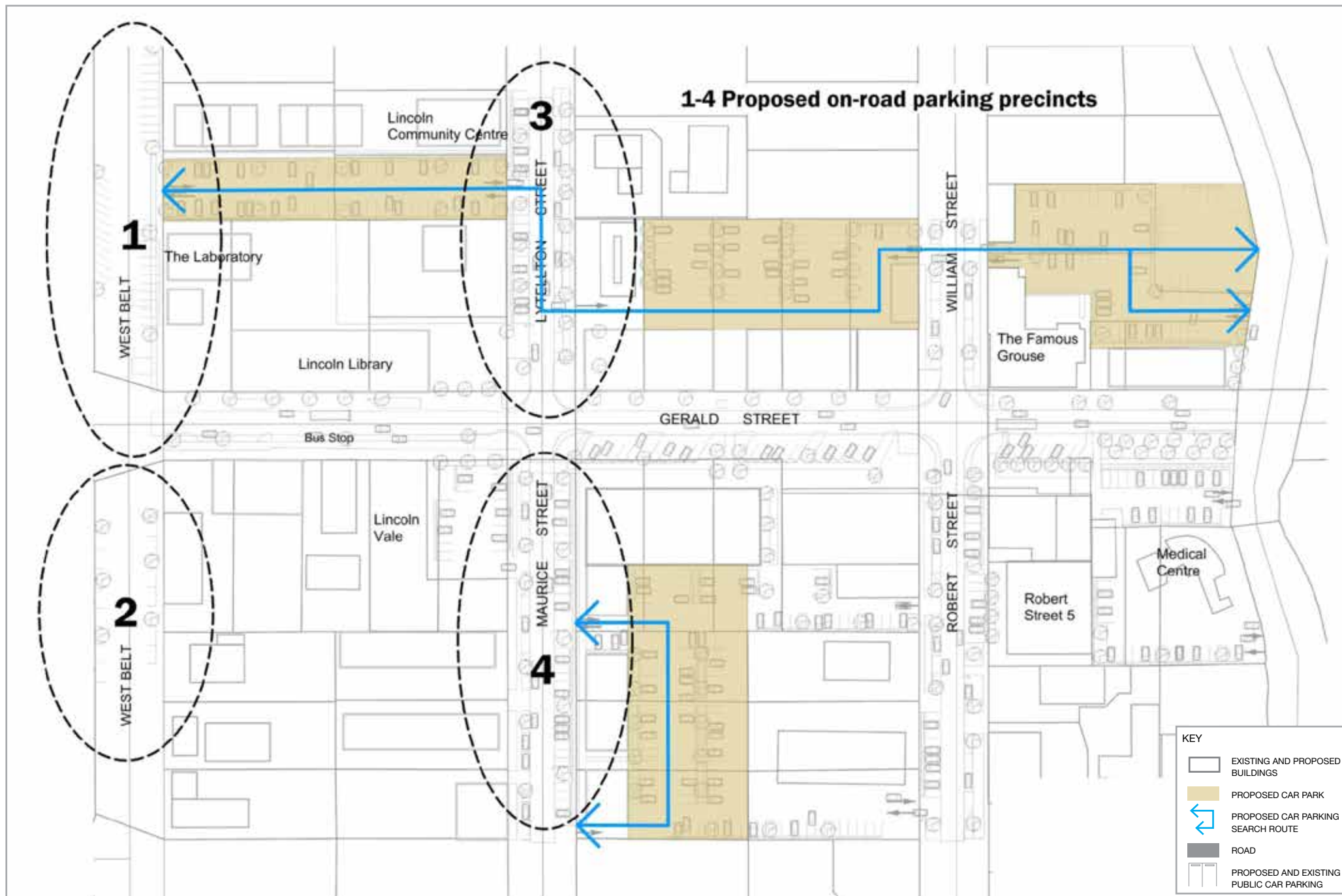


Figure 30: Retail Core (East) Precinct - Car parks

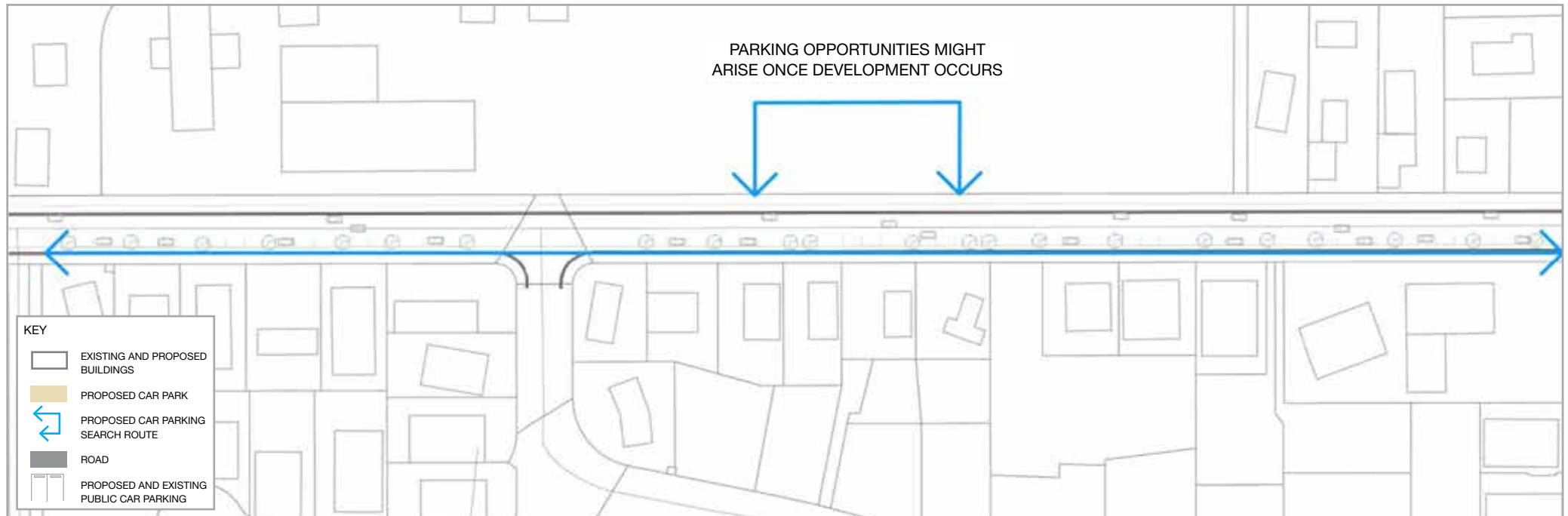
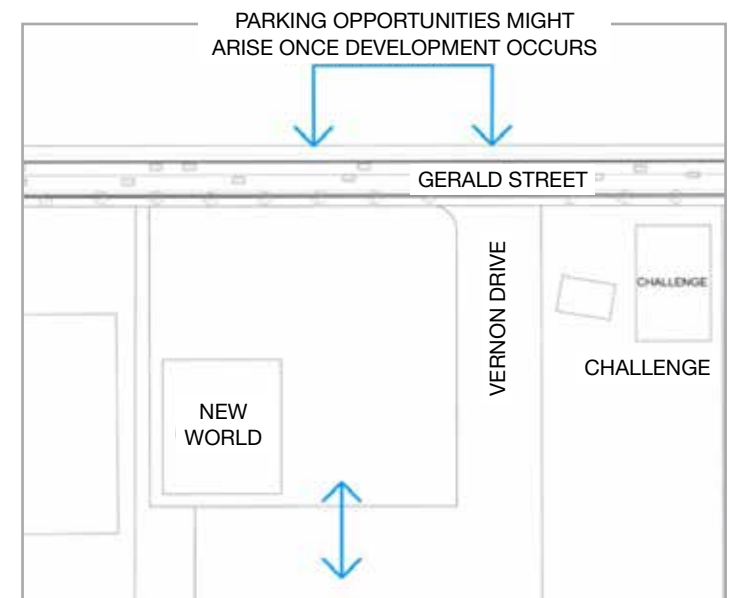


Figure 31: Transitional Living Precinct - Car-parks and search route

Figure 32: Retail Core (West) Precinct - Car parks and search route



1.5.5 Use of streets

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

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

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

Redevelopment of Gerald Street will need to respect the need for a free flow of traffic. While the importance to get traffic through Gerald Street is high, the Retail Core (East) precinct in particular also has significant pedestrian and cycle use. To accommodate these other modes of transport in a safe manner, the street corridor needs to be shared. Increased width in front of shops will help to create attractive public plazas. Separate cycle lanes will encourage cycling within the town centre.

Intersection upgrades, new street lighting, landscaping and street furniture will help to enhance the Lincoln township character.



*Different transport modes through Gerald Street
Parking along Robert Street*



Community enjoys Lincoln Farmers Market

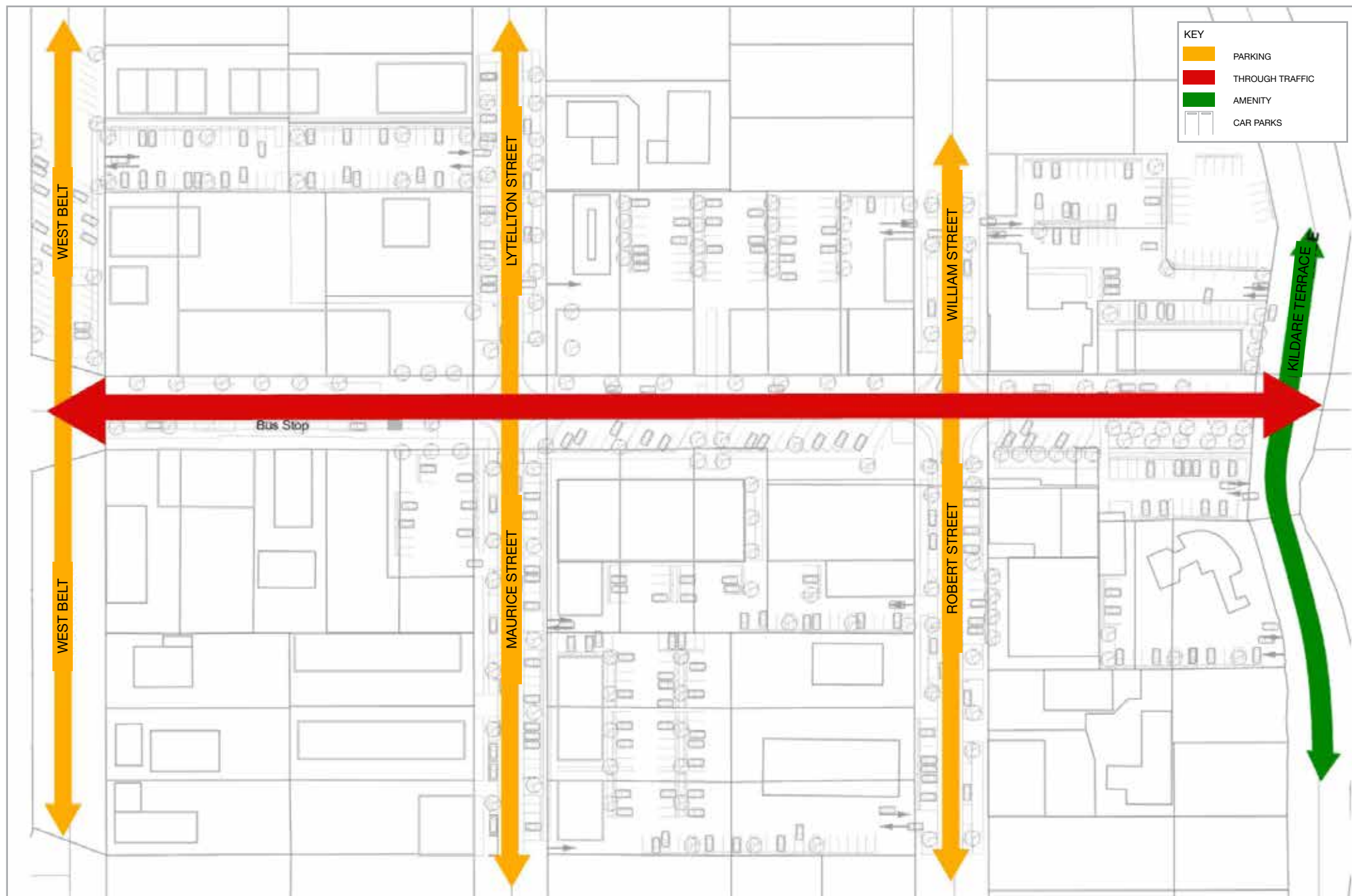


Figure 33: Retail Core (East) Precinct - Use of streets

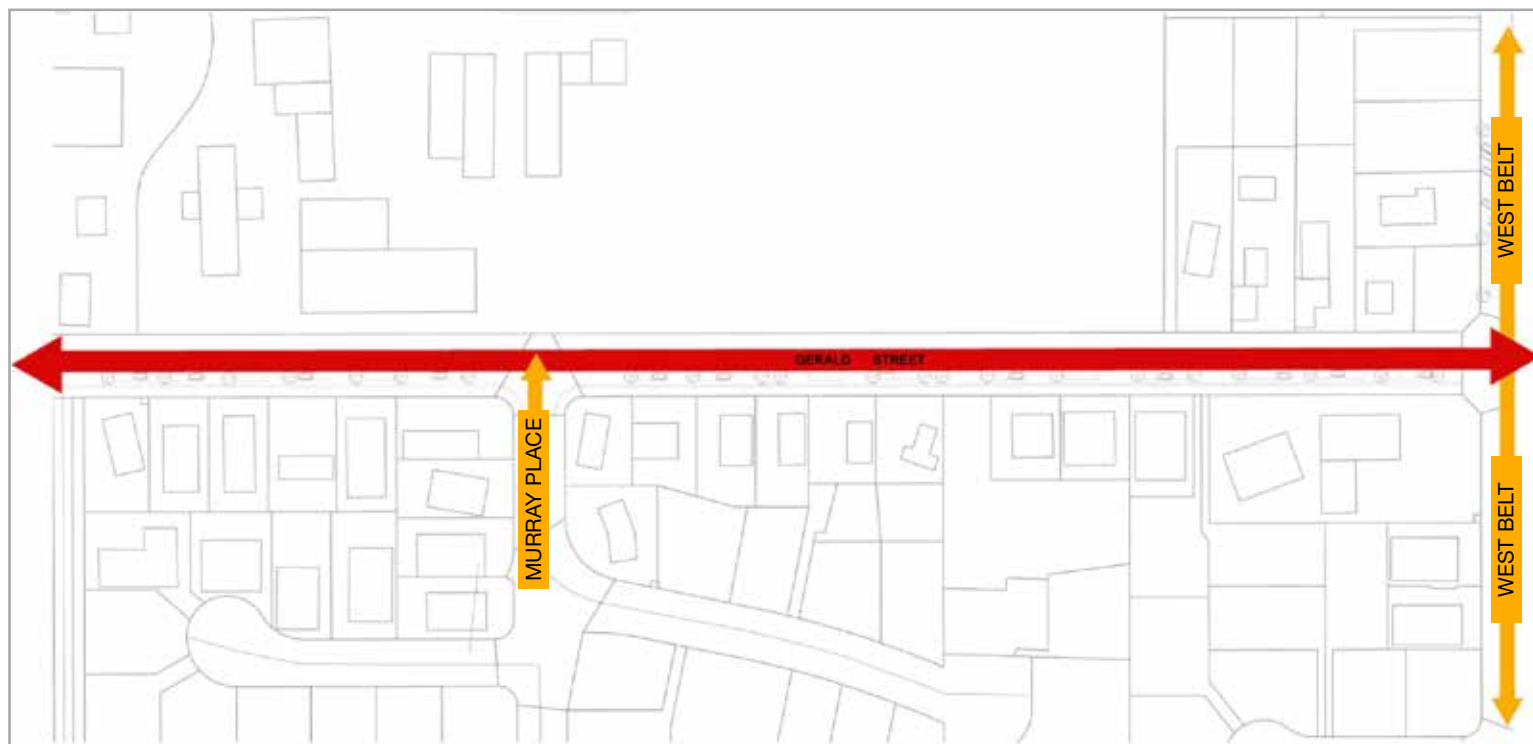


Figure 34: Transitional Living Precinct - Use of streets

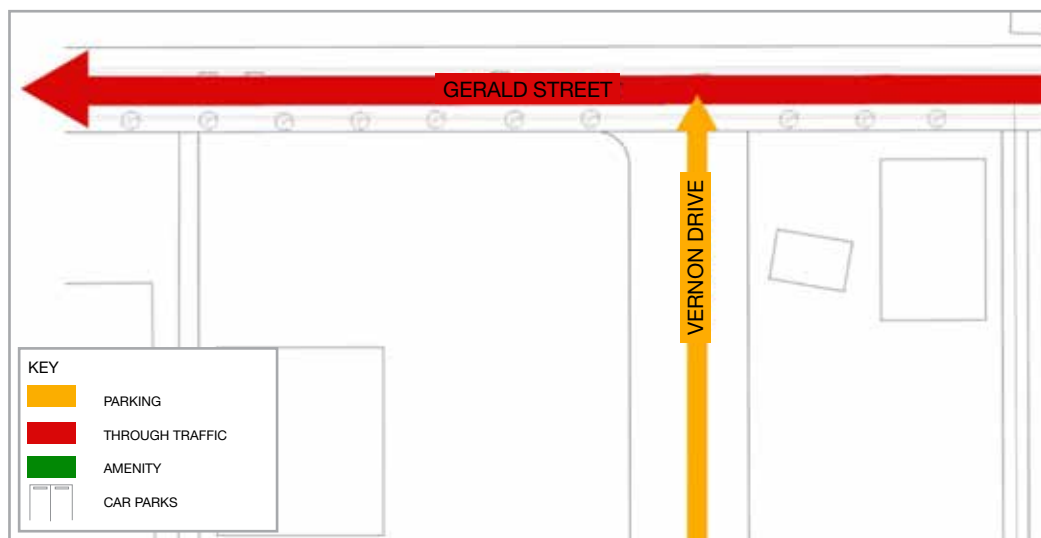


Figure 35: Retail Core (West) Precinct - Use of streets

Implementation

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

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





² | Costing & Programme



3.1 Project costing

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.

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 center upgrades and traffic signal projects.

It is estimated that implementing the plan would cost around 13.6 Million in funding (including undergrounding power lines and the reconstruction of the existing carriageway of Gerald Street). It has been estimated that it could cost around \$600,000 for each precinct to reconstruct the carriageway in conjunction with the other works planned. More detail is outlined in Chapter 4 and the Lincoln Streetscape Report, stage 2.

Implementation

Part of the implementation process was to establish estimated costs for the upgrade of Gerald Street, to meet the vision of the plan. The key feature of the design is the inclusion of separated cycle lanes on each side of Gerald Street. It was also concluded that intersection upgrades will be required in the future.

Without some figures it is hard to plan for the long-term. Opus Consultants developed preliminary figures for a range of projects within the Retail Core (East) area in 2010 based on schematic concepts. These figures have since been updated or superseded.

In 2015 the Council engaged Abley Transportation Consultants to review the 2010 costs for the new Lincoln Town Centre precincts and then to prepare detailed cost estimates for individual projects based on more advanced scheme designs. Part of the brief also included the development of an Implementation Plan (see table 7, page 42) to provide a basis for when projections should be developed.

The Gerald Street works were estimated by consultants GHD and the intersection estimates are those included in the Long-Term Plan budget.

Table 1. Costs for individual projects

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

Table 2. Short term projects

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

Table 3. Medium term projects

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

Basis for costs

Table 4. Basis for costs: Retail Core (East) Precinct

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

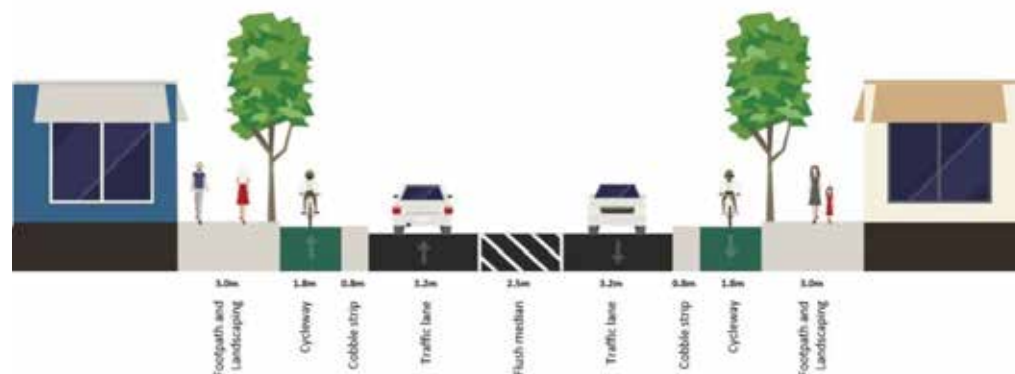


Figure 36: Retail Core (East) Precinct - Cross section of Gerald Street

Table 5. Basis for costs: Transitional Living Precinct

Component	Assumption/allowance
Carriageway works	Kerb and channel on north side renewed as position does not aligns with the cross section Kerb and channel on south side renewed as old dish channel Allowance for milling road surface and asphaltic concrete overlay
Footpaths	Allow for footpaths to be 75% asphaltic concrete, 25% cobbles (feature strips)
Landscaping/street furniture	\$17,000 allowance for street trees and landscaping
Cycleway	Allow for green surfacing at all driveways Allow for 2 stick on separators at business driveways (boundary and interface with traffic lane) Allowance for regular cycle symbol markings Separator based on raised pressed concrete islands
Utilities/services	Allowance for undergrounding overhead services Allowance for street light upgrade to LED and decorative poles Assumed all power and telecommunications infrastructure currently in the footpath except at road crossings Allowance for piping of 170m open waterway (525mm diameter pipe)
Temporary traffic management	Assumed a 16 week construction period @\$1000/per week

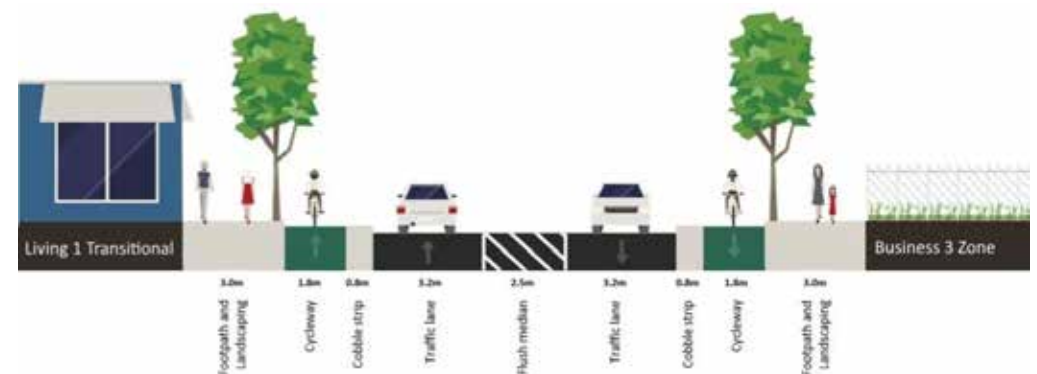


Figure 37: Transitional Living Precinct - Cross section of Gerald Street

Table 6. Basis for costs: Retail Core (West) Precinct

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

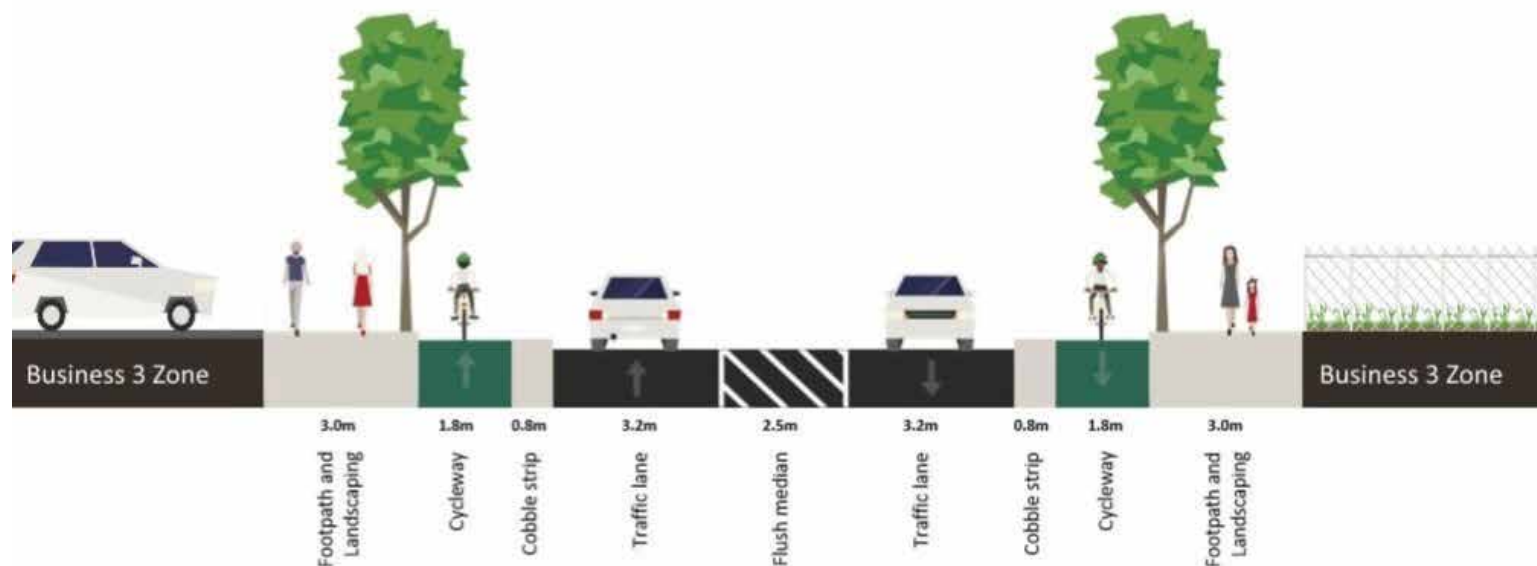


Figure 38: Retail Core (West) Precinct - Cross section of Gerald Street

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

The key findings from the overall design exercise, and the basis for the implementation order below are:

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

Table 7: Street and intersection upgrades – indicative timeline

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

Long-Term Plan 2015-2025

Cost estimates have been developed for the proposed changes within the three precincts of the Lincoln town centre in order to understand the capital investment required to achieve the plan's vision. Some funds have already been allocated in the Council's Long-Term Plan 2015-2025, for example \$4 million is also identified for town centre upgrades and is scheduled to occur over the two year period 2035-2037 (see Table 8, below).

When the Long-Term Plan was being developed Council went through a process to identify and prioritise large capital projects. At that time the full extent of what may be needed to give effect to the emerging town centre plan was not fully known. While identified Lincoln projects were categorised as of being medium to low priority, this reflected that they would need to be revaluated. Having gone through the consultation process, which has refined the outcomes and priorities needed of the town centre plan, including the projects to achieve it, any resulting works will need to be approved by the Council for funding. Opportunities to enable this can introduced through the Council's Annual Plan or Long-Term Plan process which will include how they are sequenced (see below).

Costs

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 initial costing indicates that estimates to implement the plan would be around \$13.6 million. This would include overhead powerlines being undergrounded, traffic signals used as part of intersection upgrades, and the existing Gerald Street carriageway being fully reconstructed at the time.

It has additionally been identified that it is prudent to include up to \$2 million to reconstruct the existing Gerald Street carriageway. This will enable the proposed upgrades, such as the cycle lanes, to be properly established. In its current state the carriageway along Gerald Street would not be able to support the increasing traffic using this arterial route.

Table 8: Traffic projects as per LTP budget and timeframe

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



Work Programme

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

Table 9: Key projects and indicative timeframes

\$ = \$\$ = \$\$\$ = \$\$\$\$ = indictive ranking from low-high costs

Indicative Timeframe & Key Project Tasks	Who	Costs/Possible funding source
Short term (1-4 years)		
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
Mark up individual parks on West Belt (South) to better utilise side street car parking options	Council in correspondence with committee/ adjacent landowners	\$ Operational costs, supplemented where necessary with additional funding
Paint cycle lane on southern side of Gerald Street between West Belt and the Springston roundabout	Council in correspondence with committee/ adjacent landowners	\$ Operational costs, supplemented where necessary with additional funding
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
Establish communal car parking areas (either via collaboration between landowners or by Council being proactive)	Council property and commercial team/ private landowners	\$\$ Funding from general funds, targeted rates and development contributions
Introduce time restrictions for Lincoln Town Centre as per parking management plan	Council in correspondence with businesses	\$ Operational costs, supplemented where necessary with additional funding
Develop parking precincts within four belts	Council in correspondence with adjacent land owners	\$\$-\$\$\$ Funding from general funds, targeted rates and development contributions
Investigate use of parking wardens	Council decision Selwyn wide	\$-\$\$ Operational costs, supplemented where necessary with additional funding
Upgrade of Gerald Street within Retail Core East Precinct; including separate cycle lanes, widened footpath, seating, landscaping and overhead power lines underground and road reconstruction	Council	\$\$\$\$ Funding partly from existing LTP funds, general funds, targeted rates and development contributions
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
Develop a parking brochure in correspondence with signage; reference on Council website	Council in correspondence with businesses	Council staff time
Long term (5 years or greater)		
Relocate unofficial park and ride	Council	\$-\$\$ Funding from general funds, targeted rates, development contributions
Upgrade of Gerald Street within Transitional Precinct; including separate cycle lanes, widened footpath, seating, landscaping and overhead power lines underground and road reconstruction	Council	\$\$\$\$ Funding partly from existing LTP funds, general funds, targeted rates and development contributions
Upgrade of Gerald Street within Retail Core West Precinct; including separate cycle lanes, widened footpath, seating, landscaping and overhead power lines underground and road reconstruction	Council	\$\$\$\$ Funding partly from existing LTP funds, general funds, targeted rates and development contributions
Traffic signals for Gerald/James/Edward Streets	Council	\$\$-\$\$\$ Partly LTP, the rest funds from general funds, targeted rates and development contributions
Traffic signals for Gerald Street/West Belt	Council	\$\$-\$\$\$ LTP funded
Traffic signals for Gerald Street/Vernon Drive	Council/developer	\$\$ Funding from general funds, targeted rates and development contributions



3 | Transport Studies



Transport studies

4.1 Lincoln Town Centre Streetscape Report

Prepared for Selwyn District Council by Abley Transportation Consultants, May 2015

Executive summary

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

Traffic flow

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

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

Walking and cycling

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

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

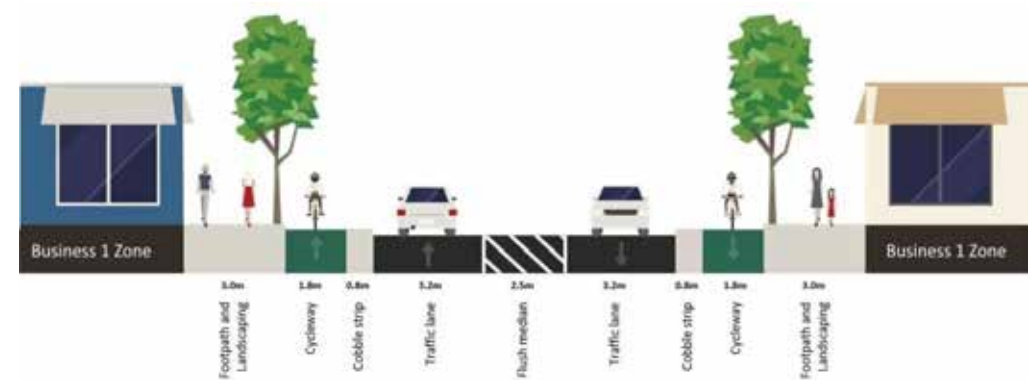


Figure 39: Retail Core (East) - Preferred Option

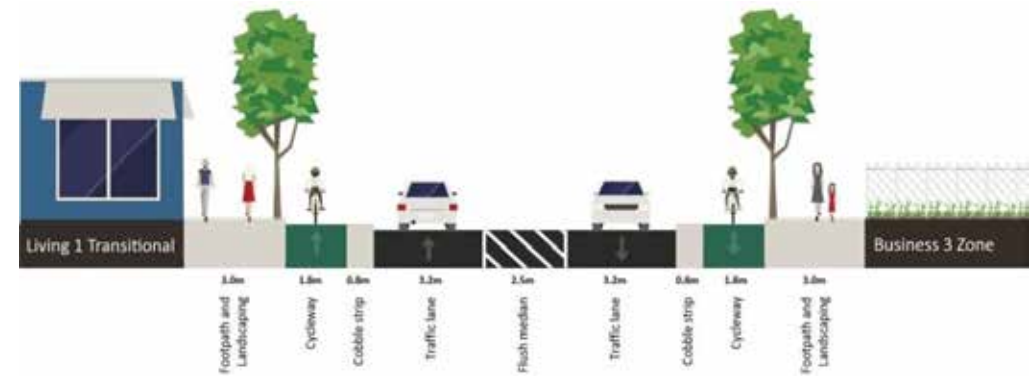


Figure 40: Transitional Living- Preferred Option

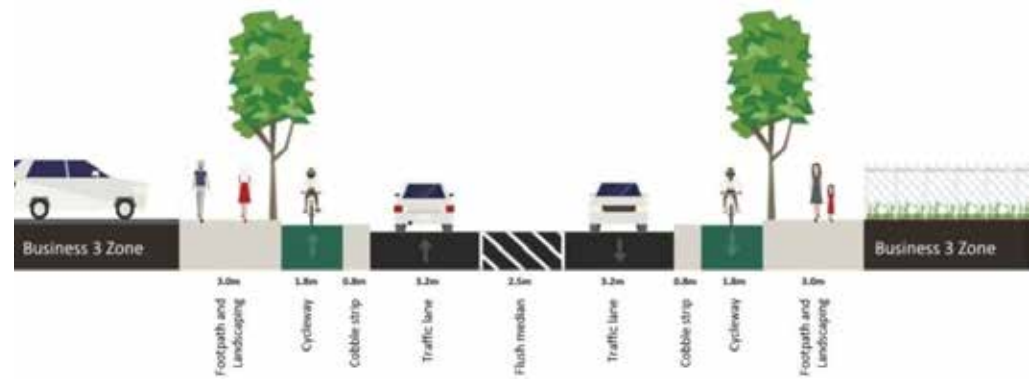


Figure 41: Retail Core (West) - Preferred Option

Parking

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

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

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

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

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

Proposed design

The town centre consists of three precincts that generally align with proposed district plan zones, the Retail Core (East) Precinct, the Transitional Living Precinct and the Retail Core (West) Precinct. Cross sections have been developed for each precinct.

These are the result of an option assessment process where the options were assessed against the design objectives. The cross sections and other aspects of design are informed by the Lincoln micro-simulation traffic model and a high level bicycle facility assessment. The key feature of the design is the inclusion of separated bicycle lanes on both sides of Gerald Street.

Four sets of design objectives have been developed for this project; overarching corridor objectives and specific objectives for each precinct. The objectives are summarised in Table 10.

The cross-sections (Figure 39 to Figure 41) are considered to meet both the precinct and corridor design objectives.



Table 10: Design Objectives

Overarching Objectives		
<ul style="list-style-type: none"> · Cross section design recognises the movement, access and place functions of the corridor and provides appropriately for these functions. · The design recognises the difference between precincts, but ensures that the transitions between them are smooth. · Cycle infrastructure design recognises the important role that the corridor plays in connecting the surrounding cycle network, while also providing cycle access to town centre activities. · Pedestrian infrastructure that provides a connection through the town centre and creates an attractive environment where people want to spend time. · On-street parking provision and potential restrictions are considered in the context of adjacent land uses and consolidated off-street parking facilities. · Street elements and materials are appropriate for a town centre environment acknowledging that these may differ between precincts, but overall remain coherent. · Speed environments in each precinct are appropriate to safely accommodate the demands on the road corridor. 		
Retail Core (East)	Transitional Living	Retail Core (West)
<ul style="list-style-type: none"> · Creates a high quality public space where people want to spend time and retains the village atmosphere. · Facilitates safe and user friendly pedestrian movements (along and across the street). · Facilitates safe and user friendly bicycle infrastructure that recognises the many cycle destinations within the precinct. · Facilitates safe motor vehicle movements (along the street and whilst accessing parking and side streets). · Accommodates some on-street parking activities. · Integrates appropriately with adjacent land uses (existing and proposed). · Facilitates public transport access including bus stops. 	<ul style="list-style-type: none"> · Creates a public space that complements the adjacent precincts while recognising the difference in land use between the precincts. · Facilitates safe and user friendly pedestrian movements (along and across the street). · Facilitates safe and user friendly bicycle travel. · Facilitates safe motor vehicle movements (along the street and whilst accessing adjacent activities, parking and side streets). · Accommodates on-street parking activities. Integrates with adjacent land uses (existing and proposed) and recognises their transitional nature. · Facilitates public transport access including bus stops. 	<ul style="list-style-type: none"> · Creates a public space that compliments the adjacent street environments, but recognises the difference in land use. · Facilitates safe and user friendly pedestrian movements (along and across the street) · Facilitates safe and user friendly bicycle travel · Facilitates safe motor vehicle movements (along the street and whilst accessing adjacent activities, parking and side streets) · Integrates with adjacent land uses (existing and proposed). · Facilitates public transport access including bus stops.

4.2 Parking Survey

Prepared for Selwyn District Council by Abley Transportation Consultants, May 2015

Executive summary

Introduction

A parking survey of the Lincoln town centre was undertaken on Thursday 26 March 2015 from 8.30am to 5.30pm to collect and analyse existing parking patterns. Thursday is generally accepted in the transport profession as being the most representative day of the working week to complete surveys. No surveys were undertaken at the weekend or during special events where demand will differ from a weekday.

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

Table 11: Lincoln Town Centre Parking Survey

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

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

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

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



Figure 42: Extent of the Lincoln Town Centre Parking Survey

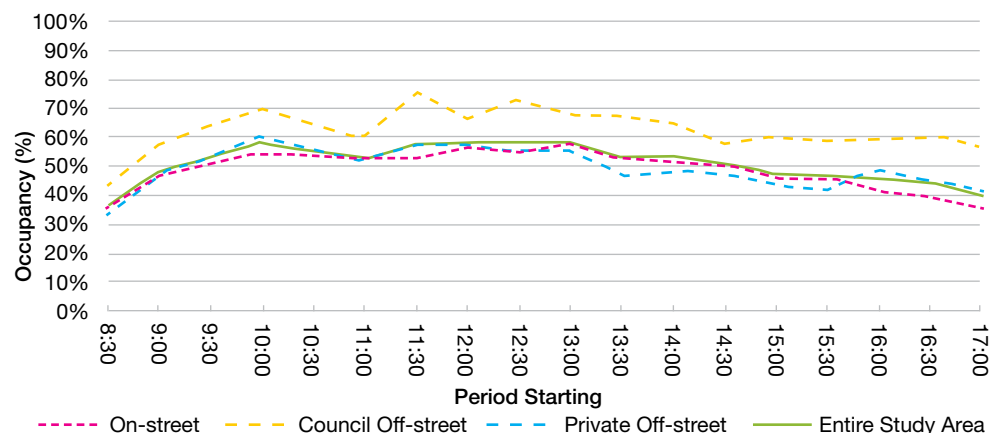


Figure 43: Parking occupancy across the entire day - Thursday 26 March 2015

The figure above shows that the average occupancy in the entire study area, when combining on-street and off-street parking areas, across the nine hour survey period was 51%. Council off-street parking was most demanded with 63% of parking spaces being occupied on average compared to 49% in private off-street and on-street parking areas. The average occupancy was observed to be between 50% and 60% from 10am to 1.30pm and peaked at 58.5% between 1.00pm and 1.30pm. The peak 30-minute occupancy was also higher in Council-owned off-street parking areas (68%) when compared to private off-street (56%) and on-street (57%) parking areas.

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

The following figure shows that the peak 30-minute parking occupancy (1.00pm to 1.30pm) on Gerald Street at the core of the town centre was also higher than the parking occupancy on Gerald Street west of West Belt. The parking occupancy in some Council-owned off-street parking areas and in a private off-street car park (Lincoln Vale car park) were very high, exceeding 80% occupancy during the peak 30-minute parking occupancy. Meanwhile, a total of five on-street parking areas also exceeded 80% occupancy and another two on-street parking areas reached 80% occupancy during the peak 30-minute period.

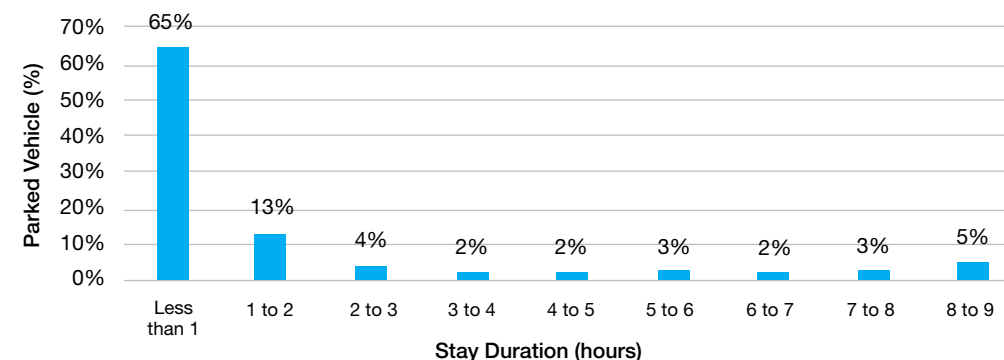


Figure 45: Peak Parking Occupancy (1pm to 1.30pm) - Thursday 26 March 2015



Figure 44: Average parking occupancy (8.30am to 5.30pm) - Thursday 26 March 2015



Figure 46: Peak parking occupancy (1pm to 1.30pm) - Thursday 26 March 2015

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

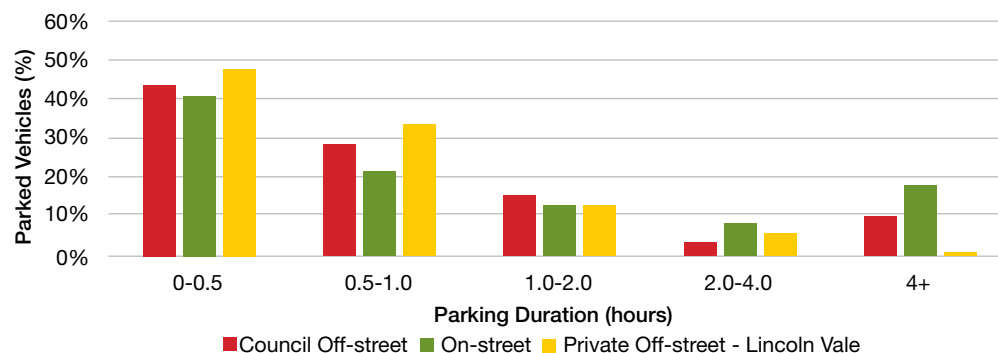


Figure 47: Parking duration of stay by area

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



Figure 48: General duration of stay within each area

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

Comparison with previous survey

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

- Parking demand in 2010 generally occurred within the business zone area in the town centre (Gerald Street from Kildare Terrace to West Belt including part of the side streets closest to Gerald Street) and this is consistent with the 2015 survey findings.
- Parking on grass berms occurred on West Belt and this is consistent with the 2015 survey findings
- The predominant use of side streets is for all day parking and parking for several hours. This is generally consistent with 2015 parking turnover survey showing the longer duration of stay parking (more than four hours) tends to occur in on-street areas.
- There is a high proportion of all-day parking in the Council owned off-street car park at the northwest corner of Kildare Terrace and Gerald Street. This is consistent with the relatively high proportion of vehicles (33%) observed staying for more than four hours in the 2015 parking survey.
- The 2010 survey shows that the bulk of the shorter term parking (less than 30 minutes) occurred in the Council owned off-street parking areas located at the southwest and southeast corner of Gerald Street and Robert Street intersection. The 2015 survey results are consistent with the 2010 survey with the majority of vehicles parked in these areas stayed for less than 30 minutes.
- The 2010 parking survey also shows that the parking in the Council-owned parking area in front of the medical centre was for less than 30 minutes. The 2015 parking survey shows that the general duration of stay was longer with the majority of vehicles parked for less than two hours.
- Across the entire day the survey showed that the overall parking occupancy is below the 80% to 85% optimum occupancy range.

Parking Management Plan

The results of the survey informed the development of a Parking Management Plan for Lincoln town centre (see 4.3). This plan will ensure that the supply and management of parking is provided in an economically, environmentally and socially sustainable manner, and will recommend a range of parking management tool to achieve this. Examples of parking management methods include time restrictions, search routes and improving user information.

4.3 Parking Management Plan

Prepared for Selwyn District Council by Abley Transportation Consultants, May 2015

Executive summary

See 4.2 for parking supply

The vision for parking is:

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

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

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

Parking supply

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

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



Figure 49: General duration of stay within each section

Parking time management

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

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

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

Table 12: Parking management methods - timeframes

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



4.4 Lincoln Town Centre Streetscape Report 2

Prepared for Selwyn District Council
by Abley Transportation Consultants,
October 2015

Executive summary

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

Gerald Street

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

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

Intersections

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

Parking precincts

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

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

Table 13: Changes in parking space configuration

Parking Type	At time of parking survey	Proposal
On Street	306	255
Off Street - Council	76	108
Off Street - Private	118	118
TOTAL	500	481





4 | Background



5.1 What makes a good town centre?

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

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

Some measures that make a good centre include:

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

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

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



5.2 Why does the community care about design?

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

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

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

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

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

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

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

5.3 The importance of co-ordination

One of the great weaknesses of town planning in New Zealand in the last 20 years is the absence of co-ordination. Developers have been happy to be left to their own devices to develop their sites in the way that they wished. In practice this has resulted in developments that ignored their neighbours and the wider surroundings. Some developments create some on-site amenity, but destroy the appearance of public space by turning their back on the street.

Situations often exist where it is easier for people to drive from car-park to car-park than it is for them to walk short distances to a shop across the road, because of poor site layout.

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

The advantages of co-ordination are as follows:

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



*The new Famous Grouse Hotel uses design in keeping with Lincoln's character
The tearooms restaurant is a classic example for a refit of a residential building now used for commercial purposes*



*Commercial premises on Robert Street
The Council has received unfavourable comments about this building*

5.4 What is good about Lincoln?

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

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

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

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

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

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

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

5.5 An analysis of the Lincoln Town Centre

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

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



*The Lincoln Event Centre
Lincoln Library and Service Centre
Market on Lincoln Green
The board walk – an attractive recreation space with good walking connections to the surrounding area*

Strengths

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

- It has a strong main street focus on Gerald Street.
- It is largely walkable.
- It contains a mix of uses, including retail, cafes, community facilities, open space and offices. There are a number of reasons to visit the centre.
- It is mostly formed of shops with display windows, which are usually built to the street edge. The centre is vibrant and attractive.
- It is close to the Liffey Stream, which gives it a unique character and a treed backdrop.
- It has an interesting feature building in the re-built Famous Grouse Hotel.
- It has a new library and associated public outdoor space that help to strengthen and enhance the town centre activity.
- It is centrally located with good (attractive) walking connections to all parts of town.
- It has a busy main road running through the centre bringing passing trade to town.
- It is close to the Liffey Domain and Events Centres, which attracts people to the town.

Weaknesses

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

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

Opportunities

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

In 2010, Lincoln Opportunities identified “7 Lincoln Opportunities” to improve design in the centre.

These opportunities have been taken up by the Town Centre Plan, which discusses how they can be realised. Ideas along with the response to that document from the community have been incorporated into this section.

- A wide pedestrian plaza could be formed on the south side of Gerald Street to allow space for pedestrians and for activities such as outdoor dining. This idea originated in Lincoln Opportunities and received overwhelming support.
- Central Square could be upgraded as a public space, if alternative options for parking can be found. This enhanced space would link the town with the Liffey Reserve.
- Further development built along the street frontage will enhance the main street ambience and sense of importance.
- Pedestrian routes can ensure that all destinations are walkable and connect car parks to the shops.
- Changes in the pattern of land use will allow the formation of shared car parks at the rear of shops and a single convenient search route.
- Redevelopment of streets can make sure they respond to their purpose. Those next to the Liffey Stream can be designed to provide for strong amenity; some streets could have additional angle parking, whilst Gerald Street would have a traffic focus. Development may fund road upgrades, such as in Robert Street.
- The Liffey Reserve could be an enticing recreational space, which provides a link to the surrounding residential area. It would contrast with the more formal space of the new square situated on the library site.
- Cycle trail linkages with the rail trail would bring visitors to the town.
- There is an opportunity for more public gathering space with the completion of the community space behind the library.



Threats

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

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





6.1 Previous consultation: Lincoln Opportunities, 2011

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

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

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

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

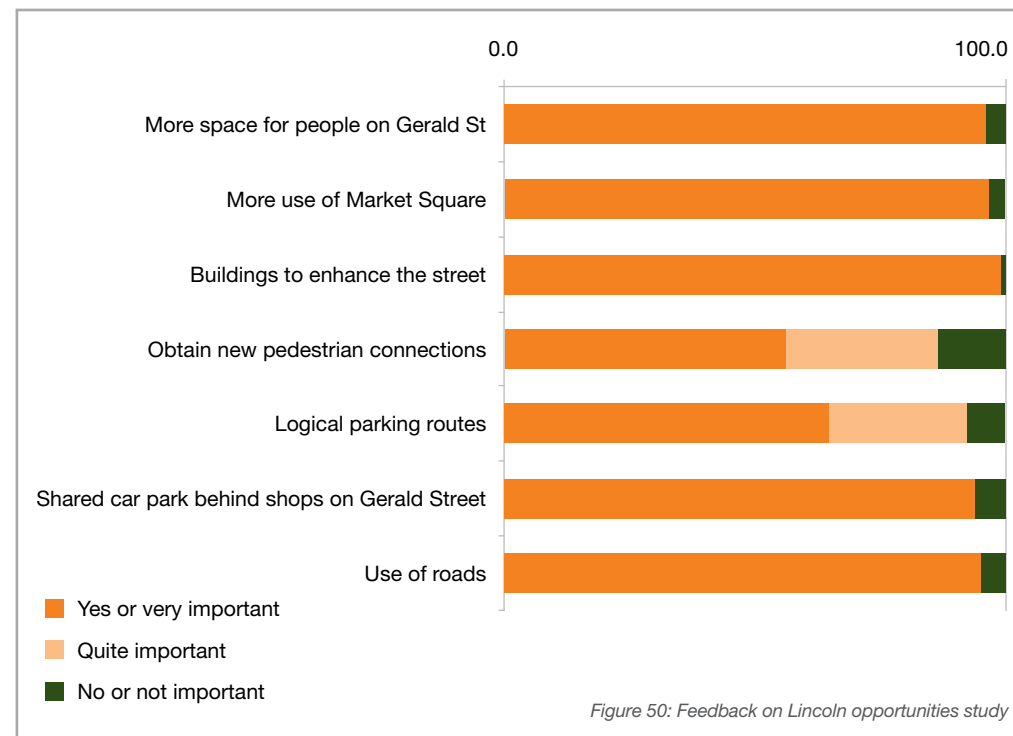
In particular, people were strongly supportive of the idea of enhanced space for people and reduced car dominance. This is consistent with national and international research on what people want from town centres.

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

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

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

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



6.1 Summary of consultation on Lincoln Town Centre Plan

Consultation has been an integral part of developing the Lincoln Town Centre Plan. Council followed a comprehensive communication strategy including over 15 advertisements, articles or other items in news media. Support was received throughout the process from Councillors and the local committee. The consultation process was carried out in three stages:

- Identification of key stakeholders and interested parties
- Developing a summary document of the Lincoln Town Centre Plan and
- Consulting on the Draft Lincoln Town Centre Plan

People that matter

Consultation is all about getting people involved and engaged. Initial contact was made via letters informing people about the process and inviting input from key stakeholders and interested parties. Presentations were given to the Lincoln Community Committee and the Envirotown Trust, which both signalled early support for the plan. Other stakeholders, such as the Crown Research Institutes and Environment Canterbury were met with and remain part of the implementation process. Meetings with private landowners were held to address specific issues.



Summary

A summary document in a brochure format was developed and made available prior to inviting people for their comments via an attached feedback form. The brochure's main focus was to instigate discussion, illustrate the proposed concepts and encourage people to provide feedback on:

- Where buildings should be placed
- If and how new public spaces should be created within Gerald Street
- If a reallocation of road space and the creation of more space for cyclists and pedestrians is supported
- How parking should be provided and managed for
- The Wayfinder concept, and
- Which of the town centre projects should have the highest priority.

The summary brochure was made available to the public through the Council website and hard copies made available at the Lincoln library, community centre, Lincoln Event Centre and the Council's Rolleston headquarters. The brochure was also distributed to the letterboxes of approximately 1600 Lincoln households, including businesses along Gerald Street.

Consultation events

To provide a clearer understanding of the proposed plan and the process involved, one business forum and two public forums were held at the Lincoln Event Centre in November 2015. An initial presentation was followed by an open discussion on some identified issues. The forums were well attended (overall nearly 100 people) and attendants made use of the opportunity to ask questions of Council staff and Councillors present at the events.

Hearing

The Draft Lincoln Town Centre Plan was released on 14 October 2015 for a six-week consultation period. The submission period ended on the 30 November 2015. The overall response was a very positive one. Of the 78 submissions received, 77% were in general support of the proposed plan, with several submitters commenting on the plan being 'exactly what the community was hoping for'. When asked what project should have the highest implementation priority, the top four ranked projects were cycleways, Retail Core (East) precinct, traffic management and parking.

Submitters were given access to the full submissions, a summary of the received submissions and a subsequent officer's report outlining recommendations and action points.

Although not initially envisaged, the Council invited submitters to speak to their submission in front of a hearing panel made up of four local Councillors, one acting as chair, under the provisions of the Local Government Act. Ten submitters were heard as part of this process. The panel delegated on the submissions heard and provided written submissions; the main outcomes are listed in the following table under:

1. Issues
2. Submission detail
3. Response
4. Change in Lincoln Town Centre Plan

6.2 Summary of issues raised during consultation process

The table below reflects the hearing's panel response on the identified issues raised during the hearing.

Table 14: Summary of issues raised in hearing

Issue topic	Submission Detail	Response
Timing	<ol style="list-style-type: none"> 1. Cycle lanes and Retail Core (East) precinct listed as priority projects 2. A number of projects are interlinked 	<ul style="list-style-type: none"> • Amended wording of work programme and time line: change short term 1-3 years to short-medium term 1-4 years and Long term projects 5 years + • Propose establishing of parking precincts and development of Retail Core (East) precinct as short term projects • Consider reallocating of LTCP funds to facilitate precinct by precinct approach and in particular bringing development of Retail Core (East) precinct forward during annual budget review
Implementation	<ol style="list-style-type: none"> 1. Separate cycle lanes to be implemented in two stages 	<ul style="list-style-type: none"> • Propose to continue on-road cycle lane concept, if affected landowners are in favour. Consult proposal with township committee. • Stage 1: Firstly identify marked car parking spaces in West Belt South then extend the current cycle lane between West Belt and Murray Place. Identifying car parks will provide relief for removing car parking to establish cycle lane. • Stage 2: Replace on road cycle lane with physically separated cycle lanes on both sides for Gerald Street
Active frontage	<ol style="list-style-type: none"> 1. Consideration not a requirement 2. Practicality depending on type of development 3. Relevance to village questionable 4. Contrary to economic sense 5. Claustrophobic feel, will increase visual and social tensions 6. Straight row of glass fronts boring 7. Don't show pedestrian routes through private property 	<ul style="list-style-type: none"> • Amend wording in Draft Plan that theme applies to new and amended commercial development only • Change 'active commercial frontage' to 'active frontage' to be in keeping with LURP • Refer to 'Commercial Design' guide for design typologies • Current section layout and zoning ensures fine-grain development, not big box; • Frontages to be individualised by private initiative; • Village has grown into town; existing buildings will mix with new development; increased public space will open up Gerald Street • Council to investigate communal car parking options to support concept of park and shop • Pedestrian routes demonstrate 'park & shop' concept; Reword reference in plan to 'potential location for pedestrian routes' in diagrams
Public spaces	<ol style="list-style-type: none"> 1. Incorporation of mana whenua values in concept and design of space 2. Function and aesthetics of Chinese takeaway building 3. Native flora only vs. exotics 4. More colour; more shelter from rain and sun, bike racks 5. Make all spaces smoke free 	<ul style="list-style-type: none"> • Incorporate views and values of Tangata Whenua during detailed work schedule • Develop detailed design plans with appropriate lighting, seating, art landscaping and storm water solutions • Develop further communications/alternative options for the Chinese takeaway building • Consult with Lincoln Envirotown and Landcare Research in regard to developing detailed landscape plans for town centre, including use of 'noble trees' and a balance between exotic and natives suited to purpose and location • Incorporate colour in design via landscaping, art works and private initiatives • Support smoke free policy via appropriate signage for new public spaces • Mention Liffey Reserve in report, and its future use, consider rezoning and upgrade as part of District Plan review.

Public spaces	<ol style="list-style-type: none"> 1. Liffey Reserve cut off and underutilised, public toilets unsightly 2. Find an appropriate skate park location 3. New use of Ellesmere Country Club site 4. Lack of signage 5. More space for children 6. More seating, places to relax, rest and meet 7. Not enough/appropriate lighting in town centre and at pedestrian crossings 	<ul style="list-style-type: none"> · Mention Liffey Reserve in report, and its future use, consider rezoning & upgrade as part of District Plan review · Investigate options to upgrade and beautify public toilets at Liffey Reserve; incorporate public involvement · Change proposed location for skate park to next to Lincoln Event Centre · Ellesmere Country Club site sits outside scope for town centre plan · Improve signage to both public toilets and reserve entrances as part of Council's maintenance programme · Lincoln Event Centre with existing playground, sports fields and proposed skate park dedicated children's space, town square provides shared community space · Shaded seating spaces to be incorporated as part of proposed street and public spaces design; to be specified within detailed scheme plans · Lighting to be assessed and addressed as part of relevant street upgrades/detailed design
Moving	<ol style="list-style-type: none"> 1. Main street needs to act as logistical feeder for retailers 2. Need safe pedestrian crossings at library/opposite AgResearch 3. Need unobstructed footpaths 4. Separate cycle lanes cost too much, not for people who commute 5. Cycle lanes don't link up 6. Bypass needed for heavy vehicle traffic 7. Not enough space for all to move 8. Park-and-ride location needed 9. Consider role of Gerald Street in connecting different parts of township for all modes 10. Bus stops should stay on the road 11. Gerald Street unsafe for pedestrians 12. Traffic management needs to include North Belt 13. Unconvinced that traffic lights best option/detrimental to village feel 14. Intersections need upgrading 15. Safety issues around Lincoln Primary School 	<ul style="list-style-type: none"> · Arterial function is retained within design schemes for Gerald Street · Provide pedestrian islands outside library and supermarket · Remove overhead power lines as part of transitional living precinct project · Separate cycle lanes will be beneficial for large user group, hence costs justified in particular they will encourage the 'interested, but concerned' potential cyclist, including younger children and insecure adults; confident cyclists can still use road · Cycle lanes will link up with rail trail and connecting trails between townships · Bypass currently not justified as per council decision, only 5% heavy vehicle traffic; alternative routes too convoluted and add to significantly to journey time · 20m width enough space to accommodate all transport modes as per scheme plans · Initiate further discussions with ECan to determine possible park-and-ride locations along existing and future bus routes · Bus stops on road as per scheme plans · Increased pedestrian safety with additional crossing points, reduced speed limit to 30km/h between West Belt and Liffey Stream and reduced traffic lane width further slowing traffic; in the future traffic lights allow for designated safe crossing points · Current road layout plus establishing parking precinct will deter North Belt as 'short-cut', but will be monitored and addressed with further controls if required · Intersection and traffic lights long-term proposal when vehicle numbers exceed 1100 per day/lights will assist safe crossing points; compromised village feel has to be weighed against transport function. Increased use of active transport encouraged. · Lincoln Primary School safety concerns to be addressed as part of Council's road safety program

Moving	<ol style="list-style-type: none"> 1. Provide loading area for shops in Gerald Street 2. Town centre needs parking management and time limits 3. Use additional land on Landcare Research site for use as foot/cycle path 4. Put electric car charging station within New World supermarket parking area 	<ul style="list-style-type: none"> · Show dedicated loading bay in Robert Street next to post boxes to give short-term servicing options · Establish time restrictions for town centre as per Abley report recommendations · Discuss use of Landcare Research land for footpath at time of Lincoln Hub development · Investigate suitable location for additional cycle stands as part of detailed design · Lincoln Envirotown to correspond with Foodstuffs as to establishing an electric car charging station
Design guidelines	<ol style="list-style-type: none"> 1. Consider design guidelines for town centre to retain character and feel of town 	<ul style="list-style-type: none"> · To support village feel and character design guidelines to be developed for Selwyn townships and incorporation into District Plan · Suggest Lincoln survey to determine 'Lincoln's character' and this to be used as baseline for design guide · Alert developers to be in keeping with Lincoln's character
Extend of town centre/Scope	<ol style="list-style-type: none"> 1. Rename precincts to reflect actual historic town centre, future growth directions and retail function 	<ul style="list-style-type: none"> · Extent of town centre as per LURP decision has changed, LTCP to be in keeping with these provisions · Show future growth areas north and south of Gerald Street to support compact town shape; reconsider this as part of DPR process
Parking	<ol style="list-style-type: none"> 1. More parking needed in town centre 2. There is currently no parking management 3. Loss of car park will affect customer numbers 4. Current use of medical car park could be commercial or town square 5. No official Park-and-ride 6. Not enough provisions for mobility impaired/elderly 	<ul style="list-style-type: none"> · Parking survey states sufficient car parks within town centre (only 50% throughout day), only at peak times 80% occupancy · Removal of car parks in Gerald Street gets replaced by parking precincts, communal car parking and supporting alternative transport options; · Implement parking management plan as per Abley Transportation Consultations report; including marking car parks, time restrictions, signage · International and national studies confirm commercial value of car parks is misconception; top customer priority is 'walking experience' · Investigate long-term solution for better use of public car park next to Famous Grouse Hotel and medical centre · Investigate options to create Park and Ride along existing bus route as a priority project · Council is in the process of developing a disability strategy – any detailed scheme will be assessed against. Removal of overhead power lines and upgrade of town centre will increase footpath width; mobility car parks are to be marked in front of pharmacy and hospital; Lincoln Library has mobility car parks behind building
Wayfinder	<ol style="list-style-type: none"> 1. I-site, clear info boards etc. missing 2. Local runanga participation in public areas important 3. Not enough points of interest to justify project 4. Support, community and schools could help with this 	<ul style="list-style-type: none"> · Need for I-site outside scope of town centre project · Suggest Wayfinder project as part of a community service project with Council's support · Form local working group and test concept before applying town wide





6 | Previous studies



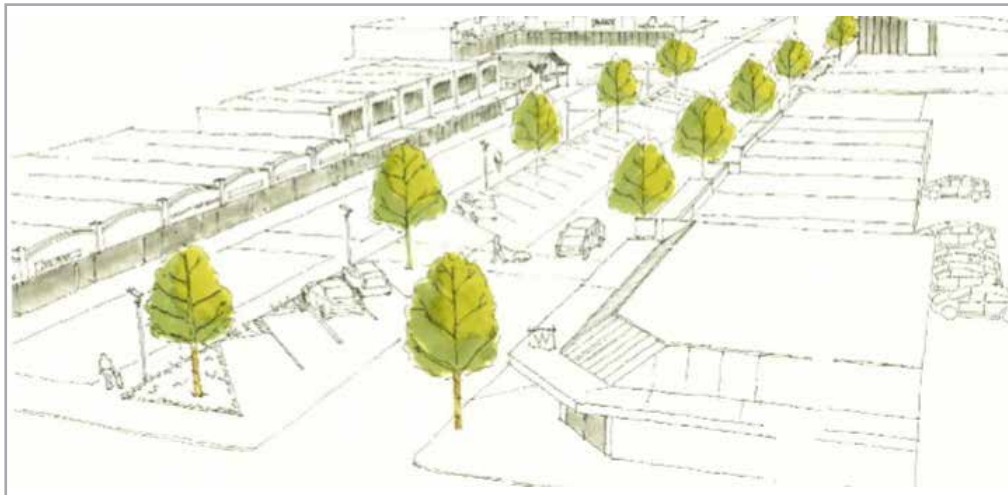
7.1 The Lincoln Opportunities study

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

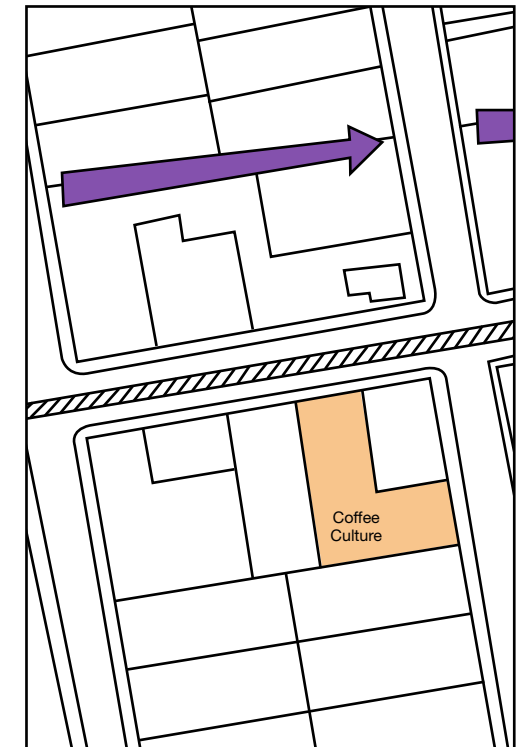
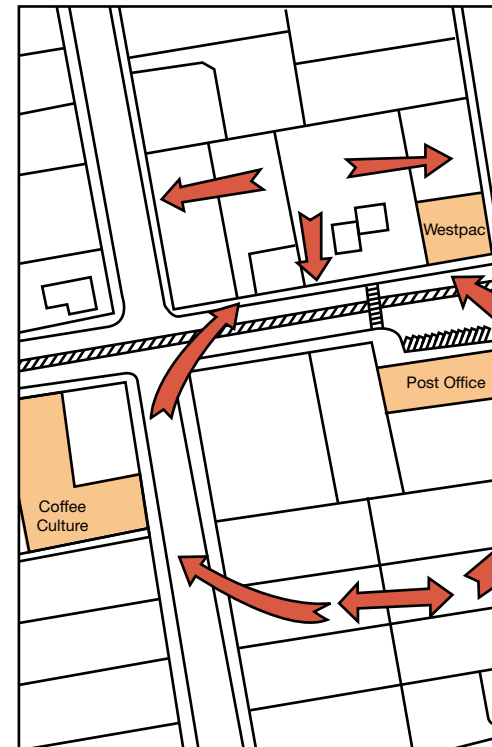
The proposals were:

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

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



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



Concepts from Lincoln Opportunities consultation

Draft Plan for Lincoln

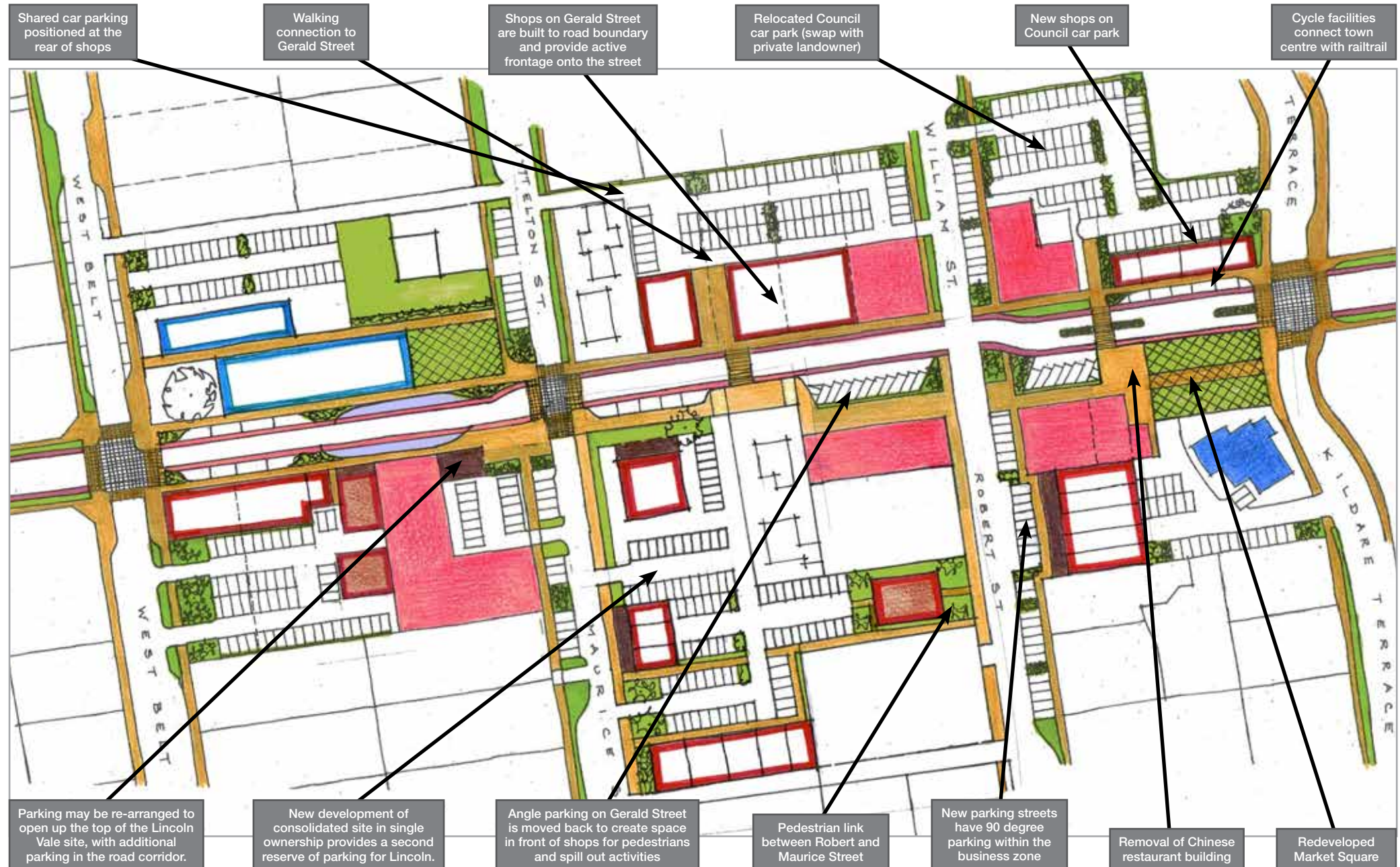


Figure 51: This study was produced jointly by Council staff and Janet Reeves of Context Urban Design to inform the Lincoln Opportunities study and the Town Centre Plan.



Figure 52: Site analysis of Gerald Street area



Figure 53: Potential Lincoln Streetscape

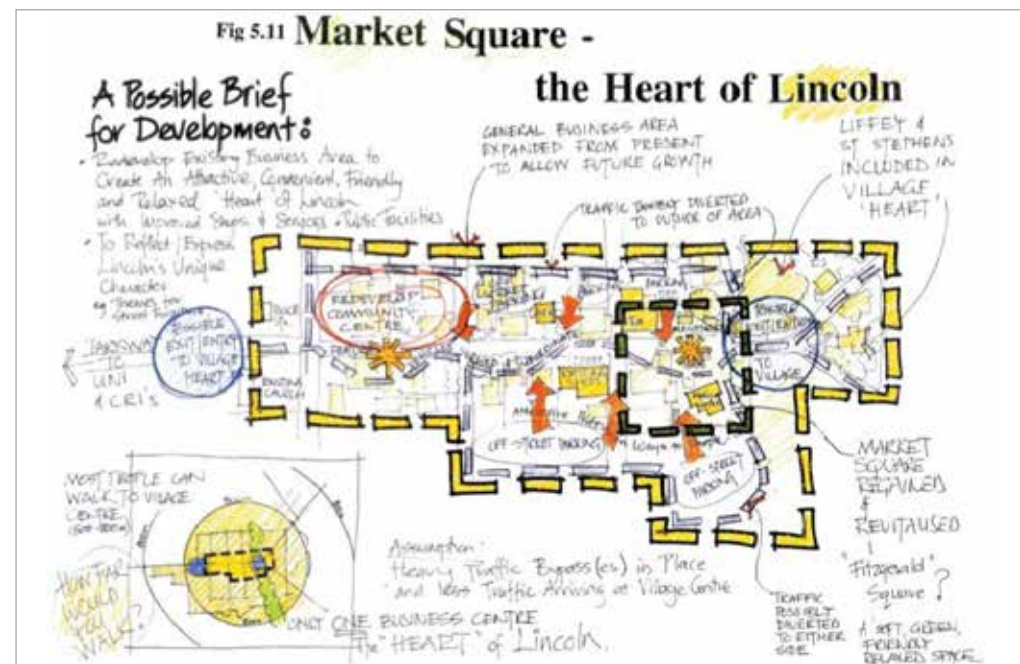


Figure 54: Extract from Lincoln: A Vision for our Future (Lincoln, Community Committee, Lincoln University and Selwyn District Council, 2000)





7 | Relevant District Plan provisions



Proposed relevant District Plan provisions

Appendix 29B

Lincoln Key Activity Centre (KAC) Precinct Plan



Legend

- Key Activity Centre Boundary
- Proposed High Street
- 1** Retail Core Precinct
- 5** Transitional Living Precinct

Lincoln Town Centre
Precinct Plan

Scale 1:2000 @A1



Appendix 29C(ii)

Key Activity Centres - Outline Development Plan (ODP) Precincts 1 & 5



Legend

- - - Key Activity Centre Boundary
 - ↔ Proposed roading link
 - Active frontage and building lines
 - Active frontage
 - Design and layout
 - Refer to Appendix 37- ODP Area 7
- NOTE: Please refer to Part 3 - Definitions for some of the terms used

Lincoln Town Centre
Precinct Plan

Scale 1:2000 @A1





8 | References



1. Abley Transportation Consultants:

- Lincoln Town Centre Streetscape Report, May 2015
- Lincoln Town Centre Parking Survey, May 2015
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- Lincoln Town Centre – street works cost estimates, May 2015
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- Lincoln Town Centre – Streetscape Plans Addendum Report, May 2016

2. CPTED, best practice, Lisa Mc Cauley, Local Government New Zealand and the Ministry of Justice, 2007

3. The benefits of making way for bicycle lanes, Dr Glen Koorey, The Press, 16 Dec 2015

4. From parking spaces to bike lanes, Michael Andersen, The Green Lane Project, www.peopleforbikes.org, April 2015

5. What shoppers want – the reallocation of road space, NZTA -Tuner S, Allatt T and Tarjomi L

6. Good for business, the benefits of making streets more walking and cycle friendly, The National Heart Foundation, Australia, November 2011

7. Planning checklist for cycling, Bicycle Network, www.bicyclenetwork.co.au

8. Photos of Lincoln Market courtesy of Ian and June Burney



