

6. **HALSWELL ROAD – LINCOLN ROAD  
PROPOSED TRAFFIC SAFETY IMPROVEMENTS AND CYCLE LANES**

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The purpose of this report is to request that the Spreydon/Heathcote Community Board approve for construction the plan for the safety improvement of pedestrian, cycle, and vehicle movements in Halswell Road and Lincoln Road between Hoon Hay Road and Wrights Road.

Following the Community Board's approval at its September 2003 meeting to consult, the schools, businesses, property owners, and residents in the neighbourhood of this section of Halswell and Lincoln Roads received a publicity pamphlet in October 2003. Three hundred and twenty publicity pamphlets were distributed, with 33 responses being received. Following consideration of the feedback (see attached summary) a construction plan has been drawn up.

Requested alterations to the concept plan were:

1. That no stopping restrictions be increased or decreased.
2. That time limit parking restrictions be installed outside businesses.
3. That some bus stops and pedestrian islands be relocated.
4. That the cycle lanes be coloured where vehicles are likely to cross them.

In response it is proposed that:

1. The no stopping restriction on the south side of Lincoln Road is extended from No. 8 to No. 16.
2. Time limit parking restrictions be installed outside the businesses at Nos. 27, 33, 35, and 43 to 49 Lincoln Road.
3. The proposed pedestrian island outside No. 34 is shifted to the south to outside No. 30 and the adjacent bus stop also is relocated nineteen metres to the south.
4. Cycle lanes be coloured across the Domain Terrace intersection and on the north side of Lincoln Road from Torrens Road to Wrights Road.

There is a desire for on-street parking in front of the Dentists (Nos. 10 and 14), the Red and Black Hotel (No. 33) and St Martins Church (No. 60). There is off-street parking available at the rear of all these properties for customers/church building users. While it is desirable to construct one or more parking bays on the south side these are prohibitively expensive because they would involve the relocation of a shallow fibre optic cable. The estimated cost of a two-vehicle bay is \$35,000 per bay.

The estimated cost of this work as shown on the attached plan is \$130,000. It is hoped that work will start in April 2004. Having met all significant issues raised by the feedback, the project is ready for the preparation of the construction plans.

**Staff**

- Recommendation:**
1. That the proposed work be approved for construction.
  2. That all existing parking restrictions be removed on both sides of Lincoln Road starting at Halswell Road and finishing at Torrens Road intersection.
  3. That the stopping of vehicles be prohibited on the north-west side of Halswell Road commencing at its intersection with Lincoln Road and extending in a south-westerly direction for a distance of 80 metres.
  4. That the stopping of vehicles be prohibited on the north-west side of Lincoln Road commencing at its intersection with Halswell Road and extending in a north-easterly direction for a distance of 259 metres.
  5. That the stopping of vehicles be prohibited on the north-west side of Lincoln Road commencing at its intersection with Sylvan Street and extending in a south-westerly direction for a distance of 12 metres.
  6. That the stopping of vehicles be prohibited on the north-west side of Lincoln Road commencing at its intersection with Sylvan Street and extending in a north-easterly direction for a distance of 12 metres.

7. That the stopping of vehicles be prohibited on the north-west side of Lincoln Road commencing at its intersection with Torrens Road and extending in a south-westerly direction for a distance of 49 metres.
8. That the stopping of vehicles be prohibited on the south-east side of Lincoln Road commencing at its intersection with Halswell Road and extending in a north-easterly direction for a distance of 72 metres.
9. That the stopping of vehicles be prohibited on the south-east side of Lincoln Road commencing at its intersection with Domain Terrace and extending in a south-westerly direction for a distance of 53 metres.
10. That the stopping of vehicles be prohibited on the south-east side of Lincoln Road commencing at its intersection with Domain Terrace and extending in a north-easterly direction for a distance of 297 metres.
11. That the parking of vehicles be restricted to a maximum period of 10 minutes on the north-west side of Lincoln Road commencing at a point 4 metres south-west of the common property boundary of Nos. 27/33 and extending in a south-westerly direction for a distance of 6 metres.
12. That a bus stop be installed on the north-west side of Lincoln Road commencing at a point 11 metres north east of the common boundary of Nos. 27/33 and extending in a north-easterly direction for a distance of 17 metres.
13. That the parking of vehicles be restricted to a maximum period of 60 minutes on the north-west side of Lincoln Road commencing at a point 28 metres north-east of the common property boundary of Nos. 27/33 and extending in a north-easterly direction for a distance of 58 metres.
14. That a 10 minute loading zone (P10) be installed on the north-west side of Lincoln Road commencing at the common property boundary of Nos. 35/37 and extending in a south-westerly direction for a distance of 6 metres.
15. That the parking of vehicles be restricted to a maximum period of 30 minutes on the north-west side of Lincoln Road commencing at the common property boundary of Nos. 49/55 and extending in a south-westerly direction for a distance of 60 metres.
16. That a bus stop be installed on the south-east side of Lincoln Road commencing at a point 4 metres north-east of the common boundary of Nos. 26/28 and extending in a north-easterly direction for a distance of 17 metres.
17. That a taxi stand be installed on the north side of Sylvan Street commencing at a point 6 metres north-west of its intersection with Lincoln Road and extending in a north-westerly direction for a distance of 22 metres.

**Chairperson's  
Recommendation:**

For discussion.