

Lincoln Road corridor improvements



Sam – Engagement Advisor
Brendan – Senior Project Manager

Purpose

- The purpose of this meeting is to provide you with information on the upcoming consultation.
- The scheme plans you will see are a starting point for consultation. They are not the final designs and it is not a pre-determined outcome.



Why Invest in this Area

- The Lincoln Road corridor is a key traffic and public transport route. It serves the main growth area to the south-west of the city
- Our strategic aim is to encourage higher use of public transport and other modes to reduce capacity on this corridor and improve journey times, reliability and delays
- Improve the amenity of Addington Village through street trees and footpath improvements
- Address the intersection and corridor safety issues and lower risks for general traffic, pedestrians and cyclists
- To support the potential addition of higher frequency bus services, and prioritise bus movements
- Enhance pedestrian connectivity if possible



Why invest in this priority area

- This shows a speed heat map for PM peak bus travel times in 2016.
- The dark blue areas identify where average speeds drop to 20 km/h or below.
- It can be seen that buses are delayed on Lincoln Road from Moorhouse Avenue to about Hoon Hay Road.
- The AM peak speed heat map shows a similar picture.



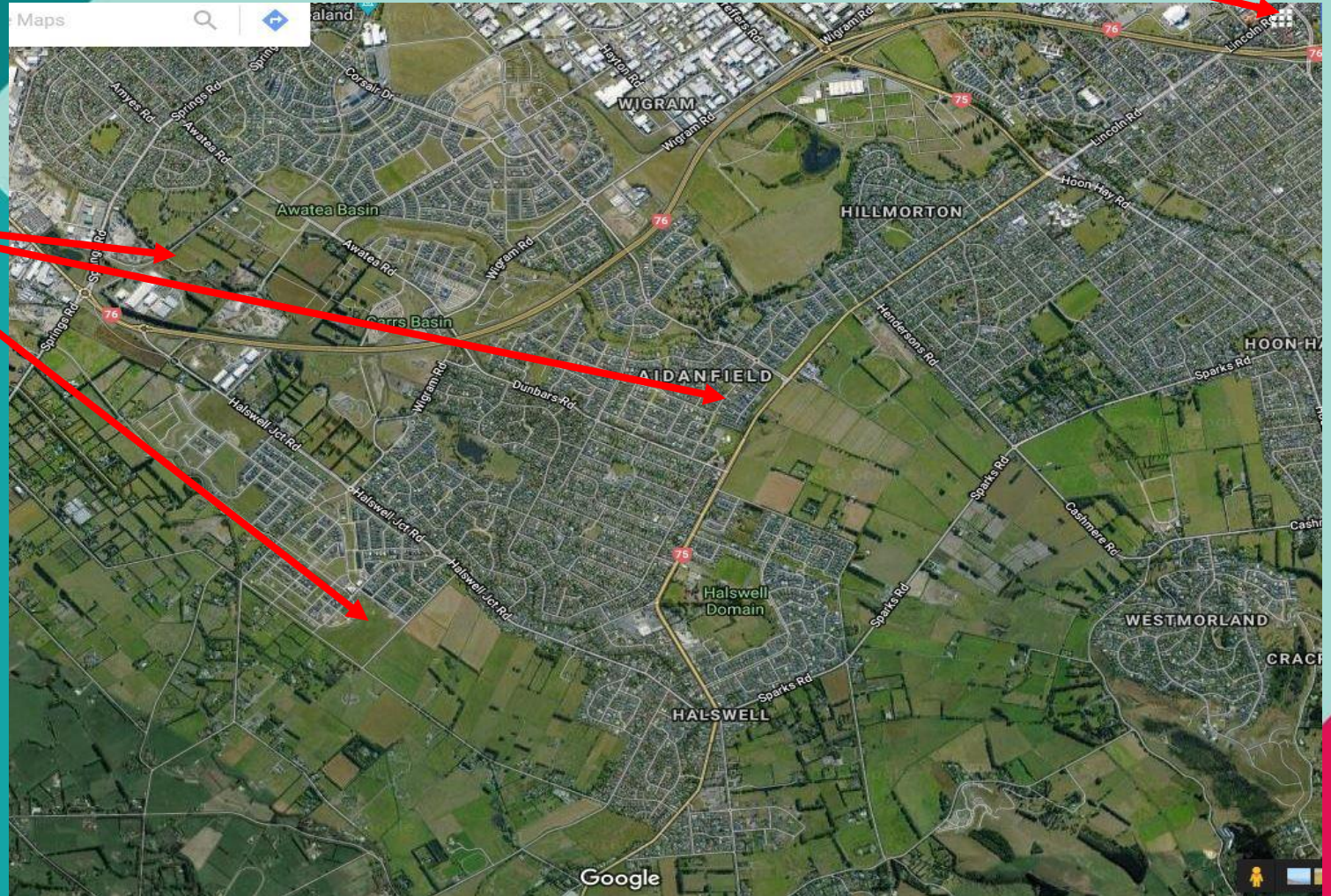
PM Peak Bus Travel Times 2016 – Speed Heat Map

Lincoln Road catchment area

Addington Village

Future development Areas

The population is expected to double in the south west in the next 30 years from 35,000 to 70,000



Key routes (southwest to CBD)

Lincoln Road traffic volumes are expected to go from 20,000 in 2013 to 28,000 in 2041. Without changes, travel times will get longer and vehicle speeds will be slower.



Key issues (Addington Village)

- Traffic is slow and buses are stuck in traffic queues in peak hours which is creating a high degree of travel time variability. This is compounded by need to stop for drop off and pickup's and getting back into the traffic flow after each stop.
- The available width of the road corridor through Addington Village (we are not planning land purchase so are constrained to a 20m width). This limits options for changes.
- Lincoln Road has reasonable cycle volumes so need to retain safe cycle facilities with any changes.
- The current 50km/h speed limit is not pedestrian friendly in a busy retail area.
- There are a lack of safe pedestrian crossing facilities along the road especially between Harman Road and the Village signalised crossing.
- There is a lack of street trees and general pedestrian amenity along Lincoln Road



What are PT (public transport) lanes

- Bus Lanes (PT lanes) are designed to allow buses the ability to operate without holding up traffic.
- They can operate all the time or for certain hours each day.
- Bus lanes make bus journeys quicker and more consistent.
- Increasing use of buses is vital to avoid congestion on routes, as they can move more people per trip.
- Bus lanes can be legally used by buses, motorbikes, taxi's and cyclists.



PT facility options

To provide better PT facilities, we could potentially use:

1. Bus Boarders (bus remains in the lane and stops traffic flow while passengers get on and off)
2. Bus Gates (traffic signals are used to give buses a jump ahead of cars when leaving bus stops)
3. A third central lane for PT similar to Melbourne Trams
 - Option 1 and 2 will no benefit for PT travel times as the buses are still stuck in traffic which is moving slowly. Option 1 will significantly increase congestion as traffic is held while the bus loads and unloads.
 - Option 3 was considered, but the majority of the on street car parking would need to be removed permanently to create the lane plus waiting areas. Also it would be difficult for passengers to get to and from the central area with potential confusion about where buses would be stopping.



Lincoln Road option

- We are proposing peak hour bus lanes 7am-9am Monday to Friday, towards the city and 4pm-6pm Monday to Friday towards Halswell. The bus lane on Moorhouse Avenue will operate 24 hours, 7 days a week.
- On Lincoln Road, on street parking will be available when the bus lanes are not operating. This minimises the impact of the bus lanes while providing significant improvement for bus passengers in the peak commuting hours.
- The options have been modelled and average time savings of approximately 6.5 minutes are achieved (66% reduction in travel time) by buses in the evening peak with no delay to existing private vehicles and by approximately 4.5 minutes (47% reduction in travel time) in the morning peak with the proposed bus lane option (Option 1).
- We are adding street trees, cobblestone paving in key areas as well as an additional signalised crossing for pedestrians



Consultation process

- All business owners, property owners and residents will be sent copies of the proposed design and details of how to submit.
- We are very keen to hear the views of all affected parties and its really important you give us as much information as possible in your submissions, so we can make informed choices about any design changes as a result of the feedback.
- There will be different views and all views are valid, they are just coming from a different perspective.
- Any changes made will need to balance the views of all parties, so it is likely compromise will be needed.