



BELMONT CENTRE IMPROVEMENT PLAN

DESIGN INITIATIVE IN RESPONSE TO LAKE ROAD IMPROVEMENTS

FOR: AUCKLAND COUNCIL

NOVEMBER 2020

BY: URBANISMPPLUS LTD

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Disclaimer

The design options contained in this report are indicative and conceptual only. Progressing further detailing of any of these designs requires engineering and landscape design input and verification.

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EXECUTIVE SUMMARY

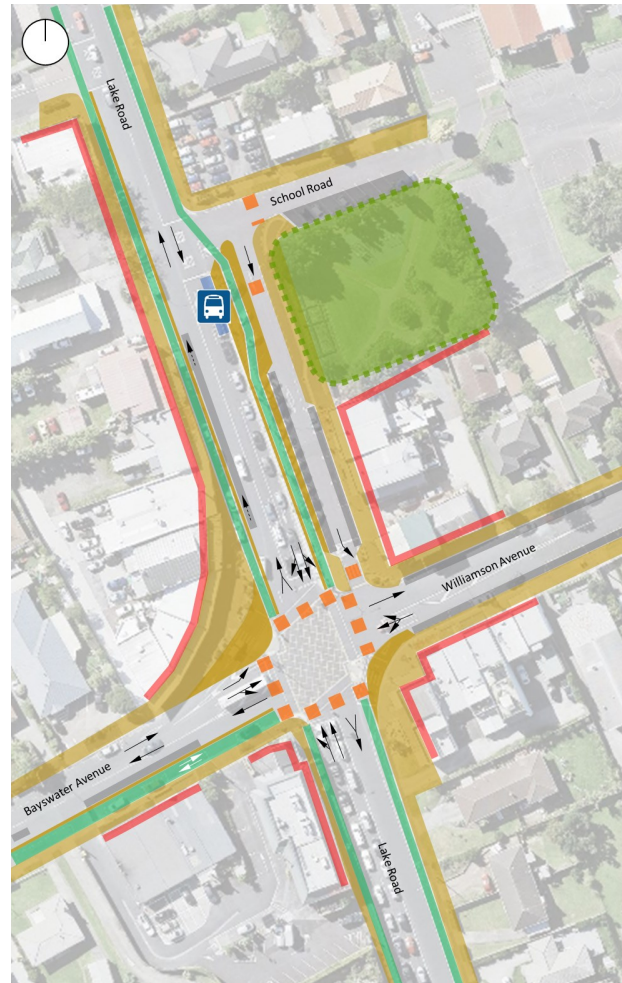
A process to develop an improvement plan for the Belmont local centre commenced in October 2019. This project is included in the Devonport-Takapuna Local Board Work Programme 2019/20, with a local board LDI contribution of \$40,000 towards preparing and consulting on the improvement plan.

The project has worked alongside Auckland Transport's Lake Road improvements project, for which a Detailed Business Case (DBC) for Lake Road from Esmonde Road to Albert Road is being finalised. The project teams have worked with a local Belmont stakeholder group to develop principles and options for improvements at the centre.

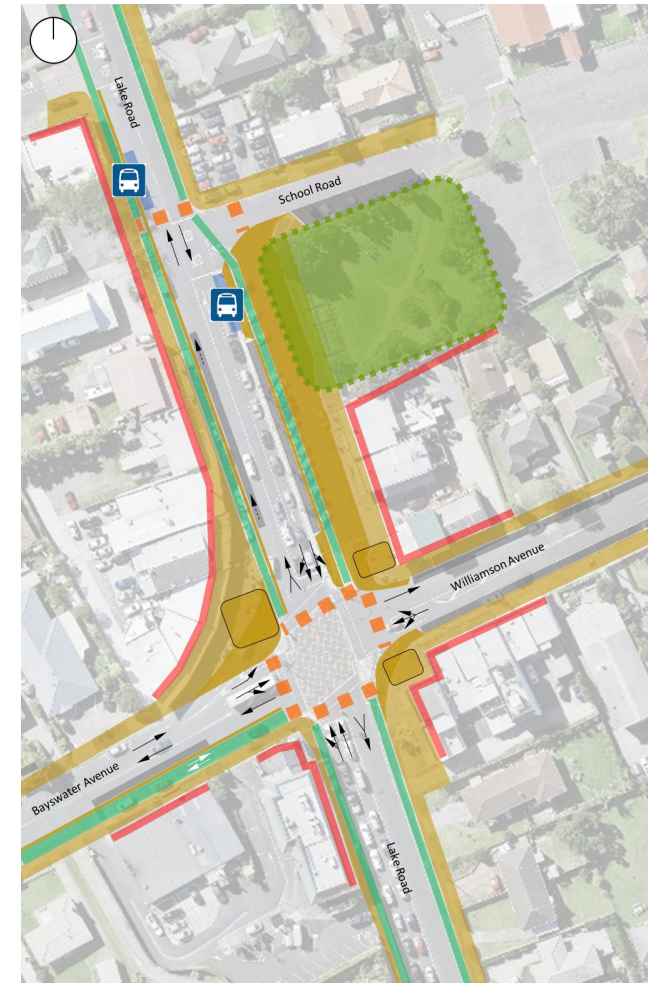
The local board approved a design proposal for Belmont Centre in February 2020 that went out for public consultation along with proposals for Lake Road improvements in March and April 2020. Following consideration of the consultation feedback which showed general support for proposals at Belmont Centre along with a number of concerns, final design options for the centre have been prepared and are diagrammatically presented in this report.

The options include a Base Option and an Enhanced Option. The difference between these options relates to the use of the space on the eastern side of Lake Road, currently taken up by a slip road.

Due to budget uncertainty relating to Covid-19 impacts, Auckland Transport and the Council will be completing the DBC and related project design proposals, but not proceeding directly into the detailed design and implementation phases as previously planned.



The Base Option.



The Enhanced Option.

1. INTRODUCTION

1.1. BACKGROUND

An improvement plan for Belmont Centre was identified as an outcome in the Devonport-Takapuna Area Plan 2014. The Devonport-Takapuna Local Board included this initiative in its Local Board Plan 2017-20, and have funded its preparation in 2019-20.

The Belmont Centre Design Initiative, a project to develop an improvement plan for the Belmont Local Centre, commenced in October 2019. Auckland Council's project team, led by staff from the Plans and Places Department, has worked alongside Auckland Transport's (AT) Lake Road improvements project, for which a Detailed Business Case (DBC) is being finalised. Public consultation on both the Lake Road improvements and Belmont Centre improvements projects occurred in March and April 2020.

A Belmont community stakeholder group of local representatives has assisted and advised the project teams in developing principles for the centre and improvement options across five meetings between November 2019 and February 2020. A list of these stakeholders is included in **Appendix 1**. The meetings were held at St Margaret's Presbyterian Church on Lake Road in Belmont. An internal stakeholder group involving key and relevant Council and CCO staff has also assisted in progressing the project.

Urbanismplus was commissioned by the Council to provide urban design input, consisting of analysis, facilitating a stakeholder engagement process, and advising on the design options for the centre.

1.2. PROJECT SCOPE

The project scope included the preparation of an improvement plan for Belmont Centre that:

- Establishes principles for the functioning, amenity and development of the centre.
- Addresses the centre's layout, building frontage relationship with public spaces, and accessibility arrangements that integrate with a reconfigured Lake Road corridor.
- Identifies opportunities for centre development in light of zoning, that can help 'future proof' the centre's transport and public space elements.
- Recommends actions to improve the physical environment, amenity, accessibility and functioning of the centre in light of likely and potential changes as above.
- Identifies any gaps or requirements for improved, expanded or new community and open spaces in the centre, to support the centre and surrounding residential area.

1.3. PROJECT PROCESS

The project process has included the following steps:

- Appointment of Urbanismplus in October 2019 and introductory meetings with Auckland Council and AT internal stakeholders in late 2019.
- A site visit on 21 November 2019 and production of a site and context analysis.
- Belmont stakeholder consultation sessions on 21 and 28 November 2019, during which principles for the plan were agreed.
- A half-day design workshop with Auckland

- Council and AT representatives on 2 December.
- An external stakeholder consultation session on 12 December 2019, during which ideas and options for the plan were refined.
- A Devonport-Takapuna Local Board briefing and meeting in February 2020, approving a design proposal for consultation.
- Preparation of material for consultation, followed by public consultation in March and April 2020.
- Analysis of consultation feedback and preparation of revised options in conjunction with AT.
- A Devonport-Takapuna Local Board briefing in August 2020 and approval of the final proposed options at its meeting in September 2020.
- Preparation of this report.

1.4. SCOPE OF THIS REPORT

This report documents the outcomes of the process described before. More specifically, it outlines:

- A site and context analysis, including the opportunities and constraints that the centre offers and all design options respond to.
- The outcomes of the stakeholder consultation sessions, including principles, a concept and a diagrammatic design.
- A presentation of the Draft Improvement Plan that was the subject of public consultation, and a summary of consultation feedback.
- The presentation and description of the preferred design options, distinguishing between a Base Option and an Enhanced Option, along with a description of the benefits for Belmont Centre, associated with each option.
- Information regarding the implementation of the plan options.

2. URBAN DESIGN CONTEXT

2.1. SITE AND CONTEXT ANALYSIS

Location of the Site

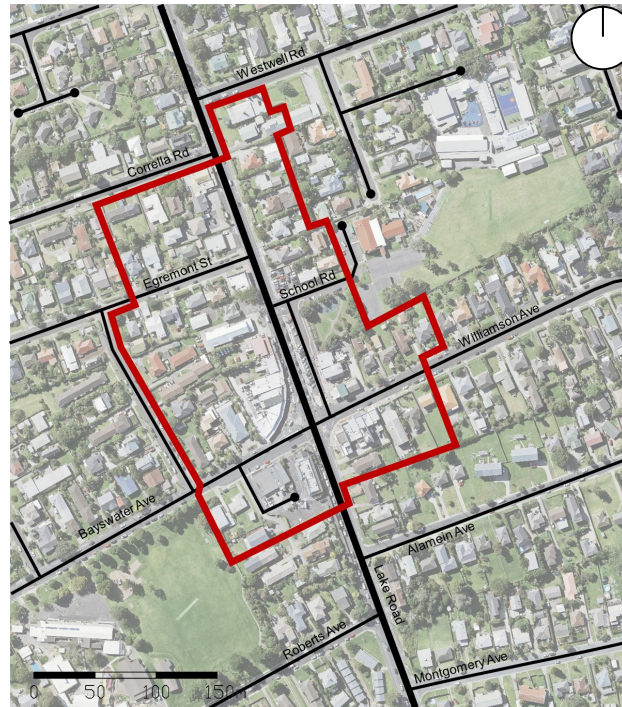
The project site ('the Site') is the Belmont Centre, as defined by the Business Zones (Local Centre and Mixed Use) in the Auckland Unitary Plan (Operative in Part) 2016 (AUP), refer to **Figures 2-1** and **2-3 (overleaf)**. The northern boundary is formed by Westwell Road and Corrella Road, the eastern boundary is the eastern edge of the Belmont Rose Gardens, the southern boundary is formed by the backs of the lots facing Williamson Avenue, and the western boundary is formed by Moana Avenue.

Site context

The Belmont Centre is located along Lake Road, the main transport corridor that connects Takapuna and the rest of Auckland with Devonport, refer to **Figure 2-2**. It takes up the four quadrants around the intersection of Lake Road, Bayswater Avenue, and Williamson Avenue. It is located at a seven-minute drive from Takapuna and a four-minute drive from Devonport (in normal traffic conditions), providing convenient access to the two major centres on the Devonport Peninsula.

The area is located approximately 14km from the Auckland CBD and at a seven-minute drive from either the Devonport or the Bayswater Ferry Terminals which both provide regular ferry services to Auckland City.

The Bayswater Avenue and Lake Road intersection accommodates traffic moving up and down the Devonport Peninsula and in and out of the

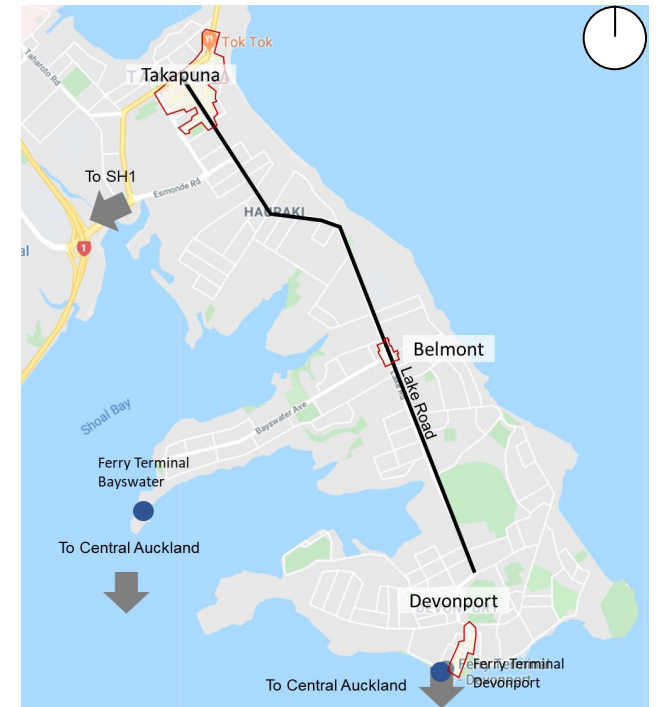


ABOVE FIG. 2-1: Project Site, indicative.

Bayswater Peninsula.

The Belmont Centre mainly serves the needs of residents in the surrounding neighbourhoods. It offers a range of local services, including retail, commercial, food and beverage, community and public open space. More specifically, it accommodates:

- 40 shops and services, including 16 food retailers (of which 10 are takeaway outlets)
- Five medical / dental clinics
- Two childcare centres



ABOVE FIG. 2-2: Location of Belmont Centre along Lake Road.

- Two churches
- The Rose Centre, a community centre
- The Belmont Rose Gardens
- Over 60 marked on-street car parks

Additionally there are two primary schools close to the Belmont Centre, Belmont Primary School and Bayswater Primary School. Also nearby are Belmont Intermediate School and Takapuna Grammar School, many of whose students walk or cycle to school through Belmont Centre.

Ownership in the centre

Figure 2-3 indicates the current ownership situation of the Belmont Centre properties.

Fragmented property ownership within the centre makes comprehensive redevelopment and intensification that requires amalgamation of several sites unlikely in the short term. It should therefore be anticipated that any public realm upgrade in the short term should respond to the current land uses and built form.

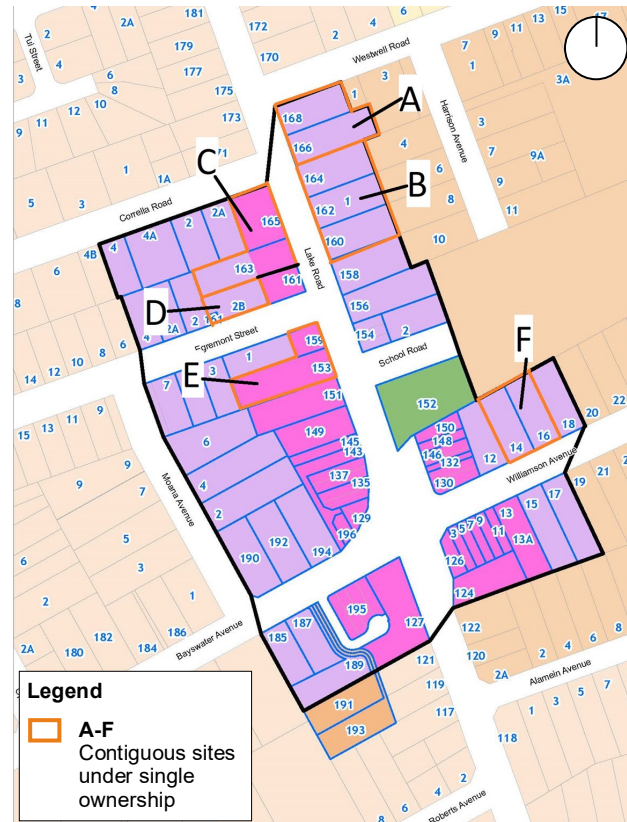
Zoning and land use

Figure 2-4 shows the AUP zoning for the centre and the area surrounding it.

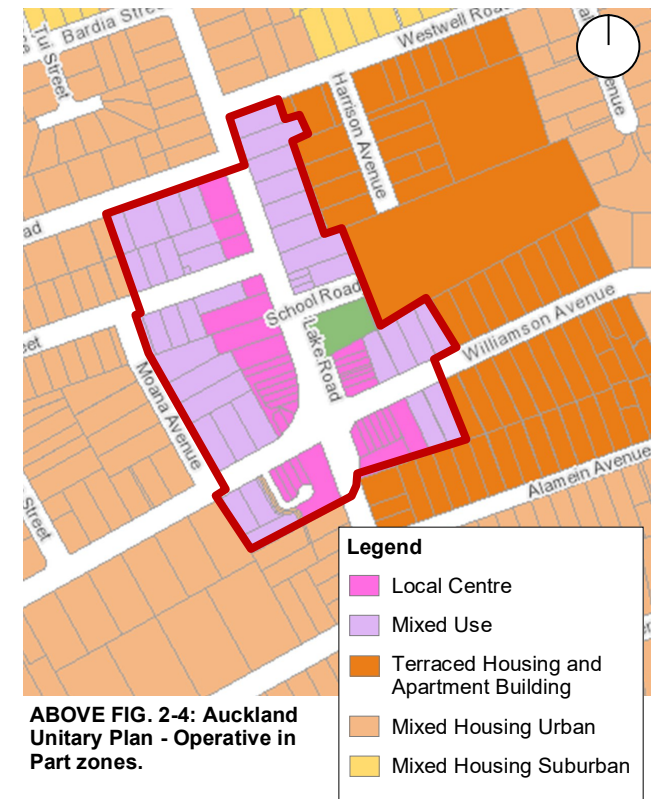
The majority of the Belmont centre is zoned Local Centre and Mixed Use. Land to the east of the centre is mainly zoned Terraced Housing and Apartment Building (THAB), while land to the north, south and west is zoned Mixed Housing Urban (MHU). The two existing Primary Schools in the area are designated but zoned as residential (THAB and Mixed Housing Suburban).

The maximum building heights in these zones are as follows:

- Local Centre: 16m + 2m to allow for a roof form
- Mixed-Use: 16m + 2m to allow for a roof form
- THAB: 16m
- MHU: 11m + 1m to allow for a roof form



ABOVE FIG. 2-3: Indication of ownership of multiple adjacent titles within the Site.



ABOVE FIG. 2-4: Auckland Unitary Plan - Operative in Part zones.

Volcanic view shafts

Figure 2-5 shows the three volcanic view shafts that run through the Belmont Centre and their impact on building height. These include the following:

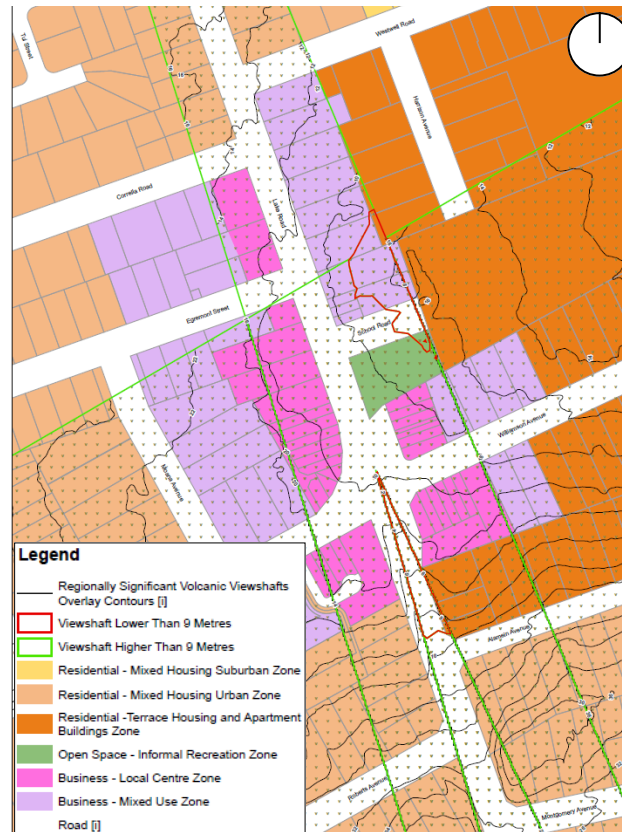
- T3 to Rangitoto: Little impact on building height
- V1 Mount Victoria: Restrictions of between 8m and 15m
- V2 to Mount Victoria: Little impact on centre properties

Volcanic viewshaft overlays do not apply until a building intrudes the floor of the viewshaft. Any intrusion would trigger activity (A6), a non-complying activity that requires full public notification.

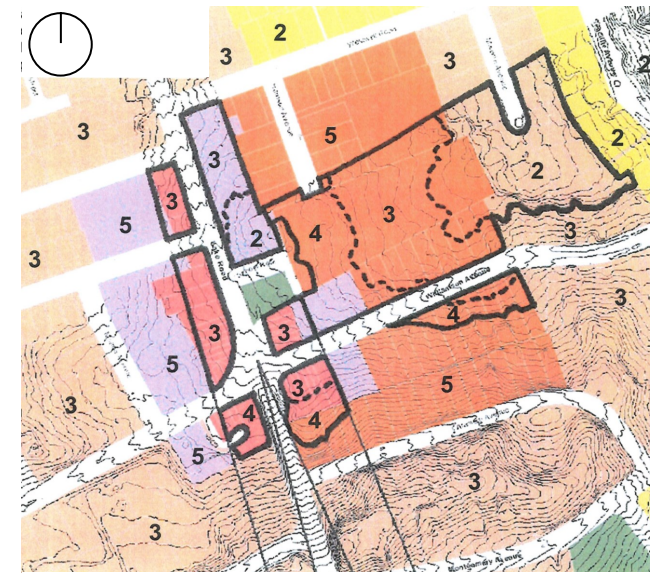
Of these three viewshafts, V1 has the greatest potential to affect development in the Belmont Centre. V2 does not cover any properties in the centre, but the viewing point is at the intersection. T3 to Rangitoto is significantly higher and therefore less likely to be relevant.

Overall, the volcanic view shafts will have the greatest impact on sites along Lake Road within the project area (refer to Figure 2-6). Local Centre zoned sites along Lake Road are mostly restricted to three storeys, with the exception of sites at the corner of Lake Road and Bayswater Avenue which are restricted to four storeys, rather than the five storeys permitted by the zone.

Sites along Lake Road that are zoned Mixed Use are mostly reduced from five storeys to three storeys, with the exception of sites at the corner of School Road and Lake Road, which can only be two storeys.



ABOVE FIG. 2-5: Auckland Unitary Plan - Operative in Part zones overlaid with the restrictions of the volcanic view shafts.



ABOVE FIG. 2-6: Auckland Unitary Plan - Height limits with volcanic view shaft control constraints applied.

- The thick black line shows areas in which the zone building height limit cannot be achieved.
- The single numbers show the achievable building height in numbers of storeys.
- The thick dotted line shows the transition between achievable building height in storeys.

Visual character

Figures 2-7 to 2-16 on the two pages following provide an impression of key aspects of the Belmont Centre.



ABOVE FIG. 2-7: Northern approach to the centre.



ABOVE FIG. 2-8: The Rose Centre, a community centre.



ABOVE FIG. 2-9: Shops along the slip road.



ABOVE FIG. 2-10: Southern end of the slip road.



ABOVE FIG. 2-11: Free left turn out of Bayswater Avenue.



ABOVE FIG. 2-12: The Belmont Rose Gardens.



ABOVE FIG. 2-13: Public toilets between the barber shop and the liquor store east of the slip road.



ABOVE FIG. 2-14: Shops and parallel parking on the west side of Lake Road.



ABOVE FIG. 2-15: Service area behind the shops on the west side of Lake Road.

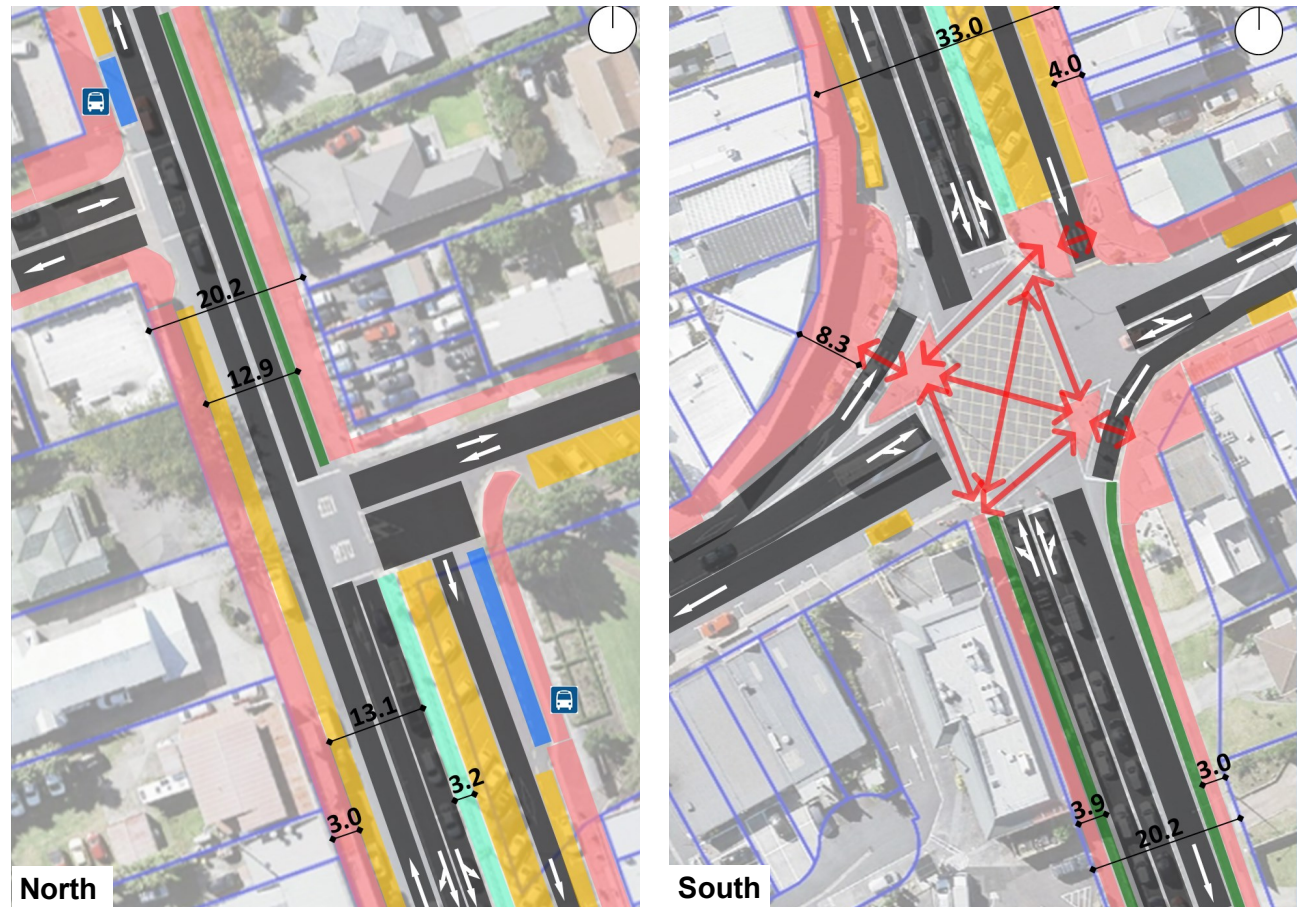


ABOVE FIG. 2-16: Leaving the centre, heading south; heritage retaining wall on the right.

Current Streetscape

The current streetscape of Lake Road and its side streets at the Belmont Centre is diagrammatically depicted on **Figure 2-17**. The following characteristics should be noted:

- To the north and south of the centre the road reserve has a width of 20.2m.
- The section of Lake Road that includes the slip lane has a width of 33m.
- North of the centre there are general traffic lanes in each direction, parking on the western side, a southbound cycle lane, and footpaths on both sides.
- In the central section there are two southbound lanes, one northbound lane, a southbound slip road, parallel parking on the western side, footpaths on both sides and no separate provision for cycling.
- The slip road is separated from the travel lanes by a 3.2m wide strip. The lane accommodates a mixture of parallel and angled parking, a footpath and a bus stop.
- In the central section the western footpath is approximately 3m wide and the eastern footpath is approximately 4m wide.
- At the Bayswater Avenue intersection there are two free left turning lanes and signalised pedestrian crossings, including 'Barnes Dance' crossings.
- At the southwestern quadrant of the intersection the rounded property frontage (a leftover of the tramline era) results in an approximately 8m wide footpath / pedestrian space.
- South of the centre there are two northbound traffic lanes, one southbound traffic lane, no on-street parking, cycle lanes in each direction, and footpaths on both sides. The cycle lane and footpath on the western side are separated from the road by a retaining wall.



ABOVE FIG. 2-17: Diagram of the existing streetscape of the Belmont Centre with key approximate measurements in metres.

Legend	
	Footpath
	Pedestrian crossing
	Cycle lane
	Travel lane
	Parking
	Transit lane or bus bay
	Bus stop
	Median

A photo impression of the streetscape is provided in **Figures 2-18 to 2-23** overleaf.



ABOVE FIG. 2-18: Lake Road at the Corrella Road intersection: one general vehicle lane in each direction, parking on the west side, a southbound cycle lane on the east side and footpaths on both sides.



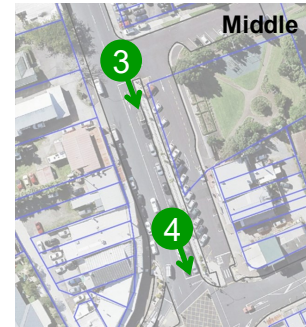
ABOVE FIG. 2-19: Lake Road at the Egremont Street intersection: one general vehicle lane in each direction, indented parking on the west side, a southbound cycle lane on the east side and footpaths on both sides.



ABOVE FIG. 2-20: Lake Road at the School Road junction: two southbound lanes, one northbound lane, parking and a footpath on the west side, a southbound slip road with parking, a bus stop, and a footpath on the east side.



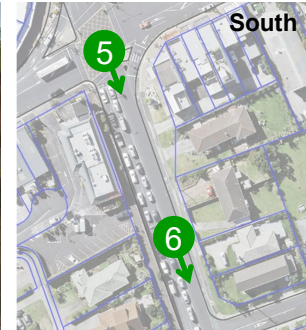
ABOVE FIG. 2-21: The Lake Road-Bayswater Avenue intersection: two southbound lanes, two northbound lanes merging, and a free left turning lane out of Bayswater Avenue (right); the slip road entering onto Williamson Avenue (right).



ABOVE FIG. 2-22: View of the Lake Road-Bayswater Avenue intersection: two southbound lanes merging, two northbound lanes, and a free left turning lane out of Williamson Avenue (left).



ABOVE FIG. 2-23: View of the Lake Road south of the centre: two southbound lanes merging, two northbound lanes, cycle lanes in both directions and footpaths on both sides; the road is relatively steeply sloping to the south.



2.2. CONSTRAINTS AND OPPORTUNITIES

Analysis has identified the following key constraints and opportunities for the centre, refer to **Figure 2-24**.

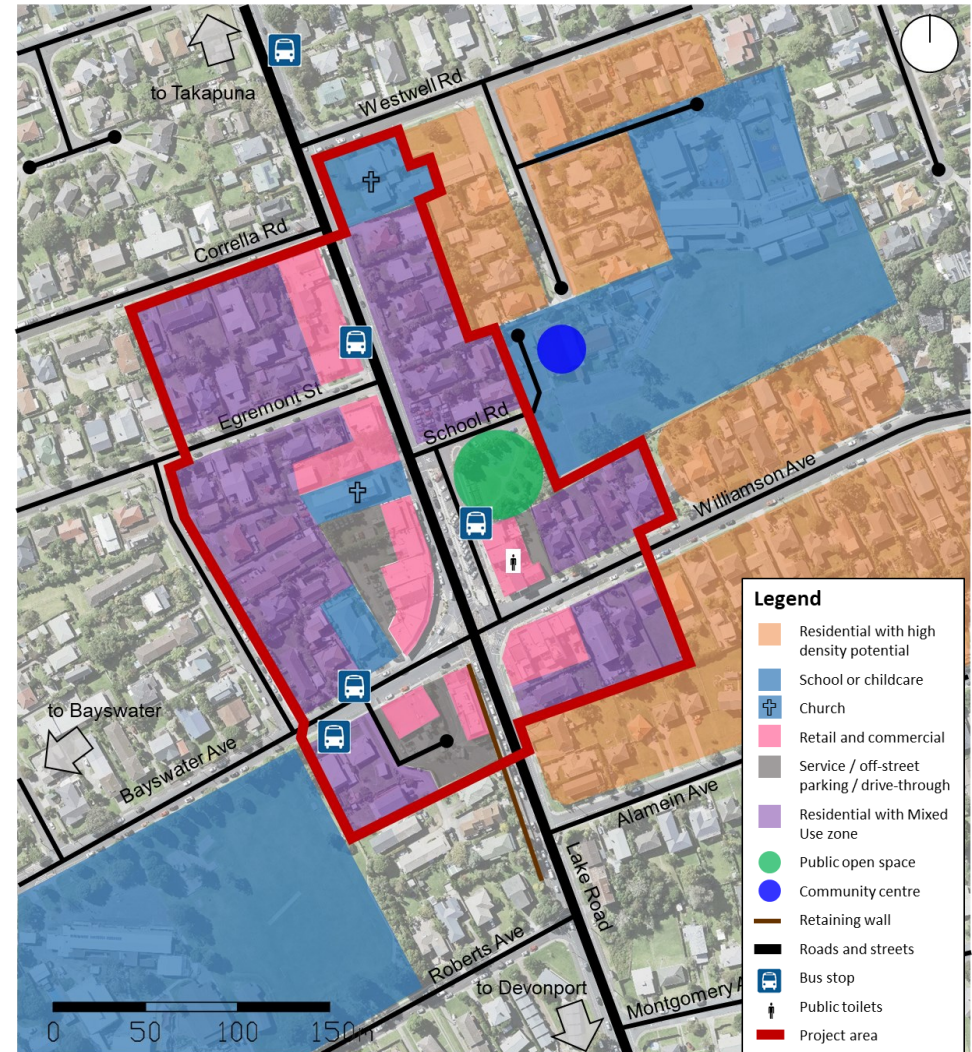
These have been taken into account in the design option development, and include the following:

Constraints

- The Lake Road - Bayswater Ave intersection is congested.
- Lake Road severs the centre.
- The slip road partially has an Open Space zone.
- The slip road accommodates a bus stop.
- There is a complicated traffic layout at the southern end of the slip road.
- Most of the car parks are located on the east side while most of the shops are located on the west side of Lake Road.
- Volcanic view shafts reduce the potential building height for parts of the land that has a Business - Local Centre zone.
- Lake Road immediately south of the centre is relatively steep and there is a heritage retaining wall to the east of McDonalds.
- Free left turning lanes negatively impact on the ability for pedestrians to cross the road.

Opportunities

- Higher density (THAB zoned) land is located to the east of, and mixed-use around, the centre.
- Two primary schools and a community centre are within walking distance from the centre.
- Shops and other uses have the potential to provide a wider offer for the local community and could serve as reasons for increased residential density.
- The Belmont Rose Gardens, as the main communal green open space and easily accessible from the school, community centre and from Lake Road, could be activated by surrounding redevelopment and possibly new connections.
- The slip road provides the width to accommodate the various road functions that need to be accommodated to improve the traffic situation in, and amenity of, the centre.
- There are bus stops in the centre and on Bayswater Avenue.
- The north-western and south-eastern street corners could provide more open space, especially if the free left turning lanes are removed.



ABOVE FIG. 2-24: Site and Context Analysis.

3. THE STAKEHOLDER OPTION

3.1. DESIGN PRINCIPLES AND SUGGESTIONS

In conjunction with the Belmont community stakeholder group the following design principles were formulated:

Belmont is the place to be

An attractive focal point and destination, a community service hub with day and night time activities, and 'buzz'.

Distinguish east side

Community / open space, connecting with the Belmont Rose Gardens and Rose Centre.

Distinguish west side

Commercial / retail and apartments focus with growth potential.

Support quality development and growth

In and around the centre with retail/business and apartment living, off street parking, laneways.

Dynamic lane environment

Clearways for transit and / or parking on the western side, dynamic lanes responding to peak flows.

Improve the intersection

Reduced crossing distances, no free left turning lanes, more refuge space, and retained Barnes Dance crossings.

Expand and upgrade public spaces

More usable, attractive and accessible spaces, and the Belmont Rose Gardens to be improved and

cherished; more shelter and activity there.

Integrate the slip lane area

Use space for Lake Road movement requirements, widen eastern footpath, rationalise parking, bring bus stop into the Lake Road flow directly.

Rebalance parking

Focus on parking needs on the west side, off-street parking behind shops, on-street on the west side.

Integrate cycle lanes

Cycle lanes through the centre on-street or off-street but not shared with the footpath; cycle lanes on Bayswater Avenue.

Integrate transit lanes

Transit lanes for multi-occupancy vehicles and / or to improve the convenience for bus travel, , resolve Bardia Street intersection lanes.

Increase safety for everyone

Additional crossings at School Road or Egremont Street, slow speed zone through Belmont, better lighting and design of amenities.

Design suggestions

For the design option development, this was translated into the following design suggestions:

Land use

- Support higher density development.
- Encourage off-street parking, in addition to on-street.
- Signal the redevelopment of south-western and south-eastern quadrants as well, which could provide additional space for cyclists and pedestrians east of McDonalds.

Open space and pedestrians

- Consider widening the road corridor between the School Road and Egremont Street junctions in order to provide a more gradual transition between the wide space around the intersection and the conventional width north of Egremont Street.
- Use the space currently taken up by the slip road more efficiently.
- If a slip road is retained, consider a shared space type approach for the lane and carparks.
- Upgrade the Belmont Rose Gardens, make them more accessible and visible, possible extending planting into the Lake Road environment.
- Widen the footpaths.
- Use the space gained by removing the free left turning lanes for public space.
- Tighten the carriageways of Bayswater and Williamson Avenues to increase the public

spaces on the corners.

- Install a pedestrian crossing around the School Road or Egremont Street intersection.
- Make crossings wide and use raised surfaces.
- Consider a median and verticality through additional trees.

Cycling

- Support cycle lanes through the centre, with a favour for a painted cycle lane along the travel lane (as opposed to along the footpath), provided that it has sufficient width to protect cyclists from moving traffic, parking manoeuvres, and opening car doors.
- Make space for bike parking, e.g. a corral in the car parking zone.

Transit and public transport

- Support a northbound bus stop closer to the School Road junction.
- Support a transit lane through the centre.
- Consider consolidating the Bayswater Avenue bus stops on Lake Road if the northbound bus stop will be moved south.
- All southbound buses at the Rose Gardens stop, yet reduce size of bus bay.

Vehicular transport

- Resolve congestion through the centre.
- Lower the speeds through the centre.
- Consider installing dynamic travel lanes responding to peak traffic flows.
- Remove the free left turn out of Bayswater Avenue, possibly also out of Williamson Avenue.
- Consider a raised pavement or a different texture or colour for the carriageway between the intersection and the School Road junction.

Parking

- Retain on-street parking, especially on the

western side. Consider a clearway.

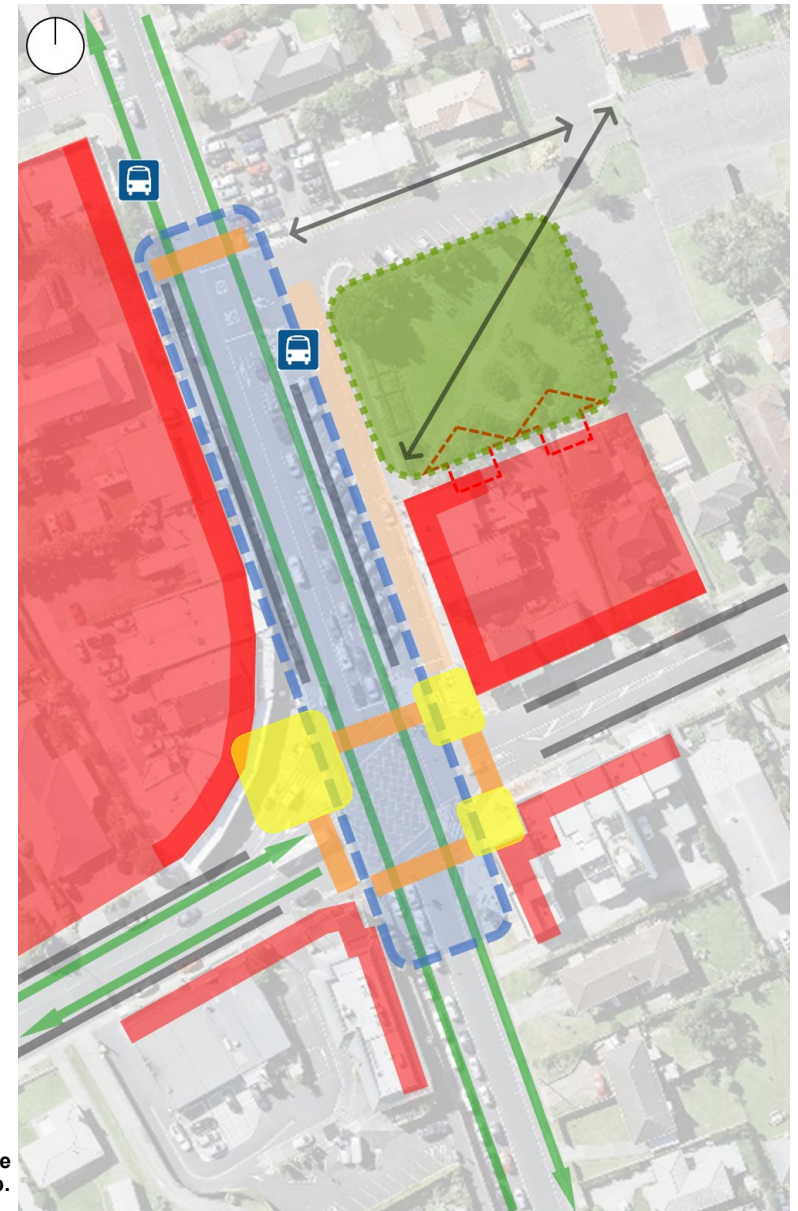
- Increase parking in side streets close to the centre. This could include angled parking in Williamson Avenue, parking in Bayswater Avenue (increase if the Bayswater bus stops are consolidated with the Lake Road stops), and Egremont Street.
- Promote the underutilised off-street carpark behind the McDonalds. (It should however be noted that this is customer parking only).
- Adjust on-street parking to short-term parking only.
- Consider disabled parking.

It should be noted that the above list is provided to demonstrate the design scope explored during the project. Not all suggestions are incorporated into the design, given that some of these contradict themselves or would prove technically unfeasible.

3.2. COMMUNITY CONCEPT

Based on the design principles and imperatives developed with the Belmont community stakeholder group, a design concept that spatially demonstrates these principles was produced. This is shown in **Figure 3-1** and displays the following characteristics:

- The area between the School Road and Bayswater Avenue intersections is a slow-speed environment with easy pedestrian crossings.
- Public spaces are increased and improved.
- The Belmont Rose Gardens are more prominent.
- Lake Road accommodates cycle lanes in both directions.
- Bayswater Avenue accommodates cycle lanes in both directions.
- Parking on the west side of Lake Road is retained.
- The space currently occupied by the slip lane on the east side of Lake Road is integrated into the overall public and transport space.
- Parking in side streets is retained and increased if possible.
- On the west side properties will be redeveloped in the long term to accommodate mixed-use consisting of apartments over retail spaces, with off-street parking.
- On the eastern side properties will be redeveloped in the long term to provide an active edge to the Belmont Rose Gardens.
- The bus stops for northbound and southbound routes will be paired up and located within the centre.

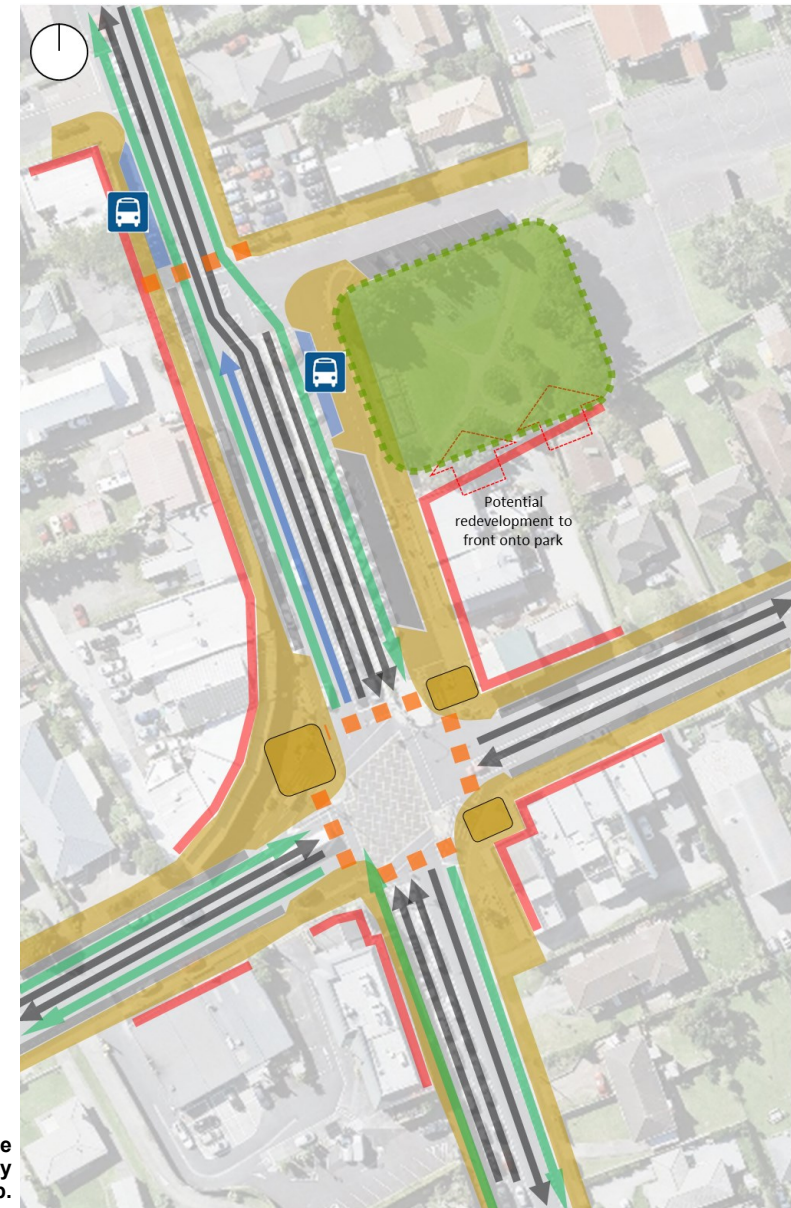


RIGHT FIG. 3-1: The concept developed with the Belmont community stakeholder group.

3.3. COMMUNITY DESIGN OPTION

Based on the Belmont community stakeholder concept a number of design options were produced. The option that best reflected the principles, within the dimension constraints of the corridor, was presented to the Devonport-Takapuna Local Board at its meeting on 18 February 2020 and approved to be further developed for the purpose of public consultation. It is shown in **Figure 3-2** and has the following key characteristics:

- There is one northbound travel lane, in addition to a northbound transit lane which terminates at the School Road junction.
- There are two southbound travel lanes.
- There are on-street, but marked, cycle lanes in both directions.
- Parking on the west side of Lake Road is retained in a parallel arrangement.
- The slip road is removed and this space is integrated in the Lake Road streetscape, which has the following flow-on effects:
 - The bus stop for the southbound route is integrated with the Lake Road traffic flow.
 - The park experience is extended towards the street edge.
 - Parking on the east side of Lake Road is reduced and incorporated with an angled arrangement.
- The footpath on the west side of Lake Road is retained and the footpath on the east side of Lake Road is widened.
- The free left turning lanes on the north-western and south-eastern corners of the intersection are replaced by public spaces.
- The pedestrian crossings are shortened, and there is a new crossing at the end of School Road.
- The bus stop for the northbound route is moved south, to a location closer to the centre.



RIGHT FIG. 3-2: The design option based on the concept developed with the Belmont community stakeholder group.










4. THE CONSULTATION OPTION

4.1. DRAFT IMPROVEMENT PLAN

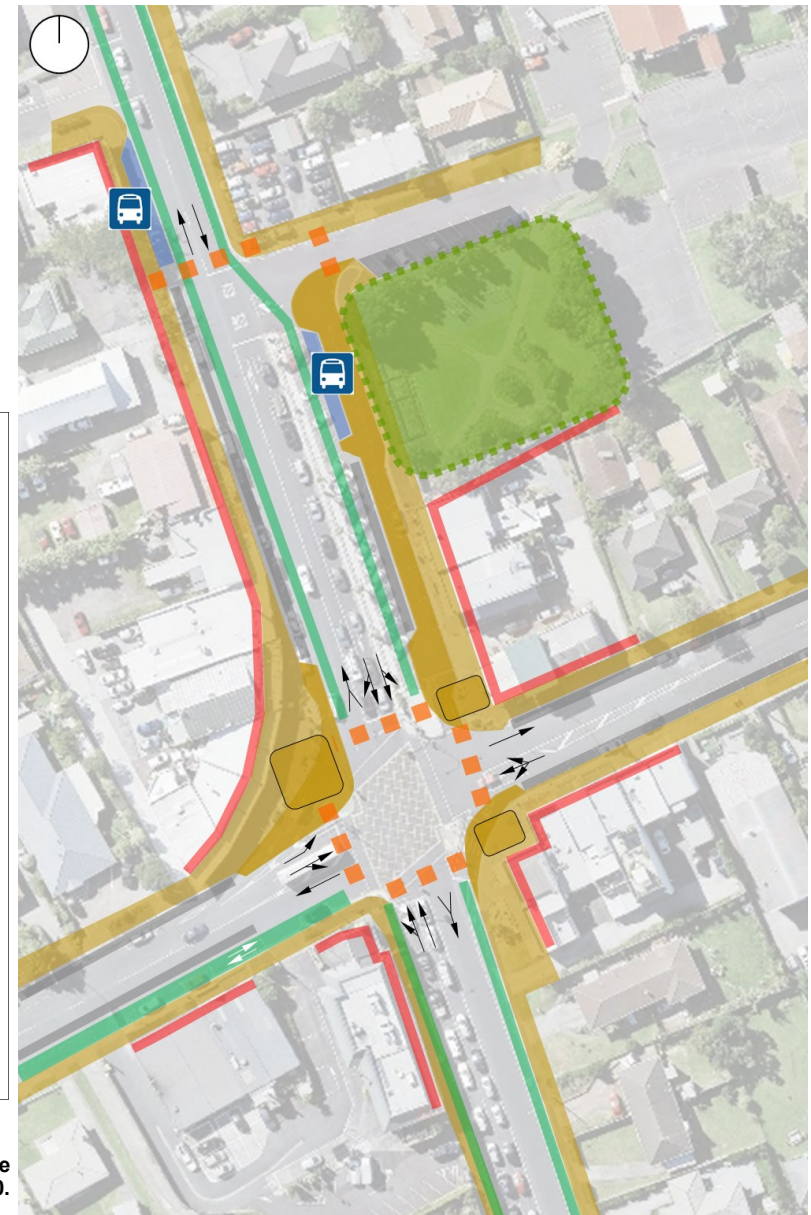
After a technical review, the plan developed with the Belmont community stakeholder group was converted into a draft improvement plan. It is shown in **Figure 4-1**, supported by artist impressions, **Figures 4-2** and **4-3**.

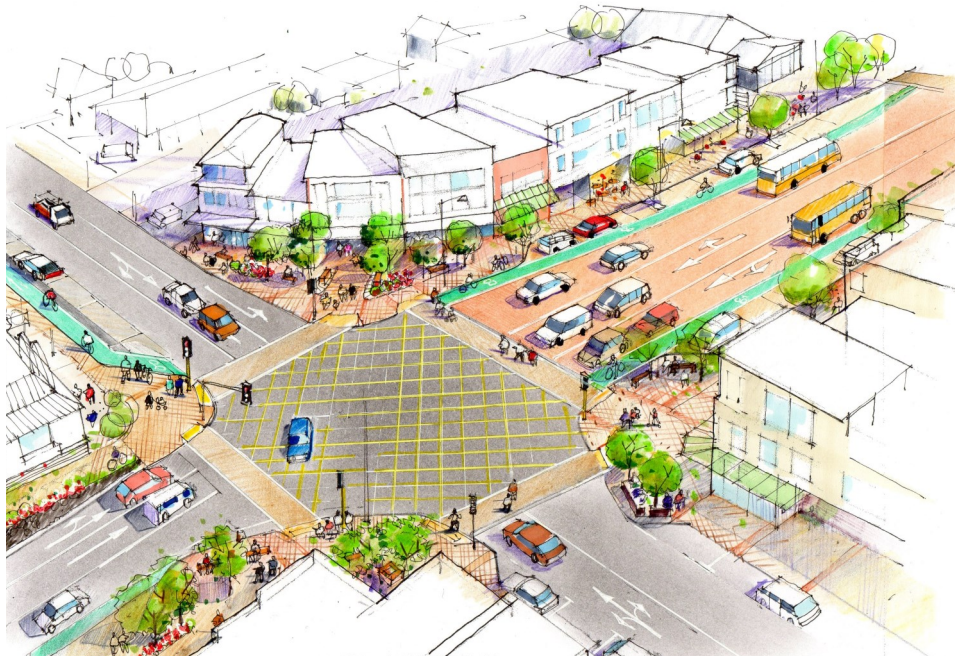
The technical review undertaken prior to the confirmation of the proposal for the purpose of public consultation identified that several elements of the stakeholder option were not feasible or that safer alternatives were required. The version that was publicly consulted on therefore differs from the stakeholder option in the following ways:

- Two northbound vehicle lanes merging out of the intersection have replaced the vehicle lane and transit lane, as it was found there is not enough space in the road corridor to introduce the northbound transit lane.
- Parallel parking has replaced angled parking on the east side of Lake Road due to concerns for bicycle safety.
- A bidirectional off-street cycleway on the southern side of Bayswater Avenue (the side of Bayswater Primary School further to the west)

Key		Description
	Rose Gardens	Park experience extended towards the street edge
	Footpaths	Retained on the west side, widened on the east side
	Public spaces	New and additional public spaces and potential for new landscape features
	Parking	Retained on both sides of Lake Road and other streets, reduced on the east side of Lake Road
	Cycle lanes	North and southbound through the centre, on Bayswater Ave, and protected where possible
	Pedestrian crossings	Shorter crossing distances at intersection, new crossings at School Road
	Building frontages	Existing buildings retained or redeveloped with active ground floor frontages
	Bus stops	Northbound stop relocated closer to the centre, southbound stop moved onto Lake Road
	Vehicle lanes	Reconfigured as shown
Other features		
Free left turns removed		Replaced with new public spaces and left turning lanes at the intersection
Eastern slip road removed		Incorporated into southbound lanes, widened public space, cycle lanes, bus stop and parking area; no median strip

RIGHT FIG. 4-1: Draft improvement plan, consulted on with the public in March and April 2020.





ABOVE FIG. 4-2: Artist impression of the draft improvement plan as consulted on with the public in March and April 2020; View towards the northwest.



ABOVE FIG. 4-3: Artist impression of the draft improvement plan as consulted on with the public in March and April 2020; View towards the south-southeast.

has replaced cycle lanes on both sides, as this was considered a safer option for children travelling to and from school.

→ An additional pedestrian crossing was proposed across School Road to the Rose Gardens near Lake Road.

Overall, the draft improvement plan that went out for public consultation can be considered in line with the stakeholder option, as it has the following key characteristics that are similar to the stakeholder option:

- The slip road is used for additional public space.
- It has protected cycling facilities through the centre.
- It has bus stops on either side of the School Road junction,

integrated with Lake Road traffic flows.

- It has rationalised car parking on both sides of Lake Road.
- It has a larger number of carparks in Williamson Avenue.
- It has large public spaces at the corners of the intersection, due to the removal of free left turning lanes.
- It has a pedestrian crossing across Lake Road at the School Road junction.

4.2. CONSULTATION FEEDBACK

Consultation on the draft improvement plan for Belmont Centre along with AT's proposals for Lake Road was undertaken throughout March and April 2020. A total of 563 submissions were received. Despite the disruptions from the Covid-19 lockdown, mitigations put in place by AT, including extending the consultation duration, meant that a reasonable response rate was achieved. The majority of the submissions received were from local respondents.

As part of the Lake Road DBC process, AT provided the Devonport-Takapuna Local Board with a report regarding the detailed feedback from the consultation and the proposed responses to it, in June 2020.

In terms of responses to the consultation question asking for feedback on changes proposed for the Belmont Centre, the key outcomes (listed in order of the number of submissions on each topic) were as follows:

- Concerns and suggestions regarding **safe cycling infrastructure**, including having a continuous route through the centre and intersections (96 submissions).
- Concerns and suggestions about **congestion**, including transit lanes which were considered to add to congestion, and requests for two vehicle lanes in each direction (68 submissions).
- General **agreement** with the proposal (65 submissions).
- Concerns about the loss of **on-street parking**, including carparks on Williamson Avenue and in front of the Lake Road shops (50 submissions).
- Requests for more **trees** and other vegetation (47 submissions).
- **General** comments and suggestions (47 submissions).
- Requests for well located **bicycle parking** (46 submissions).
- Concerns and suggestions around pedestrian **safety** and the safety of intersections (42 submissions).
- Suggestions that **Lake Road through the centre should not be changed** and that the proposal is considered not to result in any improvement (29 submissions).
- Suggestions for the **removal of on-street parking** from Lake Road, as this is considered to ease congestion (24 submissions).

5. FINAL IMPROVEMENT PLAN OPTIONS

5.1. POST-CONSULTATION OPTIONS

The project teams have reviewed the consultation design proposals for Lake Road and Belmont Centre in light of responses received during the public consultation period and feedback from the Local Board.

A further meeting was held with the Belmont community stakeholder group on 22 July to discuss all feedback and possible changes to the design proposals.

Refinements

The above has resulted in the following refinements to the Draft Improvement Plan for Belmont:

- Cycle lanes positioned on the kerb side of Lake Road and Bayswater Avenue, between the footpath and the parallel car parks.
- Introduction of a clearway on the west side of Lake Road during the morning peak traffic period, reverting to parallel car parks for the rest of the day.
- Additional parking located on Williamson Avenue.

Two options

The resulting final proposal consists of two options, reflecting future availability of project funding.

A **Base Option** retains a narrower slip road with parallel parking on the eastern side of Lake Road. This option achieves the transport objectives at Belmont and is likely to be acceptable to AT. The Base Option does not however realise the more

extensive public space increase or improvements that were envisaged by the preferred concept plan and generally supported through stakeholder engagement and public consultation. Accordingly, an **Enhanced Option** is also proposed that will achieve the same transport outcomes for Belmont but with the removal of the eastern slip road. Car parking is retained but reconfigured as parallel spaces on Lake Road.

Ultimately, the selection of which option is most appropriate at Belmont Centre will be based on comparative costings and the available budget. It may be that the achievement of the Enhanced Option is dependent on additional funding sources being identified, to achieve an expected level of quality for new and additional public spaces shown in that option.

Both final design options for Belmont represent better outcomes for transport, access, safety and amenity at Belmont Centre for all users. They reflect the design principles established for the centre that included local stakeholder input earlier in the process. They also take into account feedback received during the public consultation process, during which the design proposals underpinning the final proposed design options received general support.

It should be noted that all options have, up to this point in time, been developed as only conceptual and indicative designs. The extent to which these options could improve the traffic situation and benefit the centre will depend on detailed design aspects, including:

- Ways to minimise severance of the connections between the car parks and the footpaths by the off-street cycle lane, possibly through the use of a low and / or mountable kerb.
- Materiality, furniture and other elements of the public spaces on the street corners.
- Ways to achieve traffic calming in the centre, possibly through the use of a different paving material or colour.
- Ways to minimise severance by the slip road, possibly through a shared space approach (Base Option only).

These options are shown and described in detail on the pages following.

Future implementation

Due to budget uncertainty relating to Covid-19 impacts, the Council and AT will be completing the current project investigations and design proposals for the Lake Road improvements project, but not proceeding into the detailed design and implementation phases immediately, as previously planned.

There will be more clarity on the future programme after the Auckland Council Emergency Budget is decided on and the resulting impact on project funding is subsequently determined. The intention is that this design report and options agreed for Belmont are used as the basis for design work when the Lake Road improvements project recommences.












5.2. THE BASE OPTION

The Base Option is shown in **Figure 5-1**, with a detailed description of its elements provided in the key.

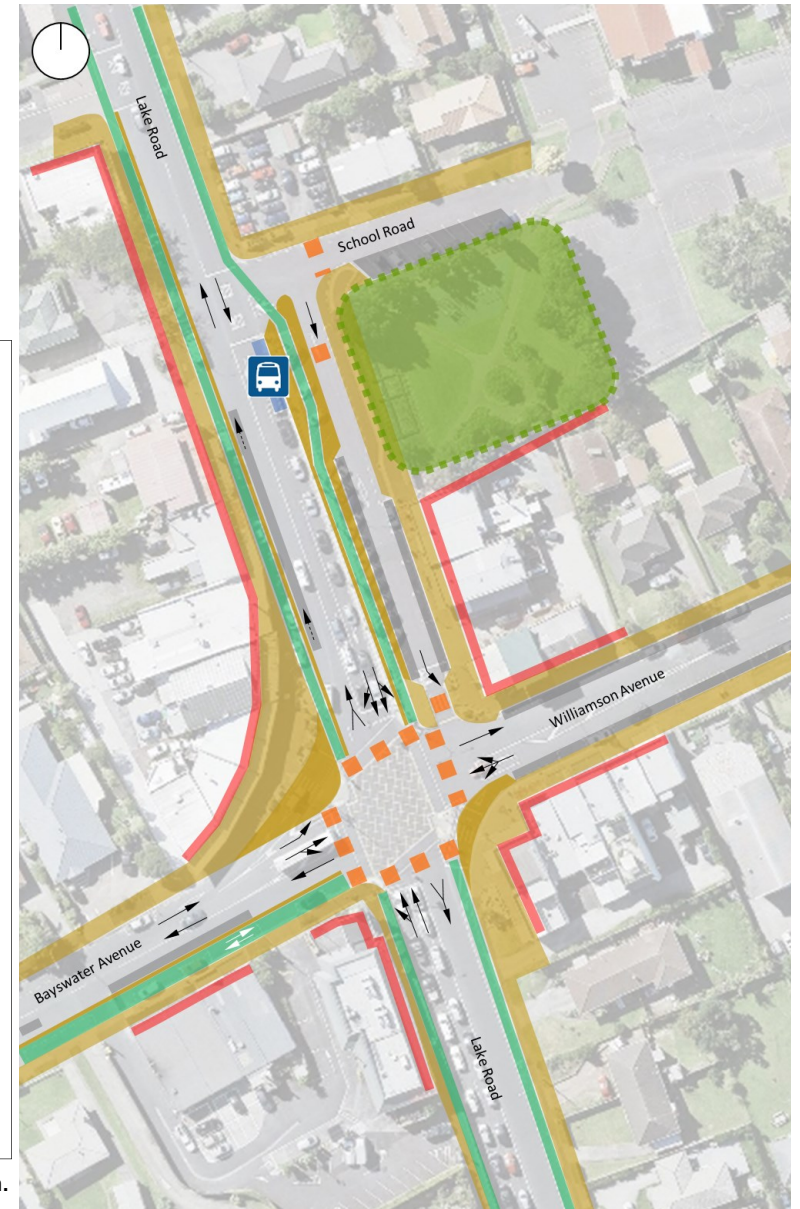
Benefits for Belmont Centre

This option provides the following benefits to the centre:

- Parking will continue to be provided in front of the shops, which promotes, especially in the short term, the viability of the shops.
- The more visible and accessible Rose Gardens will be strengthened as a key community meeting space.
- Widened footpaths and public spaces will provide additional amenity, make walking more attractive and offer opportunities for outdoor seating associated with cafes and restaurants.
- Shorter crossing distances for pedestrians will make it easier to access all four quadrants of the centre by foot during one visit.
- Safer cycling facilities will improve bicycle accessibility, which in turn could reduce vehicular movement and pressure on parking space.
- Congestion, which negatively impacts on the centre, will likely be reduced due to the morning peak clearway.

Key	Description
	Rose Gardens Park experience extended towards the street edge
	Footpaths Retained on the west side of Lake Rd, widened on the east side
	Additional footpath space Additional public spaces and potential for new landscape features
	Parking Retained on both sides of Lake Rd, changed to parallel in slip road; retained on other streets
	Clearway / Parking Introduced on west side of Lake Rd, clearway at morning peak
	Cycle lanes North and southbound through the centre, on Bayswater Ave, and protected where possible
	Pedestrian crossings Shorter crossing distances at intersection, new crossing at School Rd
	Building frontages Existing buildings retained or redeveloped with active ground floor frontages
	Bus stop Southbound stop moved onto Lake Rd
	Vehicle lanes and turning directions Reconfigured as shown
	Lanes merge Merging of two lanes into one past intersection
Other features	
Free left turns removed	Replaced with new public spaces and left turning lanes at the intersection
Eastern slip road altered	Widened public space, cycle lane, and rearranged parking area; bus stop on Lake Rd; no median strip

RIGHT FIG. 5-1: The Base Option.








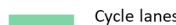





5.3. THE ENHANCED OPTION

The Enhanced Option is shown in **Figure 5-2**, with a detailed description of its elements provided in the key. An artist impression is shown in **Figure 5-3** overleaf.

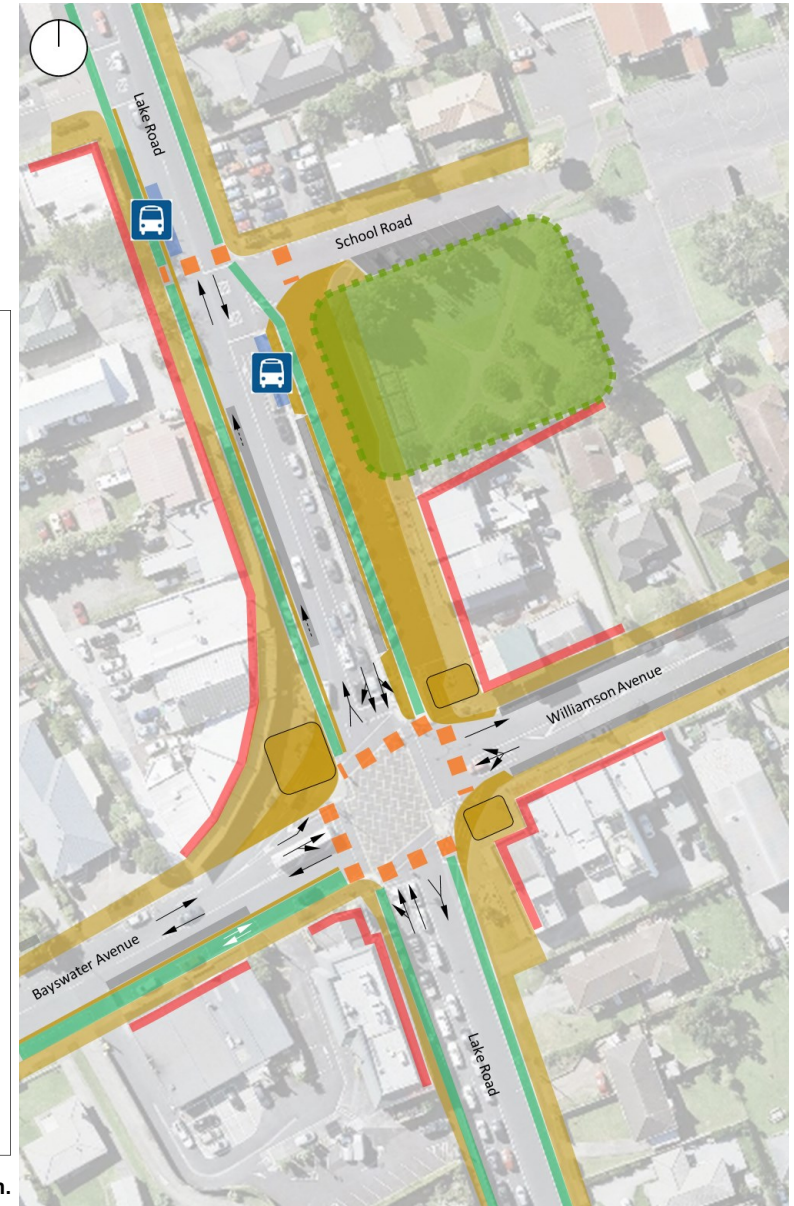
Additional benefits for Belmont Centre

Compared to the Base Option, this option provides the following additional benefits to the centre:

- The removal of the slip road will mean that there will be even more space for pedestrians and further extension of the Belmont Rose Gardens will be possible.
- The removal of the slip lane will free up more public space on the south-eastern corner.
- The relocated bus stop for the northbound routes will mean that bus access to the shops will become easier and more legible.
- The additional crossing across Lake Road at the School Road junction will further reduce the severance of the centre by Lake Road. This will also mean that the area between the School Road junction and the Bayswater Avenue intersection will be perceived as a pedestrian focussed centre with a calmed traffic environment, improving the prominence of the centre as a place to visit.

Key	Description
	Rose Gardens Park experience extended towards the street edge
	Footpaths Retained on the west side of Lake Rd, widened on the east side
	Public spaces Additional public spaces and potential for new landscape features
	Parking Retained on both sides of Lake Rd, made parallel on the east side, increased on other streets
	Clearway / Parking Introduced on west side of Lake Rd, clearway at morning peak
	Cycle lanes North and southbound through the centre, on Bayswater Ave, and protected where possible
	Pedestrian crossings Shorter crossing distances at intersection, new crossings at School Rd
	Building frontages Existing buildings retained or redeveloped with active ground floor frontages
	Bus stops Northbound stop relocated closer to the centre, southbound stop moved onto Lake Rd
	Vehicle lanes and turning directions Reconfigured as shown
	Lanes merge Merging of two lanes into one past intersection
Other features	
Free left turns removed	Replaced with new public spaces and left turning lanes at the intersection
Eastern slip road removed	Incorporated into southbound lanes, widened public space, cycle lane, and parking; bus stop on Lake Rd; no median strip

RIGHT FIG. 5-2: The Enhanced Option.





LEFT FIG. 5-3: Artist impression of the Enhanced Option; View towards the south-southeast.

APPENDICES

APPENDIX 1. BELMONT CENTRE COMMUNITY STAKEHOLDER GROUP

The Belmont Centre Community Stakeholder Group consisted of representatives of the following entities:

Stakeholder entity	Representative(s)
Bayswater Community Committee, Peninsula Travel Alliance	Gay Richards, Chair of BCC
Bayswater Community Committee, The Rose Centre	Paddy Stafford-Bush, Patron of The Rose Centre
Bayswater School	Lindsay Child, Principal
Belmont businesses, Peninsula Travel Alliance	Alan Pollock, Belmont Pharmacy
Belmont businesses	Bruce Buchanan, Belmont Shoe Repairs
Belmont Hauraki Residents Association, Peninsula Travel Alliance	Tony Keenan, Chair of BHRA
Belmont Intermediate School	Nick Hill, Principal
Belmont Primary School	Bruce Cunningham, Principal
Belmont Shore to Thrive placemaking project	Steve McLuckie, Coordinator; Sara Zwart
Belmont younger people	Max Teape; Theo Hoyte

Stakeholder entity	Representative(s)
Bike Auckland, Peninsula Travel Alliance	Barbara Cuthbert
Devonport Community House	Wendy Bailey, Patron of Devonport Community House
Devonport Peninsula Trust, Peninsula Travel Alliance	Maria Teape, DPT Coordinator
Devonport Business Association, Peninsula Travel Alliance	Ken Davis, KDA Architects
Devonport Business Association (to December 2019), Peninsula Travel Alliance (to December 2019), Devonport-Takapuna Local Board	Toni van Tonder
Devonport-Takapuna Local Board	Trish Deans
Takapuna Grammar School	Gillian Weir and Tresna Hunt, Board of Trustees
Zero Waste Belmont	Siobhan Williamson



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