

## Proposed Jellicoe Street/Promenade Dimension

## Contents

1.0	Executive Summary.....	3
2.0	Overall Dimensional Principles.....	4-5
3.0	Jellicoe Street Principles.....	6
4.0	Jellicoe Street Functional Requirements.....	7
5.0	Jellicoe Street Existing Dimensions.....	8
5.0	Jellicoe Street Precinct Plan Development.....	9
5.0	Proposed Promenade and Jellicoe Dimensions.....	10
5.0	Jellicoe Street Proposed Dimensions: Short Term Scenario.....	11
5.0	Jellicoe Street Proposed Dimensions: Long Term Scenario.....	12
5.0	Jellicoe Street Proposed Dimensions: Tram Use Scenario.....	13
7.0	Promenade.....	14-15
8.0	Jellicoe Street at 22.7m.....	16
9.0	Jellicoe Street Footpaths.....	17
10.0	Jellicoe Street Lane Dimensions.....	18
11.0	Jellicoe Street Parking.....	18
12.0	Jellicoe Street Cyclists.....	18
13.0	Jellicoe Street Event Mode.....	19
14.0	Jellicoe Street Future Proofing.....	20
15.0	Appendix A: Waterfront Typology Studies.....	21-28

## 1.0 Executive Summary

Based on an extension urban design analysis and vision phase consultancy, TCL/WA propose adjusting the current precinct plan dimension for Jellicoe Street and the North Wharf Promenade.

We propose providing more width to the promenade and narrowing Jellicoe Street.

This would:

- Enable a working wharf function to remain.
- 
- Allow a range of public activities to occur on the wharf promenade.
- 
- Ensure Jellicoe Streets traffic functions would be retained.

The new dimension for Jellicoe Street and the North Wharf Promenade is based on ensuring:

- A working wharf for Jellicoe harbour is maintained
- A generous and civic scaled promenade is created
- Establishment of a promenade dimension that reads as a true public space and allows for a range of public realm activities and furnishings.
- There is not a repetition of the existing narrow dimensions found on other Auckland waterfront conditions.
- Future built form is aligned to the north face of the existing North Wharf building.
- Creation of an appropriately scaled street for Jellicoe Street ensuring all functional needs are catered for.



Figure 1. Engaging in authentic maritime experiences.



Figure 2. An enveloping canopy at Sky Forest Plaza.

## 2.0 Overall Dimensional Principles

Currently the precinct plan provides an indicative dimension of 9.7 metres for the North Wharf Promenade and 27 metres for Jellicoe Street. By comparison 9.7 metres is commensurate with other narrow waterfront walkways such as at the Viaduct and Princes Wharf. Whilst 27 metres proposed for Jellicoe Street is wider than Queen Street in the CBD.

From our urban design analysis, it is clear that the North Wharf Promenade (as opposed to Jellicoe Street, and Jellicoe and Gateway Plazas) will be one of the main visitor attractions for the precinct.

Visitors will want to be close to the harbour edge, be close to the boats and engage with authentic fishing experiences. Jellicoe Street by contrast will be an important low speed traffic environment and local connector but not necessarily a principal visitor attraction.

The public realm design should reflect the waterfront promenade as the priority destination and ensure a suitable and generous dimension is established. It is imperative that a suitable and generous dimension for the north wharf promenade be established that provides for multiple public realm needs such as:

- working wharf edge,
- promenading,
- public seating,
- public realm infrastructure such as lighting,
- alfresco dining,
- "thick edge" retail etc.

A minimum of 16 metres is proven to work on site and is required to create a truly memorable waterfront promenade experience. We propose utilising the existing 16 metre north wharf building as the template for the proposed promenade dimension as is proven to work functionally and reinforces the existing site pattern and use.

Therefore all future building footprints (temporary and permanent) should be aligned with the north face of the existing wharf building.

We propose providing more width to the promenade and narrowing Jellicoe Street.



Figure 3. Casual cycle use on waterfront promenade.



Figure 4. Working wharf and unloading activities.

This translates into the following cross section dimension:

North Wharf Promenade	16 metres
Development Site	20.5 metres
Jellicoe Street	22.7 metres (min.)
Total	59.2 metres

Notes:

The current precinct plan indicative dimension of 9.7 metres may preclude working wharf functions. The survey is not clear as to exact wharf edge conditions and north wharf building dimensions. Therefore the above dimensions are approximate subject to a more detailed and accurate survey. Any extra dimension identified via a more accurate survey will be transformed into Jellicoe Street and in particular the southern footpath dimension.



Figure 5. Waterside alfresco dining.



Figure 6. Helsinki waterfront market.

### 3.0 Jellicoe Street Principles

The proposed dimension has been examined to ensure that it is consistent with the principles established for Jellicoe Street in the Precinct Plan and the more recent urban design analysis and visioning work undertaken by TCL/WA.

The following design principles have been identified for Jellicoe Street.

- **A Great Waterfront Boulevard of Auckland:** Ensuring Jellicoe Street is a memorable boulevard that reinforces its waterfront context. A civic role yet local capacity.
- **Future Template for Quay Street:** The design should set the template in terms of quality of finishes, character, plantings and furnishings that can inform the future redevelopment of Quay street.
- **An Inviting Oasis:** Creating an enveloping landscape character for the street that is immersive, protective and green. This will ensure that there is a contrasting sheltered public realm condition to the more exposed promenade.
- **Shared Space:** Creating a true shared space where parking, traffic and pedestrian circulation requirements are catered in a low speed and local traffic environment.
- **Flexible for Events and Markets:** Ensuring the design caters for local traffic conditions and yet is able to function for major events, markets and waterfront festivals.
- **Discovery:** Ensuring the design allows for a sense of discovery, detail and interest.



Figure 7. Broad pavements allowing for spill out of activity.



Figure 8. Lush trees and understory to create a sheltered oasis.

## 4.0 Jellicoe Street Functional Requirements

The proposed dimension has been examined to ensure that it is consistent with the functions established for Jellicoe Street in the Precinct Plan and the more recent urban design analysis and visioning work undertaken by TCL/WA.

- **Low Speed Traffic Environment:** Two traffic lanes, (one in each direction), 3.5 metre lanes and shared cycle use. 30kph local traffic environment reinforced by textured stone pavements.
- **Generous Pathways:** Create wide pedestrian paths to encourage an ease of movement at all times including event mode and allow for active edges and alfresco dining.
- **Parking:** Allow for long term parallel parking to both sides of the street yet consider short term angled parking to one side to encourage early visitation to the precinct.
- **Generous Landscape Provisions:** Establishment of an intensity of landscape that includes generous trees, ground planting and potential arbors.
- **Water Sensitive Urban Design:** Incorporation of best practice WSUD initiatives.
- **Furnishings:** Provision of generous public realm fixtures such as seating, bike racks, bins, drinking fountains, wayfinding and lighting.
- **Flexible Use:** Ensuring the street can be closed off in part and be used for markets and or festivals.
- **Future Proofing:** Ensuring the overall dimension allows for possible future bus and/or tram use.

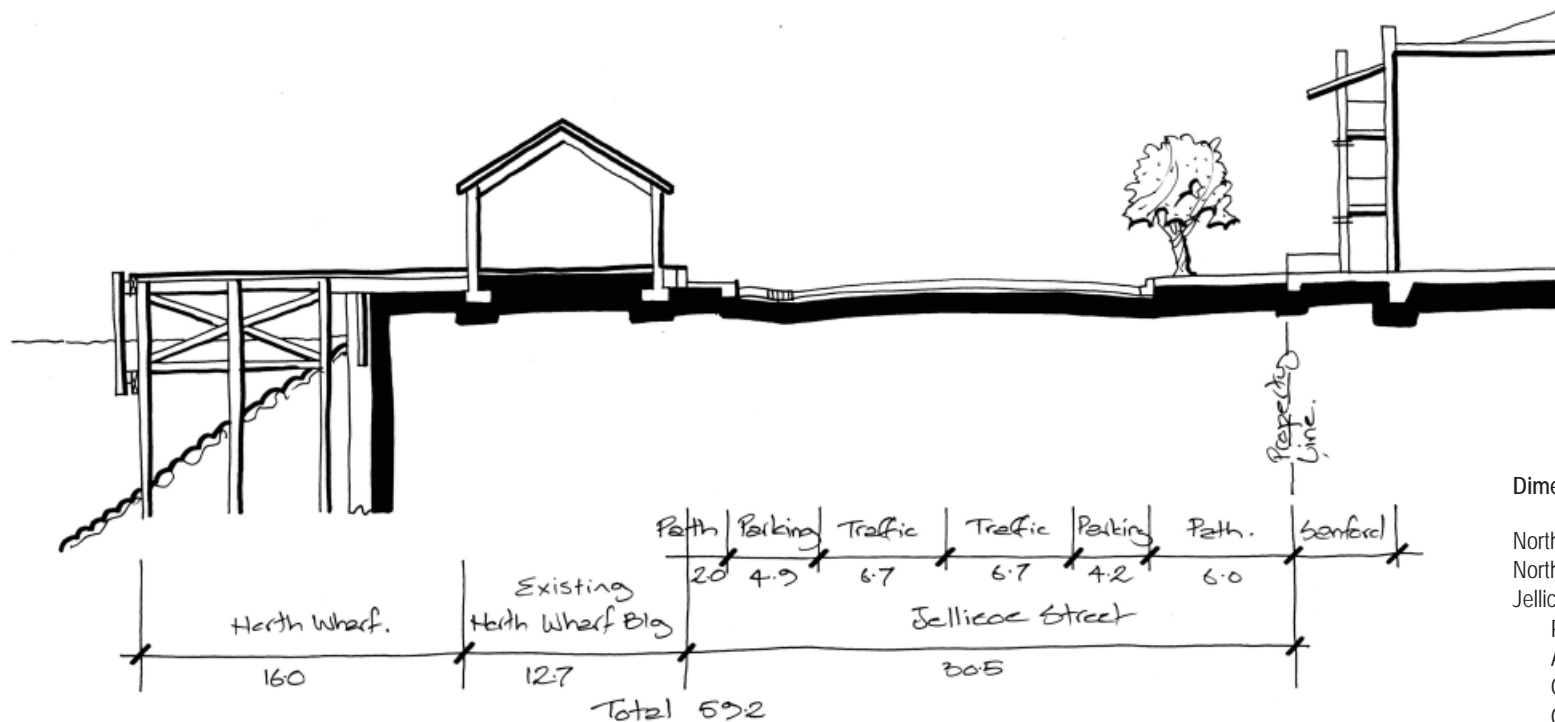


Figure 9. Street closed for major events.



Figure 10. Opportunities for generous public seating.

Figure 11. Section: Existing Condition

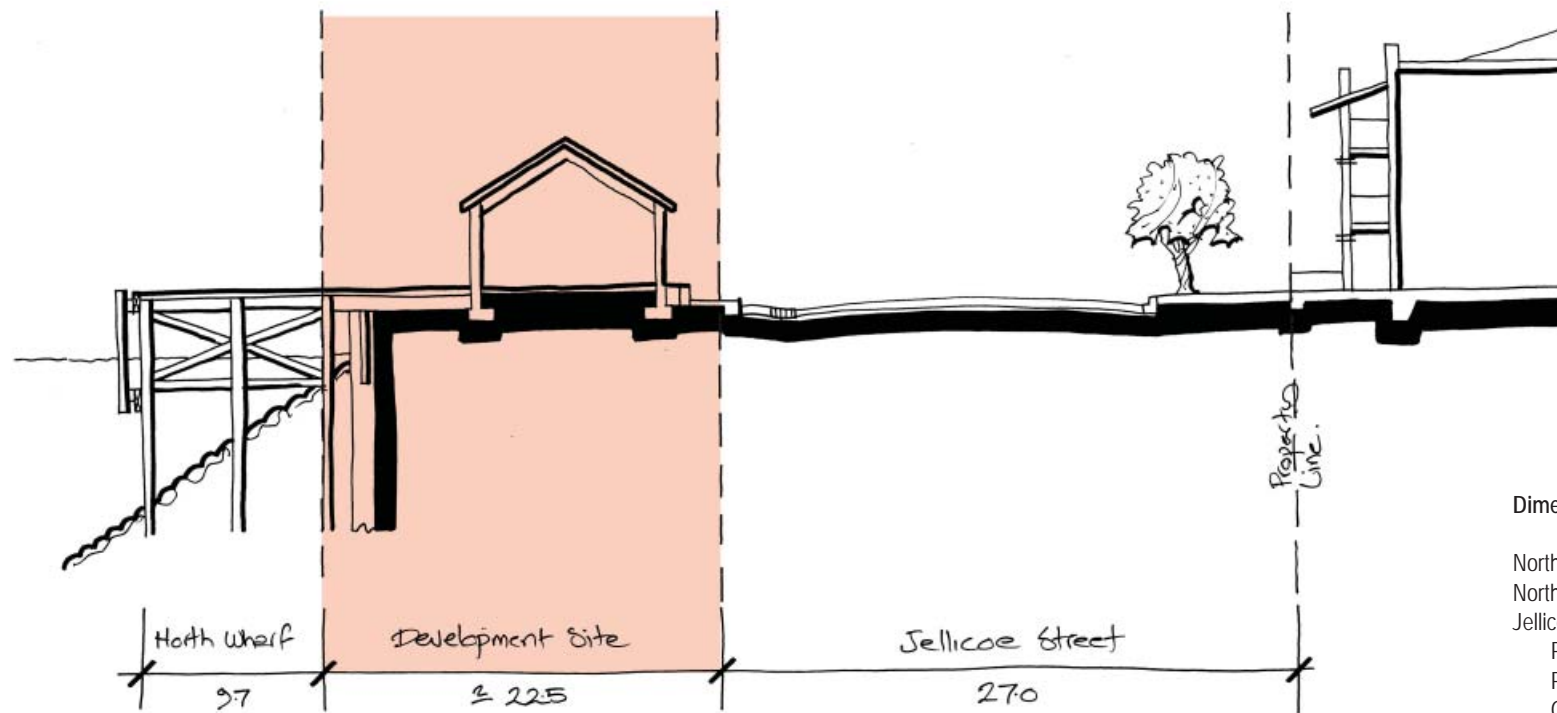


Dimensions:

North Wharf Promenade.....	16.0m
North Wharf Building.....	12.7m
Jellicoe Street.....	30.5m
Path.....	2.0m
Angle Parking.....	4.9m
One Way Lane.....	6.7m
One Way Lane.....	6.7m
Angle Parking.....	4.2m
Path.....	6.0m

Total 59.2m

Figure 12. Section: Precinct Plan Development Site



Dimensions:

North Wharf Promenade.....	9.7m
North Wharf Building.....	22.5m
Jellicoe Street.....	27.0m
Path.....	5.9m
Parallel Parking.....	3.0m
One Way Lane.....	4.6m
One Way Lane.....	4.6m
Parallel Parking.....	3.0m
Path.....	5.9m

Total 59.2m

Figure 13. Section: Proposed Promenade/Jellicoe Street Dimensions

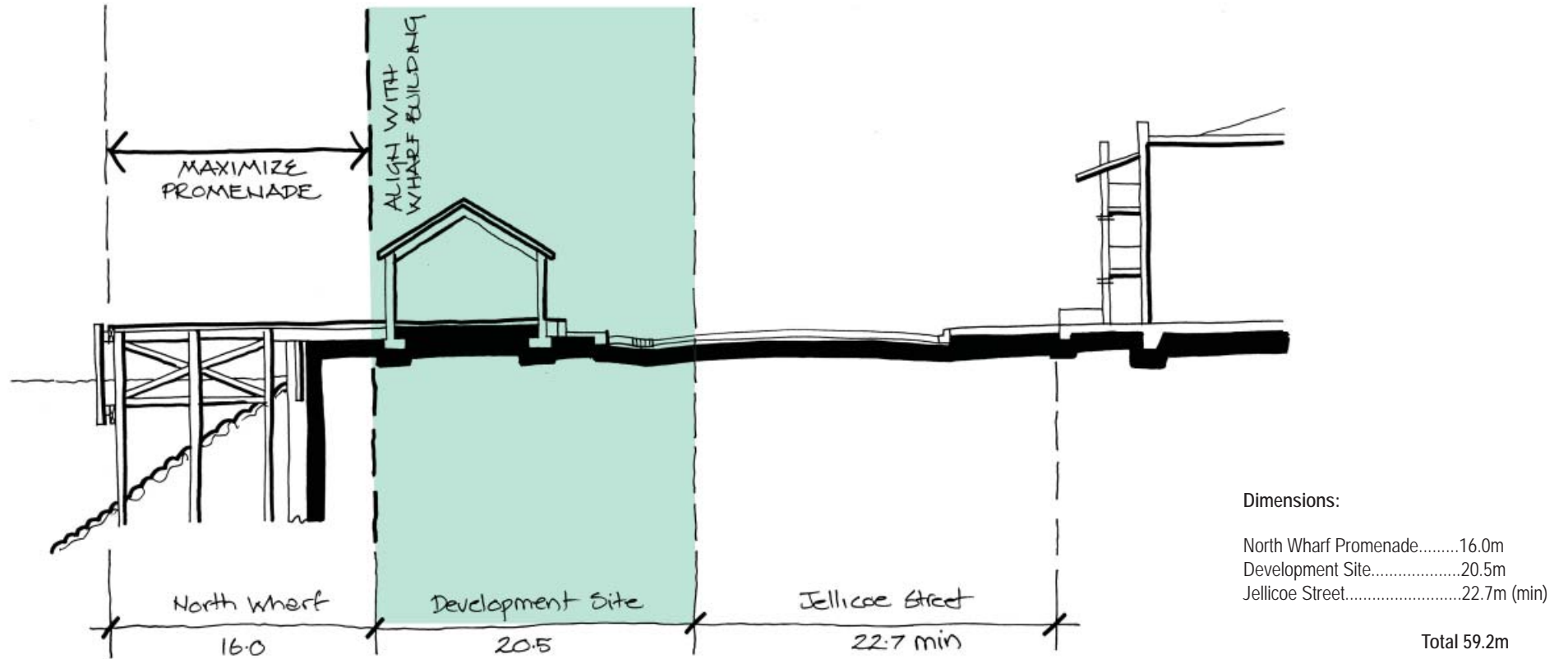
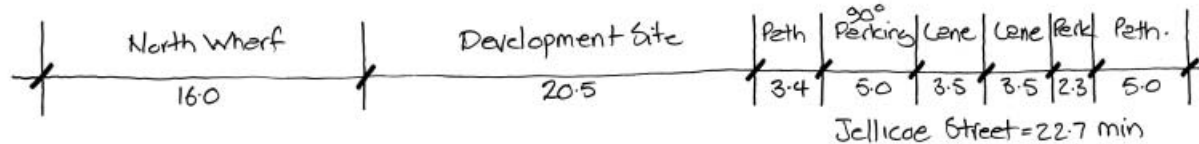
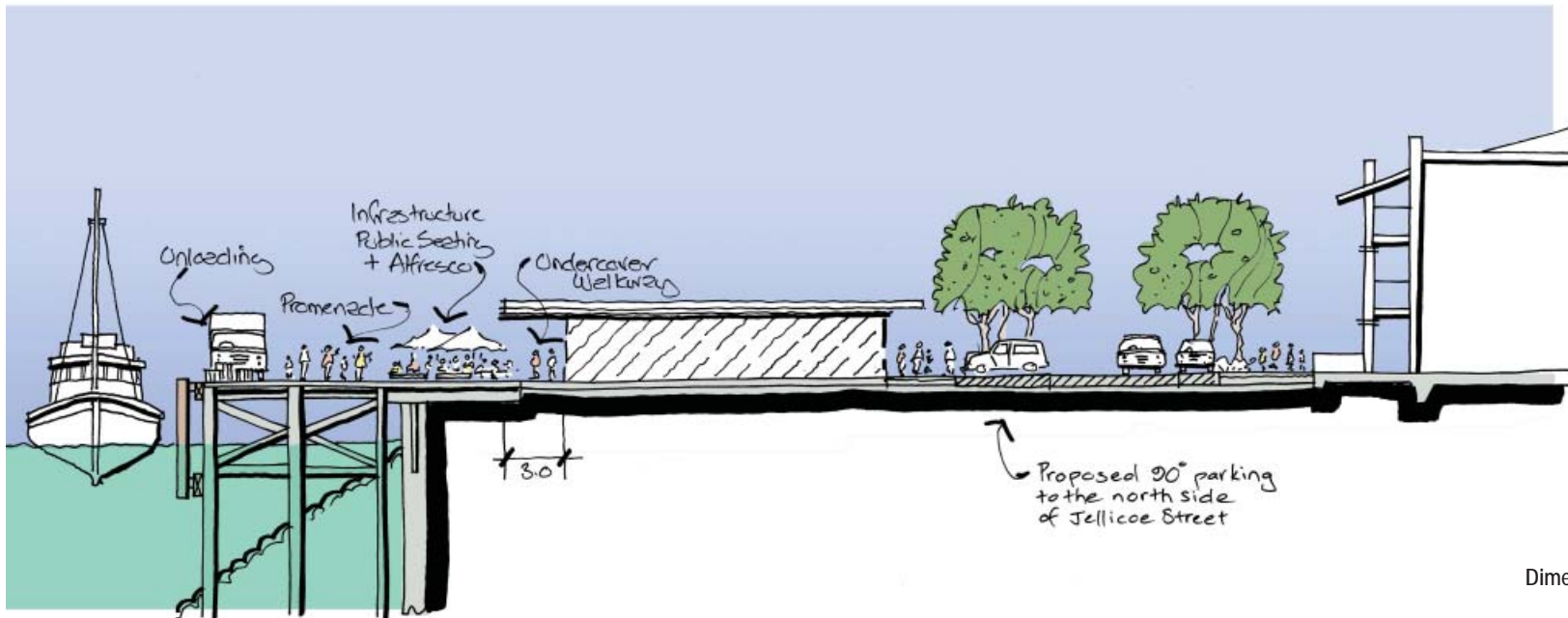


Figure 14: Jellicoe Street Short Term Scenario: 90° Parking

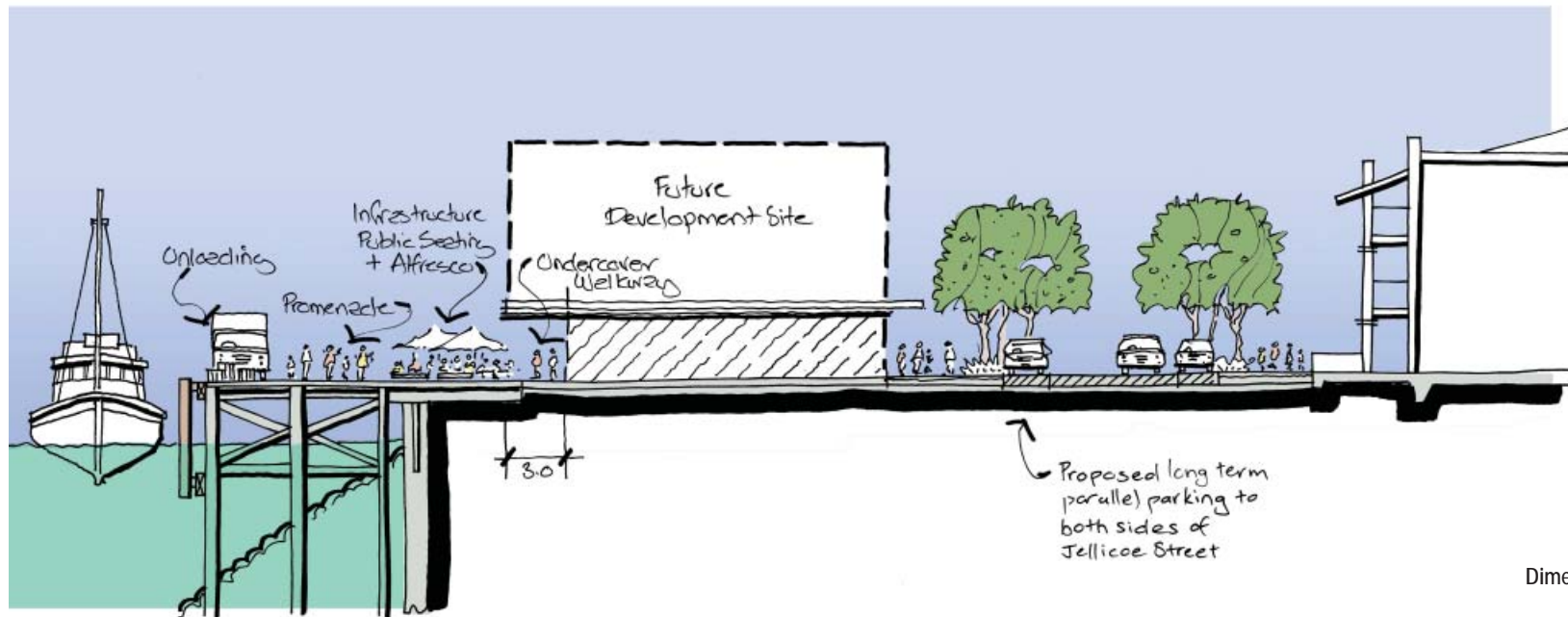


Dimensions:

North Wharf Promenade.....	16.0m
Development Site.....	20.5m
Jellicoe Street.....	22.7m
Path.....	3.4m
Angle Parking.....	5.0m
One Way Lane.....	3.5m
One Way Lane.....	3.5m
Parallel Parking.....	2.3m
Path.....	5.0m

Total 59.2m

Figure 15: Jellicoe Street Long Term Scenario: Parallel Parking

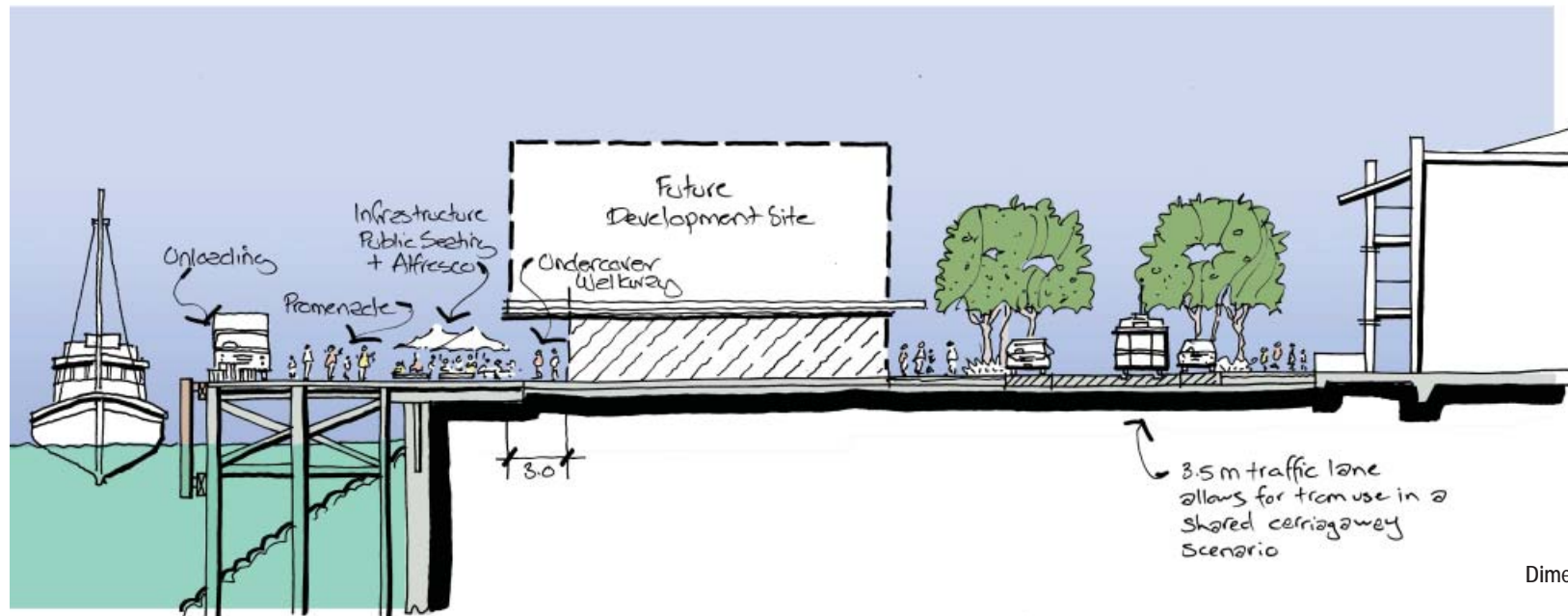


Dimensions:

North Wharf Promenade.....	16.0m
Development Site.....	20.5m
Jellicoe Street.....	22.7m
Path.....	6.1m
Parallel Parking.....	2.3m
One Way Lane.....	3.5m
One Way Lane.....	3.5m
Parallel Parking.....	2.3m
Path.....	5.0m

Total 59.2

Figure 16: Jellicoe Street: Tram Use Scenario



Dimensions:

North Wharf Promenade.....	16.0m
Development Site.....	20.5m
Jellicoe Street.....	22.7m
Path.....	3.4m
Parallel Parking.....	5.0m
One Way Lane.....	3.5m
One Way Lane.....	3.5m
Parallel Parking.....	2.3m
Path.....	5.0m

Total 59.2m

## 7.0 Promenade

TCL + WA proposed to increase the promenade dimension from 9.7m as reflected in the precinct plan to 16m.

This dimension would ensure the following promenade and working wharf functions:

- working wharf edge,
- promenading,
- public seating,
- public realm infrastructure such as lighting,
- alfresco dining,
- “thick edge” retail etc.

TCL + WA undertook a comprehensive analysis of existing Auckland waterfront spaces. The findings of the analysis revealed the space allocated for the public realm was 8 to 12 metres.

For example:

Viaduct Basin East - 11.9m  
Viaduct Basin West - 10.9m  
Viaduct Basin Central - 11.4m  
Ferry Building - 5m  
Princes Wharf - 10.2m  
(Refer Appendix A)

Each of these precedents do not have a substantial public realm role other than promenading and supporting an adjacent restaurant condition. By contrast, the requirement for a working wharf function and a sense of civic scale generosity as well as a range of public realm furnishings would require a promenade dimension of approximately 16m.

The following precedent images illustrate the qualities achieved by world class waterfronts using a similar dimension.



Figure 17. Promenade, Barcelona; WIDTH 18m



Figure 18. Taranaki Wharf, Wellington; WIDTH 18m

# SEA + CITY | TCL + WA

Open space urban design  
Jellicoe Street area



Figure 19. Nyhavn, Copenhagen: WIDTH 13.5m



Figure 20. Pyrmont Fish Market, Sydney: WIDTH 15m



Figure 21. Te Papa Promenade, Wellington: WIDTH 18m



Figure 22. Nyhavn, Copenhagen: WIDTH 13.5m



Figure 23. Nyhavn, Copenhagen: WIDTH 13.5m



Figure 24. New Quay, Melbourne Docklands: WIDTH 23m

## 8.0 Jellicoe Street at 22.7m (min.)

Jellicoe Street is intended to be a great waterfront boulevard of Auckland. Its design, furnishings, materials, and character should become a future template for Quay Street.

It should be civic in scale, yet provide a low speed environment and commensurate a pedestrian focused waterfront environment.

The proposed width of 22.7 metres will be of a comparable width to Queen Street in the CBD (south of Britomart) ensuring it meets a range of functional requirements including:

- Provision of an enveloping and detailed landscape character.
- Low speed 30/kph traffic environment with two traffic lanes and shared space for cars and cyclists.
- On street parking.
- Flexible for events and markets.
- Generous footpaths to encourage the spill out of activity and able to host event crowds.
- Incorporation of Water Sensitive Urban Design initiatives.
- Inclusion of generous public realm fixtures including seating, fountains and lighting.

The proposed urban design vision width will meet all of the current anticipated functions for Jellicoe Street and allow for future proofing in relation to bus or tram use. Interestingly the Transportation Working paper 6 Internal Transport Network July 2007 proposed a Jellicoe street dimension of 23 metres, with the same functional assumptions albeit with a different breakdown of specific cross section dimensions.



Figure 25. Civic street Carrer de Casp, Barcelona: WIDTH 20m



Figure 26. Civic street Rodeo Drive WIDTH : 20m

## 9.0 Jellicoe Street Footpaths

The Precinct Plan proposes indicative footpath dimensions of 5.9 metres (north and south), whilst the TCL and WA urban design vision proposes dimensions of 6.1 metres (north) and 5.0 metres (south).

The proposed amendment is a minor adjustment and shall not effect any capacity requirements.

A footpath dimension of 5 metres is typically a wide city scale footpath that would typically allow for comfortable pedestrian movement but also space for trees, infrastructure and furnishings. It would meet a pedestrian use and capacity commensurate with Auckland's CBD.

There has not been any previous direct modelling of pedestrian use for Jellicoe Street. The Wynyard Quarter Transport Business Case, November 2008, modelled the number of trips entering or exiting Wynyard Quarter precinct, assuming total development, post stage 4, with assumed AM trips of 13,000 and PM trips of 16,000. These figures represent all transport modes and multiple exit or entry points, which would indicate that the implications for Jellicoe Street are relatively, minor.

Of more relevance is the study by Flow (23 Jan. 09) which outlined footpath dimensional criteria for Te Wero bridge. This study identified that a maximum pedestrian demand at event times of 6000 to 12000 pedestrians per hour would require a footpath of a minimum width of 3 metres.

As the Te Wero Bridge event crowd capacity contained within 3 metres will be distributed over the Promenade (6 metres clear) and Jellicoe Street (6.1 and 5.0 metres), it would indicate that there is more than ample width allowed for pedestrian pavements.



Figure 25. Textured pavements, parallel parking, trees and active footpaths.



Figure 26. Shared traffic, cycle and pedestrian precinct.

## 10.0 Jellicoe Street Lane Dimensions

Jellicoe Street is to be a low speed, 30/kph, local traffic environment.

The precinct plan allows for traffic lane dimensions of 4.6 metres which allows for future bus use and shared cycle use. This is considered unnecessarily generous and could potentially convey a higher speed environment than is intended.

The urban design vision proposes a dimension of 3.5 metres that would meet all functional requirements, meets Austroads standards for local traffic use, and allows for a generous road width that can cater for bus use, angled and parallel parking, with cyclists being part of a shared use scenario, in a low speed environment.

Various studies have shown that to convey lower speed environments designs should endeavour to reduce the road width as much as practicable. The proposed dimension of 3.5 metres meets all existing functional requirements yet better conveys to the motorist that they are entering into a low speed environment.

Future detailed design will be required to incorporate paving treatments and other methods to further convey to motorists that they are part of a low speed shared use environment.

## 11.0 Jellicoe Street Parking

The precinct plan proposes parallel parking along the length of Jellicoe Street.

The urban design vision proposal incorporates this requirement yet considers a short term use scenario of 90 degree parking to the northern side of Jellicoe Street. This would allow for increased access and patronage to the temporary north wharf buildings and convey a sense of accessibility to the precinct in its initial stages of development. Therefore the proposed design must consider dimensions that cater for both this short

term parking arrangement whilst being able to convert to the longer term parallel parking arrangement.

The precinct plan has allowed for a 3 metre wide parallel parking dimension. This exceeds current standards.

The proposed 90 degree parking dimension to the northern side of Jellicoe Street of 5.0 metres meets AS 2890.5 assuming an adjacent traffic lane width of 3.5 metres. In particular the minimum width of 8.3 metres that is required, kerb line to outer edge of a moving traffic lane.

The proposed parallel parking width of 2.3 metres to the southern side of Jellicoe Street and in the longer term to the northern side of Jellicoe Street, meets AS 2890.5 assuming Street is primarily used by cars and light commercial vehicles.

## 12.0 Jellicoe Street Cyclists

The precinct plan has a 4.6 metre dimension total dimension for cyclists and traffic. The urban design proposes to create a safe low speed cycling environment by ensuring the vehicles speeds are reduced to 30kph or less and cyclists share this environment within a reduced 3.5 metre carriage way.

"Maximum traffic speed must be kept to 30kph and traffic volumes kept below 2500 vpd. In these conditions bicycles can safely share the road space with cars." (Better local traffic controls for safer cycling and walking. John Stone and Bart Speghen, proceedings of 'Safe Cycling Design' Conference, 2004)

The TCL and WA urban design proposal suggests that if this is a true low speed environment with stone paving as indicated in the precinct plan, then a dedicated high speed cycle lane is undesirable. A low speed shared use scenario for Jellicoe Street would recognise that majority of cyclists, particularly recreational cyclists would be drawn to the promenade where a generous dimensions will be provided for pedestrian and cycle use.

### 13.0 Jellicoe Street Event Mode

The proposed amendments to the dimension of Jellicoe Street should have no impact on the capacity of the street to host a range of markets events or festivities. It is envisaged that the street could host:

- Daily fish markets in association with Sanfords, the existing North Wharf Building and adjacent pavements.
- Weekly markets that could be located along footpath edges and or see partial closure of the street.
- Major events that could be located both on the promenade and Jellicoe Street and host major crowds separate to or in association with the Marine Events Centre.



Figure 27. Street market marquees.



Figure 28. Busking and street activity.

## 14.0 Jellicoe Street Future Proofing

### Bus

The proposed lane width of 3.5 metres meets AUSTRROADS standards for future bus use.

### Tram

Tram routes are not currently designated to travel to and from the future Te Wero bridge down Jellicoe Street. However, the proposed total 7 metre wide two way traffic lanes for Jellicoe Street would allow for two way tram use if circumstances changed. This dimension is based on Melbourne tram dimensions and uses a precedent of Gertrude and Brunswick Streets, Fitzroy, which has a shared traffic/tram route within an overall street dimension of 20 metres and shared dimension for traffic and trams of 6.55 metres. This future proofing scenario does not preclude consideration of a one way loop tram route utilizing both the promenade and Jellicoe Street. Although the dimensions allow for tram use, detailed design and traffic analysis would be required to fully integrate this scenario in terms of tram stops and turning alignments etc.



Figure 29. Montpellier, France; Double tram track: WIDTH 16.5m



Figure 30. Gertrude St, Melbourne; Double tram track: WIDTH 20m

## Appendix A. Auckland Waterfront Typology Studies

### TCL Waterfront Typology Study Customs Street Plaza



**Designer:**  
N/A

**Typology:**  
Harbourside Cafe

**Materials:**  
• Brick paving  
• Timber

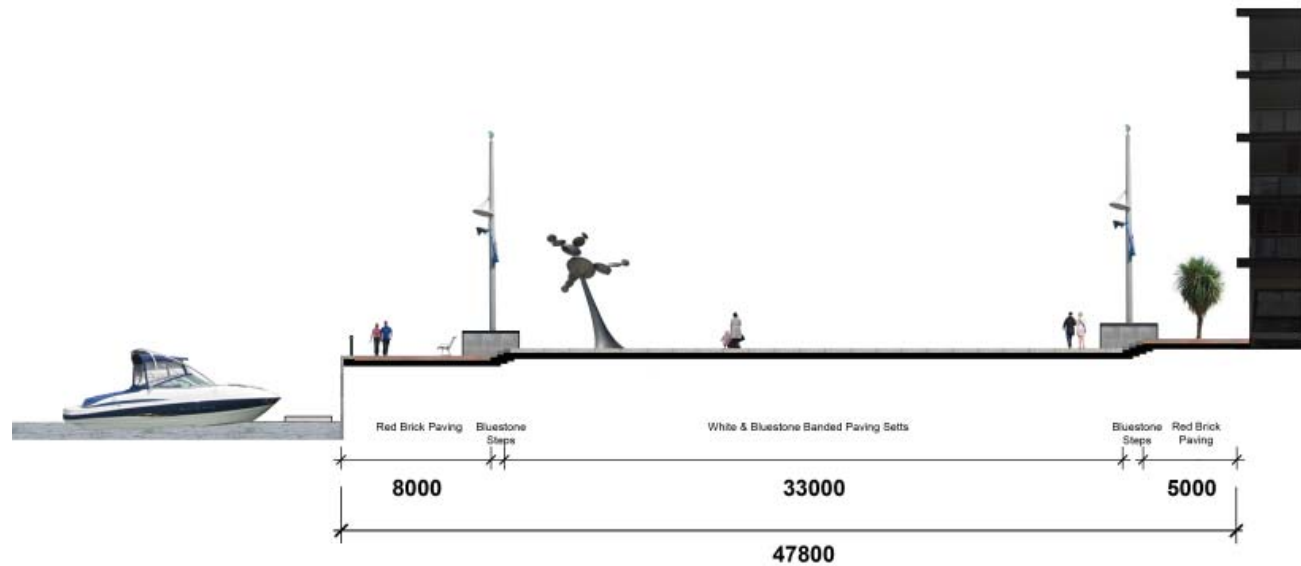
**Trees:**  
• N/A

**Height of Adjacent Buildings:**  
3 - 4 storey

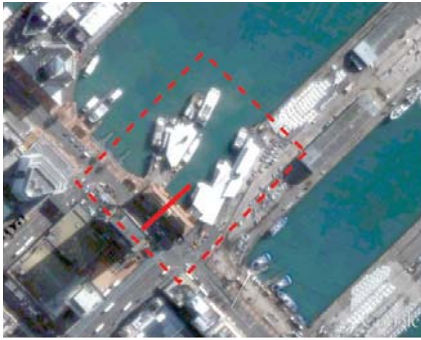
**Adjacent Land Uses:**  
Commercial and cafe/retail

**Active Edges:**  
Cafe

**Primary Function:**  
Public promenade



### TCL Waterfront Typology Study Ferry Building



**Designer:**  
N/A

**Typology:**  
Cafe/public promenade

**Materials:**

- Rubber
- Asphalt
- Ceramic Paver

**Trees:**

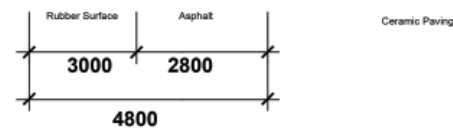
- Hanging Baskets

**Height of Adjacent Buildings:**  
2 to 3 stories

**Adjacent Land Uses:**  
Cafes, retail and commercial

**Active Edges:**  
Cafe and retail

**Primary Function:**  
Public promenade



### TCL Waterfront Typology Study Maritime museum



**Designer:**  
N/A

**Typology:**  
Harbourside cafe

**Materials:**  
• Timber  
• Corrugated Metal

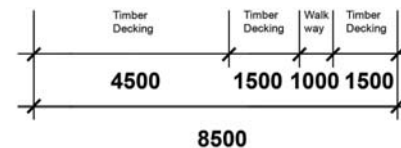
**Trees:**  
• N/A

**Height of Adjacent Buildings:**  
2 - 3 storey

**Adjacent Land Uses:**  
Cafe and maritime museum

**Active Edges:**  
Cafe

**Primary Function:**  
museum and Cafe



### TCL Waterfront Typology Study Princes Wharf



**Designer:**  
N/A

**Typology:**  
Promenade and cafe dining

**Materials:**

- Rendered concrete
- Brick
- Timber
- Asphalt

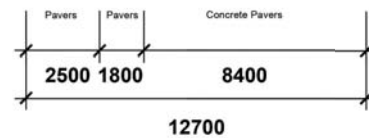
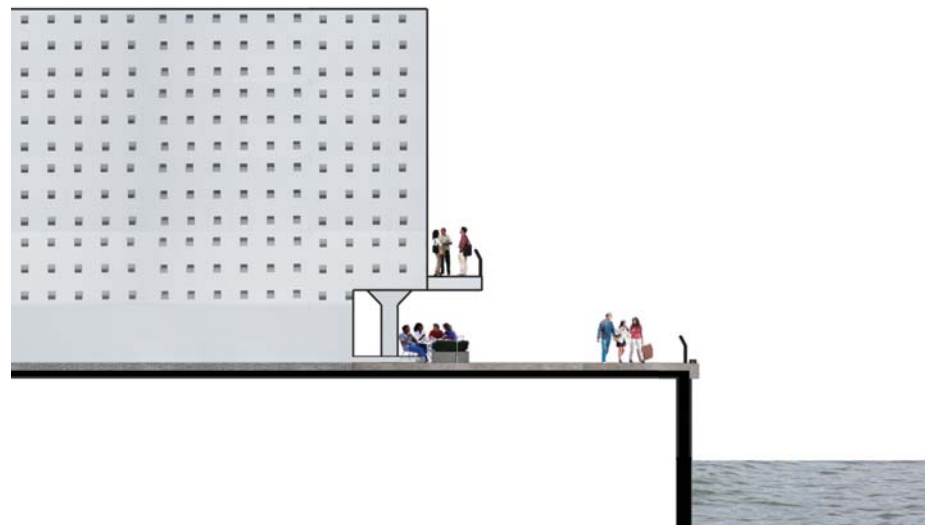
**Trees:**  
•N/A

**Height of Adjacent Buildings:**  
5 to 6 levels

**Adjacent Land Uses:**  
Commercial

**Active Edges:**  
Cafe and water edge

**Primary Function:**  
Promenade and carpark



### Viaduct Basin East

TCL Waterfront Typology Study



**Designer:**  
N/A

**Typology:**  
Plaza / public promenade

**Materials:**

- Brick
- Granite Sets
- Timber

**Trees:**

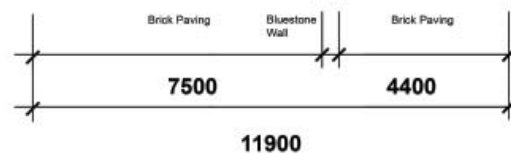
- Palms

**Height of Adjacent Buildings:**  
4 levels

**Adjacent Land Uses:**  
Residential

**Active Edges:**  
Water and bike path edge

**Primary Function:**  
Promenade



### TCL Waterfront Typology Study Viaduct Basin West



**Designer:**  
N/A

**Typology:**  
Public promenade

**Materials:**

- Two types of Bluestone
- Tri colour brick
- Timber

**Trees:**

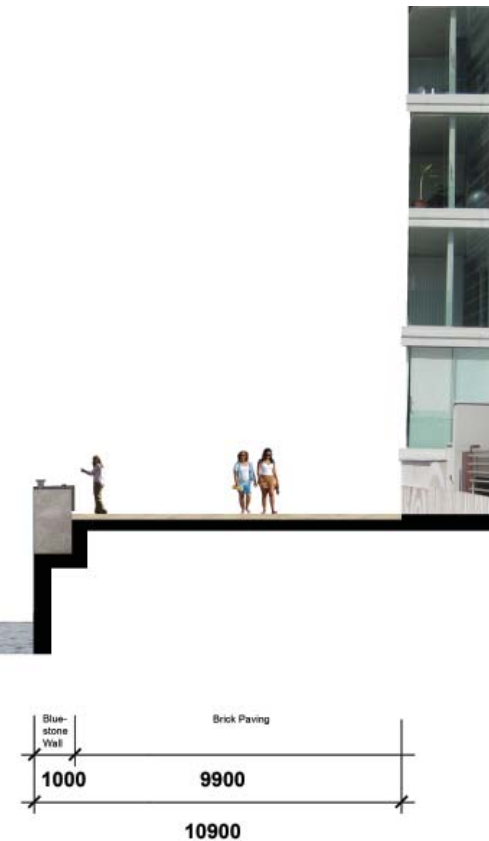
- Box Hedge

**Height of Adjacent Buildings:**  
3 - 4 levels

**Adjacent Land Uses:**  
Residential

**Active Edges:**  
Verandah and water edge

**Primary Function:**  
Public promenade and walk through



### TCL Waterfront Typology Study Viaduct Basin Central



**Designer:**  
N/A

**Typology:**  
Harbourside Cafe

**Materials:**  
• Brick paving  
• Timber

**Trees:**  
• N/A

**Height of Adjacent Buildings:**  
3 - 4 storey

**Adjacent Land Uses:**  
Commercial and cafe/retail

**Active Edges:**  
Cafe

**Primary Function:**  
Public promenade

