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Dear Nick

JELlicOE STREET

This letter provides some comment on the proposals for Jellicoe Street.

1 FUTURE CROSS SECTION OF JELlicOE STREET

The road reserve along Jellicoe Street is currently very wide, at just over 30m. The road operates with one (wide) traffic lane in each direction, with predominantly perpendicular or angled parking on either side of the road.

The Wynyard Quarter Plan Change, Plan Change 4, proposes narrowing of the road reserve along Jellicoe Street by 3.5m, from 30.5m to 27.0 and the emphasis of the route is to be good public amenity, with wide footpaths and significant landscaping. The Plan Change notes the following issues:

- ◆ The section of Jellicoe Street running parallel with North Wharf forms an important part of the waterfront axis and is likely to be the focus of future pedestrian activity once the bridge between the Eastern Viaduct and Wynyard Quarter is established;
- ◆ In recognition of Jellicoe's Street changing role as a pedestrian oriented environment and entertainment spine along the waterfront axis, it is considered desirable to narrow the street to provide a sense of enclosure and to enable a suitable building platform between the street and North Wharf¹.

Proposed Plan Change 37 seeks a further reduction in the road reserve along Jellicoe Street, to 22.9m, meaning an overall reduction of 7.6 m. This Proposed Plan Change emphasises the following for Jellicoe Street:

- ◆ Low speed traffic environment;
- ◆ Generous pathways;
- ◆ Parking on both sides;
- ◆ Generous landscape provisions;
- ◆ Future proofing for possible future bus and/or tram use².

¹ Wynyard Quarter Plan Change (Decision Version, November 2008), section 14.9.4, page 20

² "Open Space Urban Design: Proposed Jellicoe Street/Promenade Dimension" (undated), by TCL and WA, page 7

The narrowing of Jellicoe Street also enables future development on North Wharf to be further back from the water's edge, therefore increasing the public realm space on North Wharf.

Broadly, the proposed carriageway configuration will be as follows:

- ◆ Parallel parking on the southern side of Jellicoe Street, interspersed with landscaping;
- ◆ Two 3.5m wide traffic lanes;
- ◆ Sections of either perpendicular parking (short term) or parallel parking (long term) along the northern side of Jellicoe Street, interspersed with landscaping;
- ◆ Wide footpaths along both sides of Jellicoe Street.

The proposed cross section would therefore only provide one traffic lane in each direction. Jellicoe Street is at the northern end of the Wynyard Quarter (i.e. the end furthest from the connections between Wynyard Quarter and the external road network, namely Fanshawe Street) and traffic flows along the route will be quite modest, as there will be no through traffic in this area. Therefore the provision of a single lane in each direction will be quite sufficient to accommodate the likely traffic demands.

However, we note that the Waterfront Masterplan includes a proposal for a future light rail between Quay Street and the Transport and Urban Development Committee of the Auckland Regional Council has resolved to "champion" light rail, including heritage trams, along this route.

With only one traffic lane in each direction, the proposed cross section assumes that general traffic will travel in the same lanes as any future light rail or heritage trams.

The Beca Integrated Transport Assessment (ITA) provided with the recently notified Sea + City resource consent application³ for Jellicoe Street, states that trams need a cross section of around 6m (for two way operation). We are aware that the Te Wero Bridge, as proposed in 2008, was to be wide enough for future use by light rail and this was to include two 3.5m lanes. Therefore the carriageway cross section proposed for Jellicoe Street is consistent with the possible future requirements of light rail or heritage trams.

We note that ideally the route should be designed with cyclists in mind, particularly as Jellicoe Street may be used by cyclists heading to/from the future Te Wero Bridge. In this respect, cycle lanes may be required, which should be at least 1.5m in width. However, if these cycle lanes are provided, the general traffic lanes could be reduced to 3.0m. As a result, the total carriageway width, for a section of the road without any on street parking, should be 9m, compared with the 7m currently proposed by the Sea + City resource consent application (i.e. an increase of 2.0m)⁴. However, we note that the provision of on road cycle lanes may contradict with the aim of developing the route as a low speed environment. We consider that the advantages and disadvantages of providing separate cycle lanes may be quite finely balanced, but suggest that a low speed environment with wide footpaths should adequately cater for on road and off road cycling needs in an area where low traffic volumes are anticipated.

As noted above, parking is proposed along either side of the road, interspersed with landscaping. On the northern side, perpendicular parking (requiring 5m) is proposed in the short term, changing to parallel parking (requiring 2.3m) in the longer term. The short term footpath width of 3.4m on the northern side is quite reasonable, while the longer term width of 6.1m is quite generous, in keeping with the proposed emphasis on pedestrian amenity.

³ "Site 14 Wynyard Quarter: Integrated Transport Assessment" (June 2009), by Beca Infrastructure Ltd, page 17

⁴ If cycle lanes are located next to parallel parking, the combined width should be, at minimum, 3.7m (in each direction) for the parking/cycle lane, next to 3.0m traffic lanes, giving a total road width of 13.4m, compared with 11.6m currently proposed (i.e. an increase of 1.8m)

In general it is concluded that the above cross section should be sufficient to cater for the anticipated needs of Jellicoe Street as well as ensuring high public amenity is provided in terms of footpath width and landscaping. The proposed cross section will include sufficient carriageway width to permit trams or light rail in the future, while on street cycle lanes could be provided, if required, by reducing the wide footpaths proposed in the long term. While on street cycle lanes would require an undesirable reduction in the footpath widths with the short term layout, these would still be wider than the minimum (at a total of 6.4m, which could be 3.2m on each side or 3.4m to the south and 3.0m to the north).

2 PARKING

As noted above, the carriageway width of Jellicoe Street is to be reduced. The precise details are to be determined, but cross section details have been developed by Sea + City which show the possibility of perpendicular parking in the short term and parallel parking in the long term.

There are currently 144 marked parking spaces along Jellicoe Street between Halsey Street and Beaumont Street, with around 114 of these spaces being between Halsey Street and Daldy Street. The precise number of spaces to be retained is yet to be determined, and as noted above, parking is to be interspersed with landscaping.

The Beca ITA states that the number of spaces along Jellicoe Street will decrease from 114 spaces to 91 spaces (a reduction of 23 spaces) with the interim (perpendicular) layout and 59 spaces (a reduction of 55 spaces) with the long term (parallel) layout. These figures are assumed to relate to the section of Jellicoe Street between Halsey Street and Daldy Street.

A key component of the Wynyard Quarter Plan Change is to restrict the number of vehicles that enter or exit the Quarter, particularly during the peak periods. This is to be achieved by the implementation of fairly restrictive parking standards. These standards relate to the provision of on site parking, but a restriction in the number of on street parking spaces is consistent with this objective. Indeed, this could be taken further: the provision of significant on street parking could be said to be inconsistent with the parking (and transport) objectives for the area.

The Council has not yet formally indicated how much on street parking is to be retained, but the Integrated Transport Assessment (June 2007) prepared in support of Plan Change 4 suggested a reduction in the total number of on street spaces within the Quarter, from around 700 to around 300 spaces. Plan Change 4 also referred to the importance of the amenity of Jellicoe Street and a reduction in the number of parking spaces is consistent with this objective.

Plan Change 4 seeks to establish a mode split of 30% of persons driving private vehicles. No short term target is specified and it is considered important for the parking restraint policies to be implemented in the short term to encourage "good travel behaviour" at the outset of development. However, we acknowledge that the North Wharf is a reasonable distance from the passenger transport services along Fanshawe Street and no buses currently run through the Quarter. Also, the Te Wero Bridge is not to be provided (for pedestrians and cyclists, and possibly buses) until around 2016, although we understand that an interim pedestrian and cycle bridge may be provided in 2011. These factors will limit the ability of persons visiting the North Wharf to use passenger transport. As such, the staged proposal for Jellicoe Street, with perpendicular parking allowing a greater number of spaces to be retained in the short term, but with this number to be reduced in the longer term, may be acceptable, providing that these on street spaces are managed, such that they are likely to be used by short term (or evening) visitors to the area and not by long stay commuters.

We note that while perpendicular parking is proposed in the short term and parallel parking in the long term, no triggers have been determined at this stage to specify when the long term layout is to be implemented. The determination of such triggers would seem to be premature at this stage, as the precise amount of on street parking to be provided within Wynyard Quarter, either in the short term or the long term, has yet to be determined. We note that it will be within the discretion of Auckland City Council whether on street parking spaces should be removed (although we note that the change from perpendicular parking to parallel parking will also have cost implications, in order to change the road cross section and introduce additional landscaping).

It is noted that the mix of spaces is also to be determined. This mix will need to take into account the needs of the Sandfords operations and the proposed Marine Events Precinct, as well as the North Wharf, but as noted above, the emphasis should be on short term uses. The use of the spaces could include taxi ranks, disabled parking and so on.

As a result, we conclude the Proposed Plan Change 37 proposal for Jellicoe Street is consistent with the transport objectives of the Wynyard Quarter Plan Change 4. I trust that the above is sufficient for your purposes.

Yours sincerely



Ian Clark
DIRECTOR

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