

Attachment 9

Transport Memo



Urban & Environmental



MINISTRY OF
JUSTICE
Tāhū o te Ture

Proposed Courthouse Waitākere

**High-Level Transportation Assessment
in Support of a Referral Fast Track Application**





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1. Introduction

- 1.1. The Ministry of Justice proposes to lodge a Notice of Requirement application for a referral project under the Fast Track Approvals Act 2024 for a new Justice Facility at 14 Edmonton Road in Henderson, Auckland. The proposal is known as the 'Waitākere Courthouse Project'.
- 1.2. This high-level Transportation Assessment sets out an overview of the transportation aspects associated with the proposed Justice Facility, including changes in travel patterns that are likely to arise. Where potential adverse effects are identified, potential options for ways in which these can be addressed are set out.
- 1.3. This report is cognisant of the guidance specified in the New Zealand Transport Agency's '*Integrated Transport Assessment Guidelines*' and although travel by private motor vehicle is addressed within this report, in accordance with best practice the importance of other transport modes is also recognised. Consequently, travel by walking, cycling and public transport is also considered.

2. Site Overview

2.1. Location

2.1.1. The site is located around 450m northeast of Henderson railway station, and east of the main Henderson town centre. It has frontage onto Alderman Drive to the west and Edmonton Road to the east, with the Alderman Drive / Edmonton Road roundabout at the southern corner of the site.

2.1.2. The location of the site in the context of the local area is shown in Figure 1 and in more detail in Figure 2.

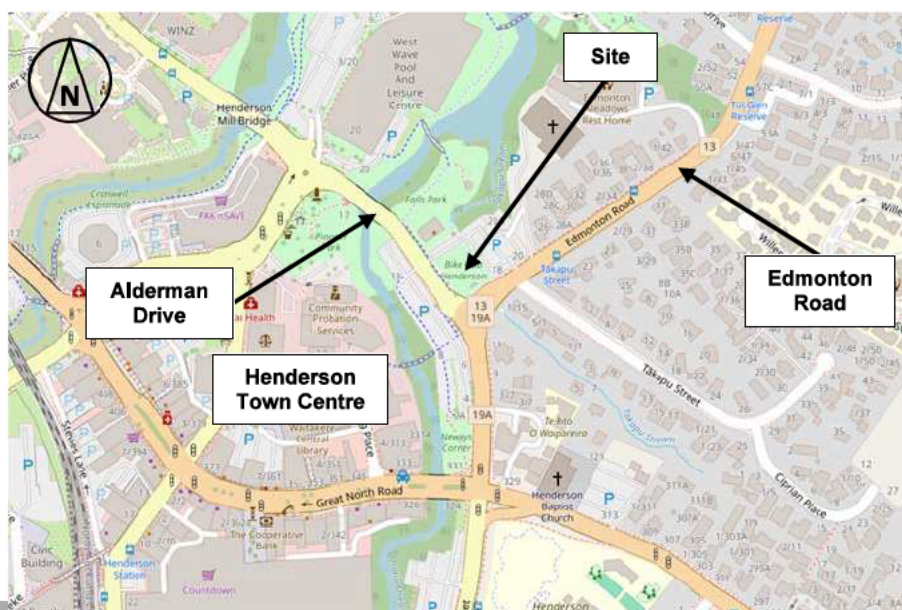


Figure 1: General Location of Site

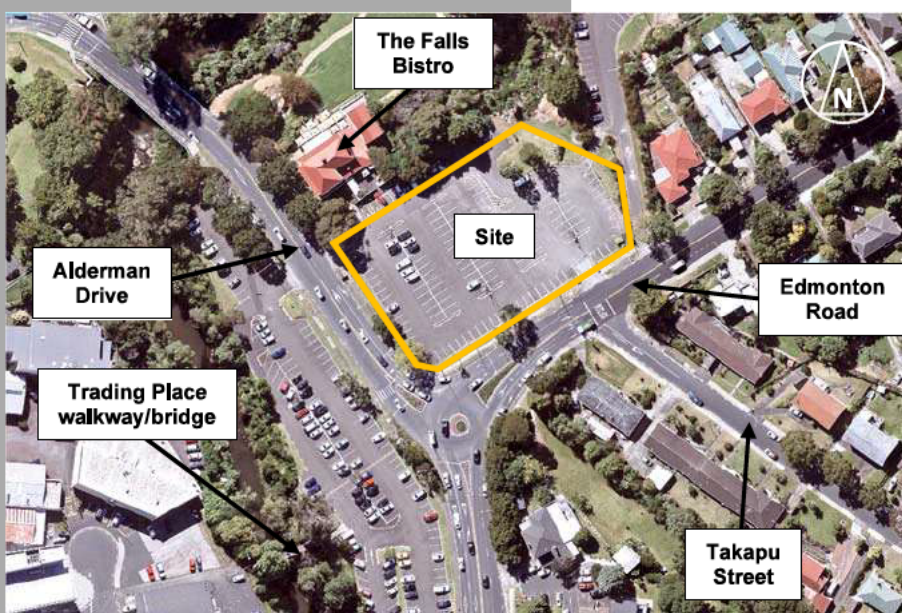


Figure 2: Aerial Photograph of Site and Environs

- 2.1.3. The site is currently zoned as Business – Metropolitan Centre Zone under the Auckland Unitary Plan. It has operated as a public car park (known as 'The Falls car park') for at least the past 30 years. Previously, up to 153 parking spaces were provided within the site but it is presently used for a 52-space car park, bike hub and bike track. Community markets and other events also use the space from time to time.

2.2. **Roading Classification**

- 2.2.1. Under the One Network Roding Classification (**ONRC**), Edmonton Road (both north and south of the Edmonton Road / Alderman Drive roundabout) is a Regional Road, being a road that *"makes a major contribution to the social and economic wellbeing of a region and connects to regionally significant places, industries, ports or airports"*¹
- 2.2.2. Alderman Drive is an Arterial Road under the ONRC, a road that makes *"a significant contribution to social and economic wellbeing, link regionally significant places, industries, ports or airports"*.²
- 2.2.3. Both types and classifications of roadway are expected to have substantial passenger transport movements (that is, they are anticipated to be public transport/bus routes).
- 2.2.4. Takapu Street opposite the site is classified as a Primary Collector Road, which is *"a locally important road that provides a primary distributor/collector function, linking significant local economic areas or areas of population"*. This classification is unusual in view of the road being a cul de sac, and therefore not carrying any through traffic.

¹ <https://www.nzta.govt.nz/assets/Road-Efficiency-Group-2/docs/onrc-guidelines.pdf>

² Also <https://www.nzta.govt.nz/assets/Road-Efficiency-Group-2/docs/onrc-guidelines.pdf>

3. Current Transportation Networks

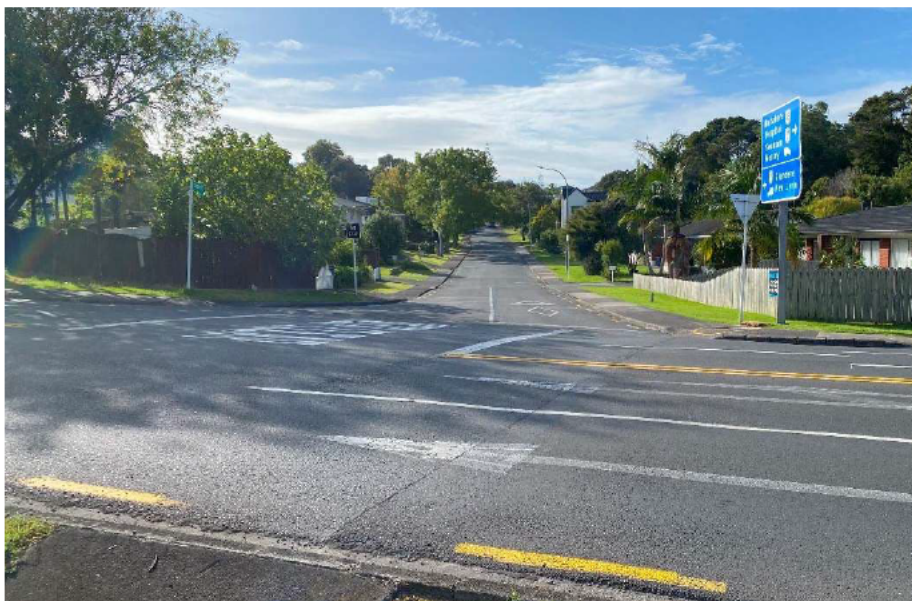
3.1. *Roading Network*

- 3.1.1. All roads in the vicinity of the site are subject to a 50km/h speed limit.
- 3.1.2. Edmonton Road typically has one traffic lane in each direction towards the north of the site, with a gentle gradient and large radii horizontal curves. It is also characterised by having numerous residential driveways on each side of the route along its length from Te Atatu Road to the north of the site.
- 3.1.3. Adjacent to the site however, the cross section is influenced by the presence of the roundabout with Alderman Drive. Consequently, the road formation widens to provide two approach lanes from Takapu Street westwards, with the left-turn movement permitted from both lanes and the right-hand lane also able to be used by right-turning vehicles. The formal markings of the two lanes are 45m in length, but on-site observations show that vehicles can queue side-by-side for a longer distance than this, to the east of Takapu Street.
- 3.1.4. There are also two departure lanes from the roundabout, which merge into one lane at the southeastern corner of the site.



Photograph 1: Edmonton Road Looking West Towards Roundabout (Site on Right, Takapu Street on Left)

- 3.1.5. On-street parking is prohibited on Edmonton Road over much of its length in the vicinity of the site.
- 3.1.6. Approximately 45m east of the Edmonton Road / Alderman Drive roundabout, Takapu Street joins Edmonton Drive from the south. This is a cul-de-sac serving approximately 100 residential dwellings, and providing one traffic lane in each direction with on-street parking permitted but time limited to 2 hours between 8am to 4pm, Monday to Friday.
- 3.1.7. The Edmonton Road / Takapu Street intersection is priority controlled, and there is a 7m long section of Edmonton Road at the intersection which is marked as 'Keep Clear' to assist drivers turning to and from Takapu Street through the queue of traffic on Edmonton Road.



Photograph 2: Edmonton Road / Takapu Street Intersection Looking Down Takapu Street

- 3.1.8. The site presently has a two-way vehicle crossing onto Edmonton Road, located just east of the Takapu Street intersection, and which serves the car park that currently occupies the site.



Photograph 3: Existing Vehicle Crossing Between Site and Edmonton Road

- 3.1.9. The formation of Alderman Drive is also affected by the presence of the roundabout, and consequently adjacent to the site it has two approach lanes towards the roundabout and two departure lanes away from the roundabout. The departure lanes are not formally marked as such, however on-site observations showed that the wide seal (approximately 5.7m) was used by vehicles travelling alongside one another. The approach lanes are marked to permit a left-turn movement from both lanes and the right-hand lane able to be used by right-turning vehicles travelling to Edmonton Road (south). Parking is not permitted on either side of this section of Alderman Drive.



Photograph 4: Alderman Drive Looking South Towards Roundabout (Site on Left)

3.1.10. Approximately 55m north of the Edmonton Road / Alderman Drive roundabout is a vehicle crossing which provides access to the site but which is also a right-of-way (ROW) that serves 25 car parking spaces plus a refuse collection/loading area associated with The Falls Bistro.



Photograph 5: Existing Vehicle Crossing Between Site and Alderman Drive

3.1.11. The Edmonton Road / Alderman Drive roundabout has a circulating carriageway of approximately 9m in width, providing two traffic lanes (which allows for vehicles to circulate side-by-side when turning), and a small (5m diameter) raised inner island, with an adjacent concrete over-run area varying in width between 1m and 2m. There are raised deflection islands on each approach.



Photograph 6: Edmonton Road / Alderman Drive Roundabout

3.1.12. Edmonton Road continues towards the south of the roundabout towards a signalised intersection with Great North Road. Edmonton Road south of the roundabout provides two lanes in each direction over its length for approaches towards, and departures from, the roundabout, with both approach lanes being able to be used for right-turn movements (and the left-turn movement into Alderman Drive only being permitted from the kerbside lane).

3.2. Non-Car Infrastructure

3.2.1. There are sealed footpaths of 1.5m width on all of the roads in the immediate area of the site. There are also formal pedestrian ('zebra') crossings on Edmonton Road (east of the roundabout) and Alderman Drive, located just 15-20m from the roundabout. Both crossings pass through the ends of the roundabout deflection islands, meaning that pedestrians are able to wait within those areas and cross the road in two movements if required (depending on prevailing traffic and queuing conditions).



Photograph 7: Edmonton Road Zebra Crossing (Roundabout in Background, Site on Right)

- 3.2.2. To the immediate west of the site is a shared off-road walking and cycling route that runs into Henderson town centre via a marked off-road route between the western end of the zebra crossing of Alderman Drive, to the northern end of Trading Place and across the Oratia Stream.



Photograph 8: Shared Walking/Cycling Route Between Site and Town Centre

- 3.2.3. There are eight separate bus routes that connect to the Henderson Town Centre within 300m of the site, providing connections to the CBD and other locations within West Auckland and beyond. Henderson railway station less than 500m walking distance (approximately 400m 'as the crow-flies') accessed via the Trading Place route and onward connection via public footpath connections in Ratanui Street and across Great South Road into Railside Avenue.



Figure 3: Public Transport Routes in the Vicinity of the Site

- 3.2.4. Bus service 135 directly passes the site. The closest westbound stop is located on Edmonton Road, just east of Takapu Street, with the closest eastbound stop located approximately 100m to the east of this. Both bus stops are marked with yellow dashed lines, and are located within the movement lanes of the road, meaning that vehicles have to negotiate around any bus that is stopped in either of these locations. The eastbound bus stop has a shelter whereas the westbound stop does not.

3.3. *Future Changes*

- 3.3.1. While there are no committed capital project changes to the roading environment in the immediate area, Eke Panuku has developed a strategic development blueprint for the wider Henderson Town Centre Regeneration Programme. It includes a component project 'Wai Horotiu Te Kopua Pathway' which is intended to connect a gap in the walking and cycling network within this part of Henderson, while also providing connections to the future Eke Panuku development within the land to the west of Alderman Drive.
- 3.3.2. Wai Horotiu Te Kopua Pathway will cross the Oratia Stream to join Trading Place via an upgraded bridge and shared path route for pedestrian and cycle movements to and from the Town Centre.
- 3.3.3. The current status of the Regeneration Programme and the Wai Horotiu Te Kopua Pathway has not been confirmed at the current time. However the future building design and access arrangements will be cognisant of, and ensure appropriate interfaces with, the proposed shared pedestrian and cyclist path location and design.

4. Current Transportation Patterns

4.1. Traffic Flows

4.1.1. According to the MobileRoad website and Auckland Transport count data, the traffic flows in the area are as follows:

- Alderman Drive (Great North Road – Ratanui Street roundabout):
 - 12,400 vehicles per day, 6% heavy (May 2024)
- Sel Peacock Drive (Bridge – Alderman Drive roundabout):
 - 15,700 vehicles per day, 3% heavy (August 2024)
- Edmonton Road (north):
 - (June 2024): 33,200 vehicles per day, 4% heavy (June 2024)
- Edmonton Road (south):
 - 33,010 vehicles per day, 6% heavy (estimated)

4.1.2. There is no reported Auckland Transport data for traffic volumes on the section of Edmonton Road south of the roundabout or on the frontage section of Alderman Drive between Edmonton Road and the Sel Peacock Drive / Alderman Drive roundabout.

4.1.3. As can be seen from the traffic volumes above, the Edmonton Road / Alderman Drive roundabout is heavily trafficked, and there are queues and vehicles evident at most times of the day. Peak hour traffic volumes are typically around 10% of the daily volume suggesting that over 3,000 vehicles per hour could be passing the site.

4.2. Non-Car Modes of Travel

4.2.1. Given that the area is urbanised, it can reasonably be expected that it will be relatively well used by pedestrians and cyclists although there are no formal counts of either that are available.

4.2.2. The large volume of bus routes, plus the train station, mean that public transport is a highly accessible mode of travel. Directly adjacent to the site, Route 135 (Henderson to Te Atatu) operates with a 15-minute weekday peak hour frequency, and 30-minute frequency in the off-peak periods in each direction.

4.3. Road Safety

4.3.1. The NZTA Crash Analysis System has been used to establish the location and nature of the recorded traffic crashes in the vicinity of the site. All reported crashes between 2020 and 2025 to date were identified³, for a distance of 50m around the site boundaries.

4.3.2. This showed that there have been 14 crashes recorded:

- One crash occurred near to the vehicle crossing on Alderman Drive, when a southbound stolen car crossed the centreline and struck a northbound vehicle. The crash did not result in any injuries;

³ A five-year period has notionally been applied, but the extended period takes into account that crashes can be coded into the database up to six months after they occur.

- One crash occurred on Edmonton Road east of Takapu Street, when an eastbound driver ran into the rear of another eastbound vehicle. The crash did not result in any injuries;
- One crash occurred on Edmonton Road just east of Takapu Street when the engine on an eastbound vehicle cut out, and the driver was not able to stop the vehicle safely due to a loss of power, and left the road. The crash did not result in any injuries;
- One crash occurred on Edmonton Road just west of Takapu Street, when a vehicle that was waiting to turn right into Takapu Street was struck from behind by an eastbound vehicle. The crash did not result in any injuries;
- One crash occurred when a westbound driver on Edmonton Road was distracted by their cellphone and failed to notice a pedestrian crossing the zebra crossing and struck them. The crash did not result in any injuries;
- One crash occurred in the queue of westbound vehicles on Edmonton Road, when a driver changed lanes suddenly and struck a vehicle alongside. The crash did not result in any injuries;
- One crash occurred in the queue of westbound vehicles on Edmonton Road, when a driver slowed to allow a police car to travel through the roundabout, but the motorcyclist behind them failed to notice and struck the slowing vehicle. The crash resulted in minor injuries;
- Three crashes occurred between eastbound vehicles on Edmonton Road, when drivers exiting the roundabout failed to merge properly and collided. One of these crashes is noted as being a 'road rage' incident, and another is noted as occurring immediately on the exit from the roundabout rather than where the lanes merge. None of the crashes resulted in any injuries;
- One crash occurred on the circulating carriageway just south of Alderman Drive, when a driver in the kerbside lane of Alderman Drive tried to travel southbound and the vehicle in the second lane tried to turn left into Edmonton Road. The crash did not result in any injuries;
- One crash occurred when a driver entered the roundabout from Alderman Drive but failed to give-way to another vehicle that was already on the circulating carriageway. The crash resulted in minor injuries;
- Two crashes occurred on the northbound approach to the roundabout. One occurred when the brakes of the vehicle failed, resulting in the car striking others as it came to a stop. The other crash occurred when a northbound elderly driver suffered a medical event, blacked out, and struck other cars. Neither crash resulted in any injuries.

4.3.3. The crashes generally all involved a range of different contributing factors and occurred over a dispersed area surrounding the site. Six of the crashes were unrelated to the geometry of the roading (two involved vehicle failures, one involved a stolen vehicle, one involved unlawful cellphone use, one involved 'road rage', and one was a result of a sudden medical event).

4.3.4. Of the remaining 8 crashes, 3 involved a rear end collision, 3 occurred due to driver changing lanes incorrectly, 1 was due to incorrect land use and only 1 was a failure to give-way to vehicles already on the roundabout. These types of crashes are not uncommon for a busy urban intersection, although the number of crashes involving a failure to give-way to circulating traffic would typically be expected to be greater given the volumes passing through the roundabout.

4.3.5. Overall, and also taking into account the high conflicting/turning traffic volumes at the roundabout, it is considered that the current roading network adjacent to the site operates with a good road safety record and there are no inherent road safety deficiencies that are evident.

4.4. *Parking Patterns*

4.4.1. The parking activities on the site were surveyed by MR Cagney Limited as part of Eke Panuku's 'Unlock Henderson' study in 2018, alongside other parking areas within the wider Henderson Town Centre area. The results of this showed:

- 153 spaces were provided in total within The Falls car park, of which 25 spaces were associated with The Falls Bistro (then known as The Alderman);
- Peak occupancy during the weekday was 20 vehicles of which 8 were short-stay (as per Table 4-1 of the report)
- The peak surveyed utilisation was 38% at 9:00 am on Sunday; and
- The car park can become fully occupied when there are events at West Wave aquatic centre which lies to the north of the site off Alderman Drive / Sel Peacock Drive roundabout .

4.4.2. It is unclear whether The Falls car park has always been under-utilised. Council's 2008 aerial photography shows the car park fully utilised, and this is unlikely to be associated with an event at West Wave aquatic centre because the West Wave car park is shown as being less than 60% full at the same time.

4.4.3. The 153-space car park forms a relevant baseline of activity and associated traffic movements to and from the site.

5. Proposal

5.1. The proposed Notice of Requirement seeks to enable the construction and operation of a new Justice Facility known as the Waitākere Courthouse on the site. The building includes 10 courtrooms, four mediation rooms, plus ancillary administrative facilities. The existing Waitākere Courthouse (located on Ratanui Street) will be decommissioned once the new Justice Facility is operational.

5.2. No public car parking is proposed within the site (as is the case with the current Henderson Courthouse) other than a small number of mobility spaces. s 9(2)(ba)(i)

s 9(2)(ba)(i)

5.3. Given this application is for a Notice of Requirement, a specific development scheme is not proposed or known at this stage. Rather, the assessment of transport-related effects is based on the indicative building footprint and concept scheme outlined in the bulk and location drawings prepared by Architectus.

5.4. Based on the information provided to date, s 9(2)(ba)(i)
s 9(2)(ba)(i) The existing vehicle crossing on Alderman Drive will be retained to serve the existing uses at The Falls Bistro on the adjacent site to the north, s 9(2)(ba)(i)
s 9(2)(ba)(i)

5.5. Although it may be possible to enable an access further to the south onto Alderman Drive, this would likely interfere with the safety and operations of the pedestrian crossing and the queues at the roundabout. Hence, there is no new Justice Facility vehicle crossing proposed onto the Alderman Drive frontage of the site.

5.6. Equally, there is a need to avoid providing any access onto Edmonton Road that would interfere with the pedestrian crossing and the queues at the roundabout. Consequently, the overarching design principle is to focus vehicular access towards the southeast of the site at the furthest extent of the Edmonton Road frontage, where there is an existing vehicle crossing and where there are also 'Keep Clear' pavement markings on the carriageway which could (with some modification and/or extension) assist with vehicles turning to and from the Justice Facility site.

5.7. s 9(2)(ba)(i)

⁴ As specified in NZTA RTS18 'On-Road Tracking Curves for Heavy Vehicles'

- 5.8. Consequently, two vehicle crossings are required on Edmonton Road to allow for the safe and effective movement of these different vehicles and for the required ramp geometry. A sketch layout of a work-in-progress is shown below.



Figure 4: Potential Vehicle Crossings at the Site Overlaid onto an Aerial Photograph



6. Traffic Generation and Distribution

6.1. Traffic Generation

6.1.1. The traffic generation of the proposed Justice Facility has been derived based on information provided by the Ministry of Justice and is based on the existing Henderson Courthouse.

6.1.2. The majority of traffic movements generated by the Justice Facility activity is expected to be associated with three main component activities:

- movement of persons in custody,
- judiciary, and
- administration staff / pool cars.

6.1.3. Key operational information and requirements in respect of these activities are as follows:

s 9(2)(ba)(i)



s 9(2)(ba)(i)



6.1.5. The absence of public car parking on the site itself means that anyone attending the courts will either need to park in the surrounding areas of the Henderson Town Centre (if travelling by car) or travel by non-car modes of transport such as the bus and train services described in Section 3.2 above.

6.2. Trip Distribution

6.2.1. The distribution of travel associated with the proposal can be expected to vary according to the origins of those attending. However with the bias towards limited on-site parking, this is not considered to be a material influence on the assessment, as discussed further below.

7. Effects on the Transportation Networks

7.1. Roadway Capacity

7.1.1. Based on the traffic flows above, if all vehicles arrived or departed within the same hour period, this would equate to:

- s 9(2)(ba)(i)

-
-
-

7.1.2. Thus there could be up to s 9(2)(ba)(i) vehicle movements at the site access. However, as noted above, surveys showed the current car park occupancy to be 20 vehicles, little different to the proposed Justice Facility.

7.1.3. Furthermore, if the site reverted to a larger car park (as has operated in the past), then considerably more than s 9(2)(ba)(i) vehicle movements per hour could occur in view of the 153 parking spaces provided available within the site.

7.1.4. On this basis then, the proposed Justice Facility would generate traffic volumes comparable with surveyed volumes at the car park, and much lower than volumes that could occur as of right.

7.1.5. By way of comparison, the difference of around 12 vehicle movements in the peak hour equates to less than half a percent of the traffic that is already passing the site. As such, the traffic generation of the site is highly unlikely to be noticeable when compared to the existing (and certainly previous) commuter parking situation when up to approximately 150 cars could be parked within the site.

7.1.6. At any priority intersection or access, the left-turn in and left-turn out movements experience the lowest delays, and it can be expected that this will also be the case in this instance. Traffic that is travelling onto the roundabout from Alderman Drive to Edmonton Road (south) will serve to break up the traffic stream eastbound on Edmonton Road (north), creating gaps into which traffic can manoeuvre,

7.1.7. On-site observations showed that when a driver was turning right into the existing vehicle crossing, they positioned their vehicle at the 'limit line' of the 'Keep Clear' markings on Edmonton Road. This meant that westbound drivers were still able to pass the turning vehicle in the kerbside lane, with the turning vehicle also making use of gaps in the eastbound traffic stream due to interrupted traffic flows from the roundabout.

7.1.8. Right-turns out of the site are likely to be those movements that experience the greatest delays, since a gap in both the eastbound and westbound traffic streams is required. However the gaps created by turning traffic at the roundabout, plus the 'keep clear' markings (potentially lengthened slightly) will create roadspace into which exiting vehicles are able to turn. The dense urban network in the area also means that if necessary, exiting vehicles can turn left instead of right, and travel to their destination using alternative routes to the north and east of the site.

- 7.1.9. Although the specific access proposal is not known at present, based on the information available to date, it is not considered at this stage that there are any significant adverse transport effects associated with the vehicle crossing location that would preclude the proposed Justice Facility from operating satisfactorily.

7.2. Non-Car Modes of Travel

- 7.2.1. The development of the future Justice Facility on the site will result in increased levels of walking and cycling in the immediate area, as the absence of public car parking on the site itself means that anyone attending the courts will either need to park in the surrounding areas of the Henderson Town Centre (if travelling by car) and then walk to the site, or travel by non-car modes of transport.
- 7.2.2. As set out above, there are extensive public transport services within a very short walking distance of the site and these can be expected to play a critical role in supporting non-car travel to and from the site. The number and frequency of services (both buses and trains), mean that public transport is a reasonable and practical option that is able to cater for significant numbers of visitors to the Justice Facility.
- 7.2.3. Car parking for the existing Henderson Courthouse (in Ratanui Street) is presently occurring within Henderson town centre (since there is no public on-site car parking), and this is only a short (500m / 5-7 minute) walk from the site via the dedicated route described previously. It can be expected that some degree of parking activity will remain in those locations, and walking between those car parks and the site is a practical and expected solution.
- 7.2.4. There are also parking areas located within 500m of the site towards the north, east and south, and which provide alternative options to the town centre. These provide a mix of 2 hour restricted and all-day unrestricted parking options.
- 7.2.5. Once a car driver has left their vehicle, they become a pedestrian when travelling the final leg of their journey to the site. Consequently, it can be expected that both of the pedestrian ('zebra') crossings on Edmonton Road and Alderman Drive adjacent to the site will become more heavily used due to walking movements across both roads. Although this will require detailed assessment in future stages of the project, the deflection islands divide the crossing movement meaning that interruption to the traffic flows and operation of the roundabout will be minimised. Consequently, it is considered that the increased volume of crossing pedestrians will be able to be safely and effectively accommodated.

7.3. Road Safety

- 7.3.1. Based on the review of the road safety records set out above, the Justice Facility is unlikely to result in adverse road safety effects arising as a result of the change in traffic flows on the road network. The existing roundabout operates with a good level of road safety, and of the 14 crashes recorded in the past five years, six were not related to road user error, and of the remaining eight crashes, these generally had different contributing factors and/or occurred in different locations.
- 7.3.2. Three crashes occurred when eastbound drivers on Edmonton Road were merging from two lanes into one, and this location is close to the proposed site access. However, of these three, one is noted as being 'road rage' and the police record for the other two crashes shows a position of the crash located further west (and closer to the roundabout) than at the site access. The latter would correspond with drivers changing lane immediately upon exit from the

roundabout (as was specifically recorded in one case). It is therefore not considered that there is a particular crash risk at the location of the site access.

- 7.3.3. Appropriate sight distances can be achieved at the site access, and appropriate queuing space such that vehicles entering the site will not obstruct passing traffic. On this basis, it is not considered that the proposal will give rise to adverse road safety effects.

8. Unitary Plan

- 8.1. Chapter E27 of the Unitary Plan outlines a number of transport provisions and assessment criteria that will be used to guide and inform the future development proposal for the Justice Facility on the site. However at this stage, because no confirmed design is available, a detailed assessment of alignment with the Unitary Plan cannot be carried out. Rather, such an assessment will be undertaken in due course once a specific site layout is available.
- 8.2. That said, due to the low traffic generation anticipated for the proposed Justice Facility, it is considered that the vehicle crossing design and layout will align with the high-level Objectives and Policies of the Unitary Plan and will be supportable.

9. Conclusions

- 9.1. Based on the information received to date, it is concluded that there are no transport-related reasons why the development of a new Justice Facility as described above could not proceed under a fast-track application process.
- 9.2. It is acknowledged that further assessment will be undertaken in due course as part of a detailed Integrated Transport Assessment, but at this stage, no significant adverse transportation effects have been identified that would preclude this development from occurring. Based on the preliminary assessment undertaken to date, it is considered that the traffic generated by the development of the Justice Facility will be able to be accommodated on the adjacent roading network without notable capacity or efficiency issues arising. In practice, the traffic generation of the proposed Justice Facility is similar to that of the existing car park usage, and is much lower than could occur as of right if the site was to be fully used as a car park as has occurred in the past.
- 9.3. The site is extremely well-located when considering non-car travel, with bus and rail links focused on Henderson town centre located less than 500m west of the site. Parking activity associated with the current Waitākere Courthouse can continue within the town centre, and there are additional public parking areas provided within 500m of the proposed Justice Facility to the north, east and south.
- 9.4. The crash history in the vicinity of the site does not indicate that there would be any adverse safety effects from the proposal. Despite carrying high traffic flows, the Alderman Drive / Edmonton Road roundabout has a good road safety record, and the design can make provision for appropriate sight distances and queuing space at the vehicle crossings intended to serve the site.
- 9.5. Although at this stage there is no detailed design of the Justice Facility proposal available, it is expected that the layout will have a high degree of compliance with the transport provisions of the Auckland Unitary Plan. The exception to this relates to the vehicle crossing, where, due to the Arterial Road status of both frontage roads, a complying vehicle crossing cannot be achieved. However, the expected location of the site access at the southeastern corner of the site and onto Edmonton Road has been assessed and it is not considered that adverse effects would arise from this position being utilised.
- 9.6. Overall, it is considered that the site is suitable for development as a Justice Facility serving the Waitākere community. Although a more detailed assessment will be required in due course, at this stage it is considered that there are no reasons which would preclude the proposal from being considered under the Fast-track Approvals Act 2024.

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Annexure A

Qualifications and Experience of Report Authors





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