MINISTRY OF JUSTICE
Tāhū o te Ture

# Waitākere District Court New Courthouse Project

## Transportation Assessment in Support of a Notice of Requirement

DON McKENZIE CONSULTING

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# Table of Contents

## Main Report



## Photographs

## Figures



## Table



## Appendix



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# 1. Introduction

1.1. This Transportation Assessment has been prepared to support a Substantive Application made the Minister of Justice under the Fast Track Approval Acts 2024 in accordance with the requirements of Section 42. The proposal is a Referred Project and this report has been prepared to support a Notice of Requirement (**NoR**) Application to designate the site at 14 Edmonton Road, Henderson for 'Judicial and Court purposes' known as the Waitakere District Courthouse - New Courthouse project.

1.2. Under s42(4)(d), this substantive application is giving notice of a requirement to designate the site that would otherwise be applied for under the Resource Management Act 1991. Section 43 of the Fast Track Approval Act sets out the information to be included in a substantive application, which includes an assessment of adverse effects of the project on the environment. This report has been prepared to assess the transportation effects of the project and presents the findings, conclusions and recommendations with respect to parking, loading and access considerations.

1.3. As the application is for an NoR, a specific development proposal is not known at this stage. Consequently, this Transportation Assessment is based on project assumptions outlined within this report and the indicative bulk and location study prepared by Architectus which provides an indicative building footprint for a future Justice Facility on the site. Based on these, the Transportation Assessment sets out an overview of the transportation aspects associated with the indicative bulk and location study, 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.

1.4. 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.

1.5. This report has been prepared by [redacted], in accordance with the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note (2023). Their qualifications and experience are summarised in Appendix A.

# 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.

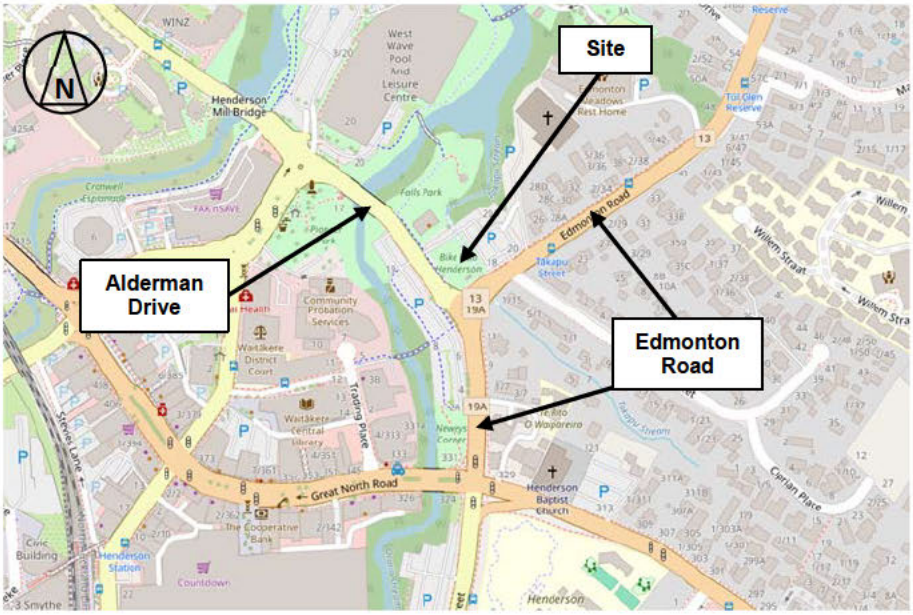



**Figure 1: General Location of Site**


**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 Roading 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.

[redacted]

[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. There is a driveway serving the Korean Presbyterian Church of Auckland located 2m to the east of the site's southeastern corner.

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 Road 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 any queues 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 joining the northern side of Edmonton Road, located just east of the Takapu Street intersection, and which serves The Falls car park that currently occupies the site.


**Photograph 3: Existing Vehicle Crossing Between Site / Falls Car Park and Edmonton Road**

3.1.9. The formation and operation of the Alderman Drive carriageway is also affected by the presence of the roundabout, and consequently adjacent to the site, the carriageway provides 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).

3.1.10. Parking is not permitted on either side of this section of Alderman Drive.


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

3.1.11. Approximately 55m north of the Edmonton Road / Alderman Drive roundabout is a vehicle crossing which provides access to the site and which is also subject to a right-of-way (**ROW**) easement that serves The Alderman restaurant and bar.

**Photograph 5: Existing Vehicle Crossing Between Site and Alderman Drive**

3.1.12. 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/splitter islands on each approach to the roundabout.

**Photograph 6: Edmonton Road / Alderman Drive Roundabout**

3.1.13. Edmonton Road continues towards the south of the roundabout towards a signalised intersection with Great North Road. South of the roundabout, Edmonton Road 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 and Services*

3.2.1. There are sealed footpaths of 1.5m width on both sides of each 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/splitter islands, meaning that pedestrians are able to wait within t[redacted] 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.

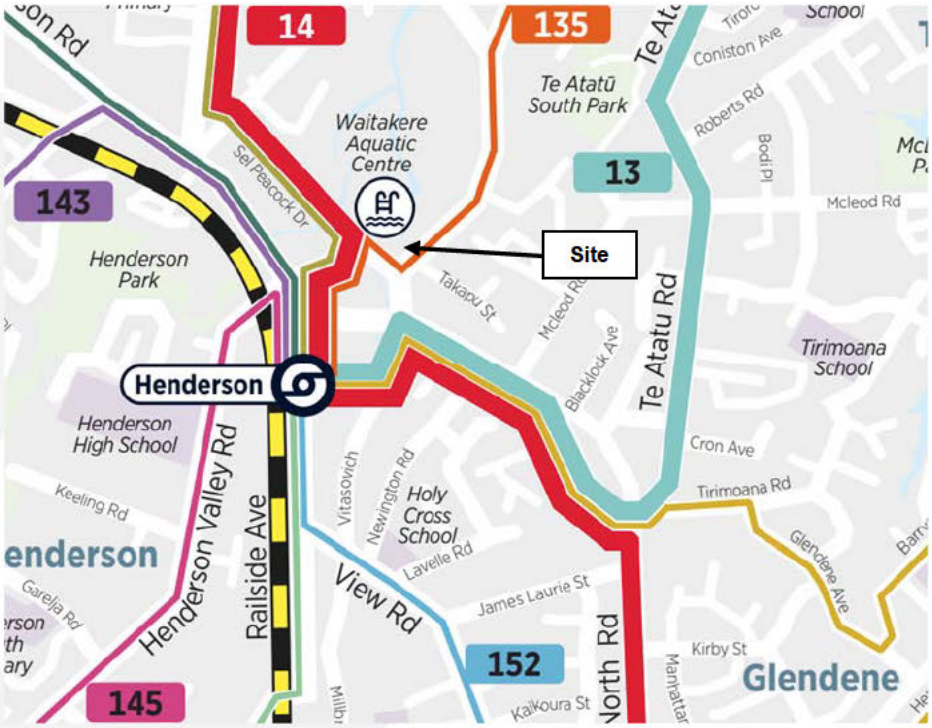



**Figure 3: Public Transport Routes in the Vicinity of the Site**

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 Waitākere 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 time of writing. However the implementation of these initiatives will upgrade and enhance active transport connections within the area that would be utilised by future users of the Justice Facility.

# 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. Accordingly, as part of the transport assessment of the site, an intersection turning count was commissioned and undertaken at the Edmonton Road / Alderman Drive roundabout. This was undertaken between 7am to 9am, and 4pm to 6pm, on Tuesday 8 April 2025. The surveyors did not report any unusual occurrences that would have affected the observed traffic flows, and the weather at the time of the survey was not inclement.

4.1.4. The survey also observed the turning volumes to and from Takapu Street.

4.1.5. The results for the overall peak hours within the surveyed area are shown below.

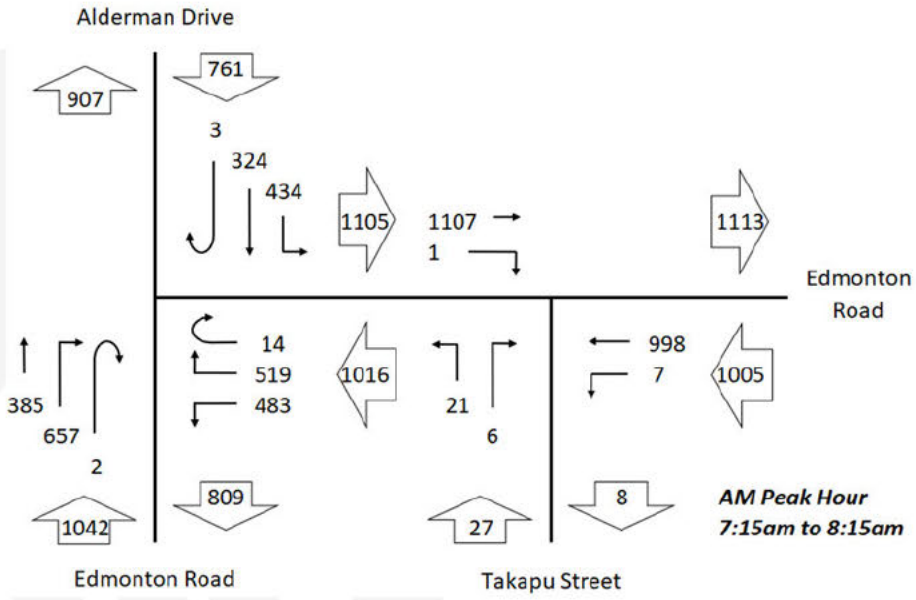



**Figure 4: Surveyed Weekday Traffic Volumes in the Morning Peak Hour**

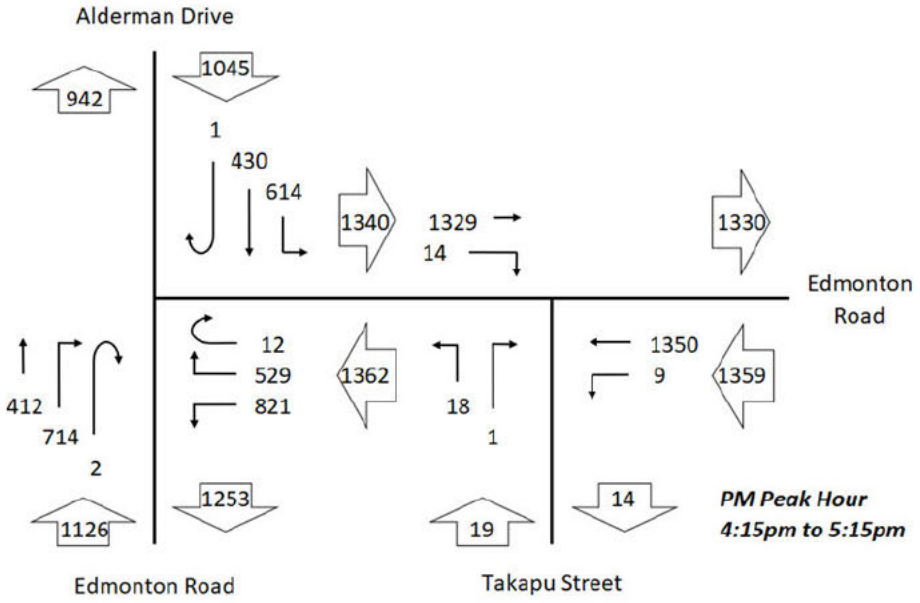



**Figure 5: Surveyed Weekday Traffic Volumes in the Evening Peak Hour**

4.1.6. As can be seen from the traffic volumes above, the Edmonton Road / Alderman Drive roundabout is heavily trafficked, and site observations indicated that there are queues and vehicles evident at most times of the day. Meanwhile, Takapu Street is lightly trafficked, as would be expected from the limited extent of development served.

4.1.7. The current operational performance of the roundabout has been modelled using the computer software package Sidra Intersection, and the results are summarised below.

| Road and Movement | | Morning Peak Hour | | | Evening Peak Hour | | |
|---|---|---|---|---|---|---|---|
| | | Avg Delay (secs) | 95 %ile Queue (veh) | Level of Service[3] | Avg Delay (secs) | 95 %ile Queue (veh) | Level of Service |
| Edmonton Road (south) | L | 9.9 | 4.4 | A | 10.7 | 5.3 | B |
| | R | 15.9 | [redacted] | | 19.4 | 14.3 | B |
| | U | 18.2 | 10.3 | B | 21.8 | 14.3 | C |
| Edmonton Road (northeast) | L | 6.7 | 4.1 | A | 7.3 | 7.0 | A |
| | R | 10.0 | 4.2 | A | 11.4 | 6.9 | B |
| | U | 11.5 | 4.2 | B | 12.9 | 6.9 | B |
| Alderman Drive (northwest) | L | 52.7 | 37.1 | E | 317 | 194 | F |
| | R | 67.4 | 37.1 | E | 423 | 194 | F |
| | U | 69.6 | 37.1 | E | 426 | 194 | F |

**Table 1: Peak Hour Performance at the Edmonton Road / Alderman Drive Roundabout (without Justice Facility)**

4.1.8. From detailed review of the above metrics, it can be seen that the roundabout is currently under pressure in both peak hours, with capacity constraints on Alderman Drive in particular. Queue length data was not collected which means that the model cannot be formally calibrated, and therefore the assessment of the changes due to a future Justice Facility on the

[3] Level of Service (LOS) is a generalised performance measure of transport facilities expressed as a range between LOS A representing generally free flow conditions, and LOS F for highly congested, unpredictable traffic conditions

site is indicative of the quantum of change that would arise from the Justice Facility rather than the absolute values (although as set out later, this is not material to the analysis).

4.1.9. On-site observations have shown[4] that the queue lengths regularly extend beyond the zebra crossings on both approaches. On the observations made, this meant that allowing pedestrians to cross (on the approach side to the roundabout) did not result in any overall delays to drivers, as they were simply able to join the queue in front of them once the pedestrian had crossed the zebra crossing . In other words, pedestrian crossing movements did not affect the overall capacity and performance of the roundabout.

4.1.10. The queues of vehicles on Edmonton Road westbound mean that the Edmonton Road / Takapu Street intersection operates with an element of driver courtesy (where drivers 'wave through' others). The surveyed volume of traffic turning right out of Takapu Street was very low, which potentially suggests that drivers are turning left and u-turning at the roundabout rather than trying to turn right (which would also correspond with the number of u-turning vehicles on this approach being much higher than on the other approaches).

4.1.11. Drivers on Edmonton Road were observed to typically obey the 'keep clear' markings, meaning that it is relatively straightforward for drivers to turn right into Takapu Street as required.

### *4.2. Non-Car Modes of Travel*

4.2.1. During the April 2025 surveys discussed above, the opportunity was taken to also collect data on the movements of pedestrians and cyclists through and adjacent to the roundabout. The results are summarised below.

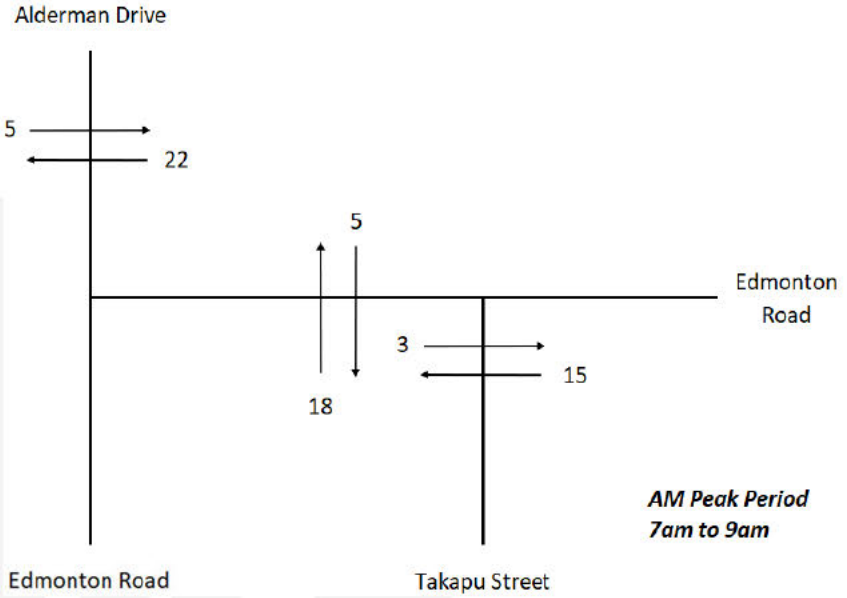



**Figure 6: Surveyed Weekday Pedestrian Volumes in the Weekday Morning Two-Hour Period**

[4] Informal observations and limited in extent

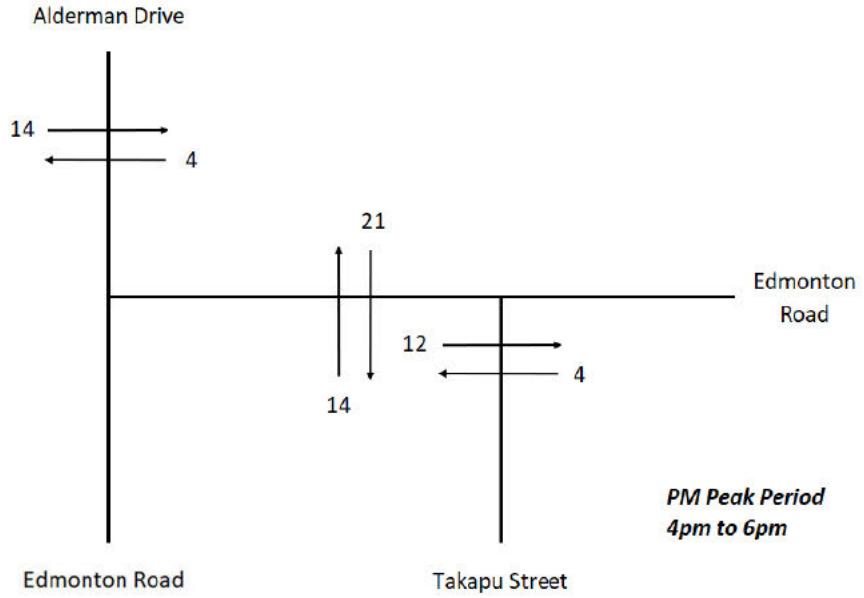



**Figure 7: Surveyed Weekday Pedestrian Volumes in the Weekday Evening Two-Hour Period**

4.2.2. The data shows that volumes of pedestrians were modest, but the direction of their journey is indicative of a movement pattern towards the town centre in the morning, and out of the town centre in the evening.

4.2.3. At the pedestrian (zebra) crossings, there were four cyclists observed in the morning that use the Edmonton Road zebra crossing to travel north, and then travel westbound across Alderman Drive. In the evening period, a cyclist was also observed to travel eastbound across the Alderman Drive zebra crossing and then south across the Edmonton Road zebra crossing. This is again indicative of a movement into the town centre in the morning, and away from the town centre in the evening.

4.2.4. The modest volumes of pedestrians and cyclists do not suggest that the walking and cycling network is currently operating close to capacity.

4.2.5. As noted above, drivers readily appeared to 'give-way' to pedestrians waiting to cross on the 'approach' side to the roundabout, due to the current extent of queuing. This meant that pedestrians had only a minimal wait time before being able to cross into the splitter island / refuge area before attempting to cross the 'exit' side traffic streams. The delays for pedestrians crossing the 'exit' side of the roundabout were more noticeable, due to drivers not being in a queue of slow moving or stationary vehicles and therefore a proportion of vehicles was observed failing to stop when a pedestrian was present.

4.2.6. The large volume of bus routes, plus the Western Line's Henderson train station (approximately 5-7 minutes from walk from the NOR land), mean that public transport is a highly accessible mode of travel to and from a future Justice Facility. 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 identified[5], 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;
- 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 [redacted]nt, 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

[5] 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.

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 eight crashes, three involved a rear end collision, three occurred due to driver changing lanes incorrectly, one was due to incorrect lane use and only one 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 elevated 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 reasonable 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 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 beca[redacted]car park is shown as being less than 60% full at the same time.

4.4.3. On-street parking in the general area is time-limited. Following discussions with Auckland Transport regarding parking availability prior to lodgement of the NoR application, an overview of the available parking in the vicinity of the site has been produced. For this, a crow-fly distance of 500m from the site has been used, on the basis that this represents a comfortable walking distance (approximately a 6-minute walk).

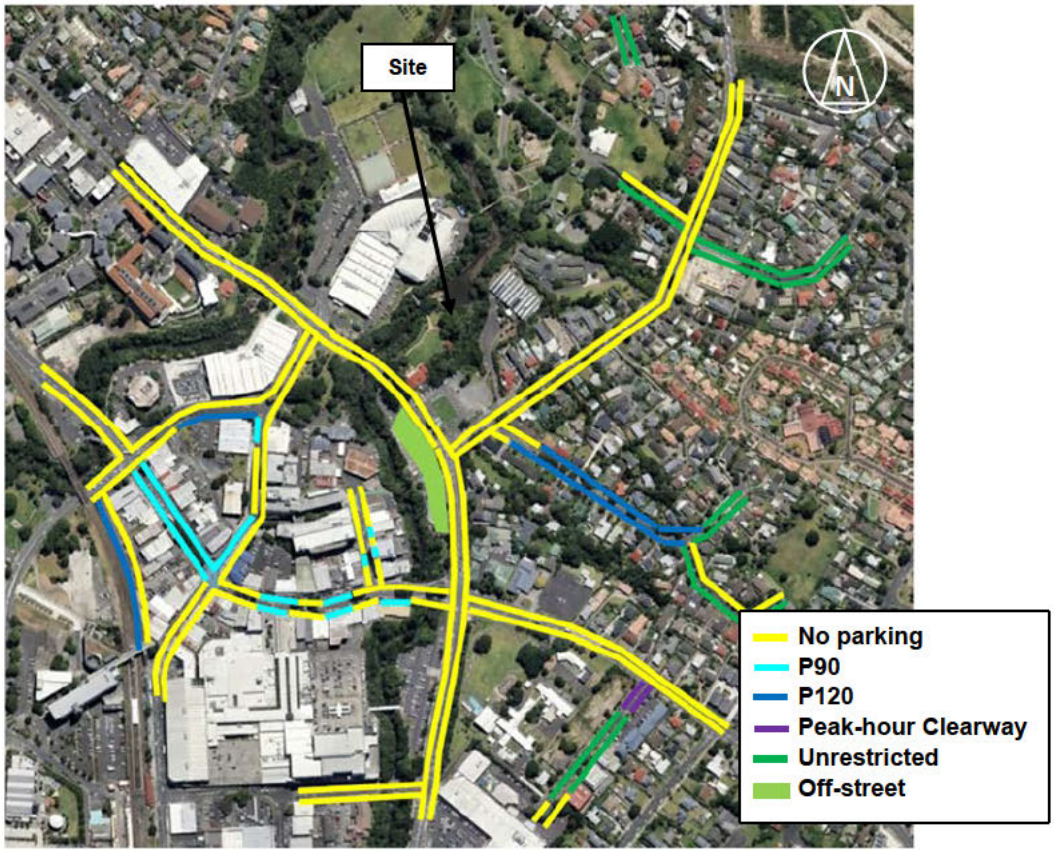



**Figure 8: On-Street Parking within 500m of the Site**

4.4.4. As would be expected, the primary arterial roads in the area do not have parking permitted on them. Within Henderson town centre, parking is generally limited to a 90-minute duration of stay, but a 2-hour stay and some unrestricted parking is also available, generally located towards the east and northeast of the site.

4.4.5. There is also one public off-street car park within 500m, being the Alderman Drive car park opposite the site.

# 5. Proposal

5.1. The NoR will facilitate the construction and operation of the Minister of Justice's new Justice Facility known as the Waitākere District Court – New Courthouse Project, with ten courts plus ancillary administration facilities/offices. The existing Waitākere Courthouse (located on Ratanui Street) will be decommissioned once the new Justice Facility is operational.

5.2. The specific design of the Justice Facility is not known at this stage and will be delivered at the time that an Outline Plan of Works is lodged with Council. The following transportation comments relate to the bulk and location plans prepared to support the NoR application to show how a Justice Facility meeting the operational and functional requirements of the Minister of Justice can be accommodated on the site, and to advice received from the Minister of Justice.

5.3. The bulk and location study does not provide any public car parking within the site. To meet the operational requirements of the Justice Facility, the Minister of Justice requires the following parking and loading areas within the site:

- [redacted]
- 1 loading dock

5.4. The existing vehicle crossing onto Alderman Drive is to be retained to allow for access to The Alderman car park and servicing area. However, access to the Justice Facility is required to be secure, and this cannot be achieved while also permitted general access along the ROW for patrons of The Alderman. Accordingly, the bulk and location study does not provide vehicle access to the Justice Facility via the existing Alderman Drive vehicle crossing.

5.5. A future Justice Facility could be designed to enable an access further to the south onto Alderman Drive, but this would like[redacted]afety and operation of the pedestrian crossing, and affect queueing at the roundabout. Hence, the bulk and location study does not provide for Justice Facility vehicular access 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. One outcome of the NoR is that the existing vehicular access between the site and the Korean Presbyterian Church will be closed and all access will instead be via the church's access leg onto Edmonton Road. This is discussed further below.

5.8. [redacted]

[redacted]

5.9. [redacted]

[redacted]

[redacted]

[6] As specified in NZTA RTS18 'On-Road Tracking Curves for Heavy Vehicles'

# 6. Traffic Generation and Distribution

## *6.1. Traffic Generation*

6.1.1. The indicative traffic generation of a future Justice Facility has been derived from information provided by the Minister of Justice.

6.1.2. The majority of traffic movements generated by a 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:

[redacted]

6.1.4. In terms of the general operation of th[redacted]

[redacted]

6.1.5. [redacted]

6.1.6. Data has been provided by the Minister with respect to the number of visitors at the existing courthouse. This shows that during August and September 2024, the 85th percentile number of people that visited during the day was 540 people (this figure excludes staff trips).

### *6.2. Trip Distribution*

6.2.1. The distribution of travel associated with a future Justice Facility 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.

[redacted]

# 7. Effects on the Transportation Networks

## *7.1. Roading 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:

7.1.2. [redacted]

7.1.3. Furthermore, if the site reverted to a larger car park (as has operated in the past), then considerably more than 32 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, a future 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 (based on the April 2025 surveys). As such, the traffic generation of the site is highly unlikely to be noticeable to road users 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. With that in mind, it is not considered necessary to re-run the model of the Edmonton Road / Alderman Drive roundabout. The extremely low change in traffic volume means that the difference in performance will be [redacted]. Additionally, traffic volumes on all parts of the roading network vary on a day-to-day basis due to variations in road users travel behaviours. When operational, the expected numbers of vehicle movements to and from the Justice Facility lie well within this daily variation for the frontage roads.

7.1.7. 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 at the site accesses. There are no reasons to anticipate that left-turning movements into or out of the site would experience significant delays, and in respect to the left-out movement, gaps in the eastbound traffic stream on Edmonton Road will be created through the natural operation of the roundabout into which vehicles exiting the site can manoeuvre

7.1.8. On-site observations showed that when a driver was turning right into the existing vehicle crossing to The Falls car park, 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. It can be expected that this same behaviour would continue with a Justice Facility established on the site.

7.1.9. 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 will create gaps, and it is also likely that right-

turning, exiting vehicles will be able to make use of the existing 'keep clear' marking, with westbound drivers on Edmonton Road stopping and letting drivers exit the site

7.1.10. 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.

7.1.11. An outcome of the NoR is that the vehicular access between the Korean Presbyterian Church of Auckland site and the site will be closed. This will result in all church traffic using the access leg between the church site and Edmonton Road. A review of the church website shows that activities at the church generally occur in the weekday early mornings, at 11am and in late evenings, and on Sundays. The proposed Justice Facility will only be operating at one of these times (11am on weekdays) but this is outside the peak hours on the adjacent road network, meaning that any minor diversion of traffic resulting from the inability to pass through the NoR site is highly unlikely to adversely affect roading capacity.

7.1.12. It is also not expected that there would be conflict arising between vehicles at the church vehicle crossing and the closest site vehicle crossing, due to the busiest times of the two activities not coinciding.

### *7.2. Non-Car Modes of Travel*

7.2.1. The development of 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. In order to travel to the existing courthouse, people travelling by non-car modes will presently be travelling to Henderson town centre by bus or train, and then travelling north or northwest to the existing courthouse. The same overall travel pattern would be evident for the proposed Justice Facility, but with people instead travelling northeastwards to the site. The crow-fly distance between the train station and the existing courthouse is 320m compared to 490m for the proposed Justice Facility. This e[redacted]al walking time of under 2.5 minutes[7], which is not considered to be significant.

7.2.3. Due to this close proximity of the existing and proposed sites, it is not considered that there will be a large or material change in the way that people travel. As such, it is not considered that there will be a large or material change in the demand for public transport – in essence it is expected that staff and visitors who use a non-car mode of transport to travel to the existing courthouse will use the same transport mode to travel to the proposed site.

7.2.4. As set out above, there are extensive public transport services within a short walking distance of the site. These will continue 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, as they presently do for the existing courthouse.

7.2.5. Once a public transport user exits the vehicle, they become a pedestrian. However all of the public transport routes in the vicinity are well-connected to the site by means of footpaths, and

[7] 170m at 1.2m/s, equals 2.35 minutes

based on the survey work carried out, these all have sufficient capacity to accommodate increased walking demand in the local area due to future users of the Justice Facility.

7.2.6. 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. As set out above, the queues on the 'approach' side to the zebra crossings means that drivers readily give-way to pedestrians waiting to cross and then rejoin the queue of traffic ahead of them. Consequently it is not expected that an increase in crossing movements will adversely affect the capacity of the roundabout.

7.2.7. While one part of the crossing movement involves the approach side to the roundabout, the other part of the crossing is across the exit from the roundabout. This then means that a queue of vehicles exiting the roundabout temporarily forms while a pedestrian crosses. The zebra crossings are located one vehicle length from the circulating carriageway of the roundabout, and there is therefore limited storage capacity for those queuing vehicles. Site observations showed that this queue already extends onto the roundabout itself, although it rapidly clears once pedestrians have exited the crossing.

7.2.8. When the Justice Facility is established and operating, it is likely that the queues will form more frequently due to increased pedestrian numbers, but will similarly disperse quickly as they do at present. Consequently, it is considered that the increased volume of crossing pedestrians will be able to be effectively accommodated.

### *7.3. Road Safety*

7.3.1. Based on the review of the road safety records set out above, the operation of a 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 unrelated to road user error, and of the remaining eight crashes, these demonstrated a range of different contributing factors and/or occurred in different locations.

7.3.2. Three crashes occurred when eas[redacted]monton Road were merging from two lanes into one, and this location is close to the indicated 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 shown on the bulk and location study, and appropriate queuing space such that vehicles entering the site will not obstruct passing traffic. On this basis, it is not considered that the operation of a Justice Facility on the site will give rise to adverse road safety effects.

### *7.4. Car and Cycle Parking*

7.4.1. Given that the bulk and location study does not provide any car parking on the site, any effects of car parking will be associated with parking activities in the surrounding and dispersed parts of Henderson Town Centre. However, as the site remains within a viable walking distance (5-7 minutes) of numerous high-quality public transport services, it is not expected that the relocation of the Courthouse will significantly increase the proportion of staff and visitors that choose to use a car to travel.

7.4.2. Once a car driver has left their vehicle, they become a pedestrian when travelling the final leg of their journey to the site. Pedestrian movements are considered above.

7.4.3. Car parking for the existing Courthouse (in Ratanui Street) is presently occurring within Henderson town centre, 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).

7.4.4. Parking areas within 500m of the site are shown on Figure 8 above. While some areas are time limited to 90 or 120 minutes (and these may be suitable for attendees at the Justice Facility, depending on the nature of their visit), the majority of the roads where parking is permitted have no time restrictions. Consequently, these areas are able to accommodate car parking should attendees choose to travel using private vehicles.

7.4.5. Because the site is available to the public, the Building Act requires that an appropriate number of mobility spaces is provided. The specific number and location of these is a matter to be addressed through the Outline Plan of Works, but there appears to be potential for these to be located on the northern side of the site and accessed via Alderman Drive.

7.4.6. It is also considered that the provision of cycle parking is an important element of supporting transport choices for those working and visiting the site. The number, design and location of these is a matter for detailed design as part of the Outline Plan of Works. However a preliminary assessment has been carried out as to the number of spaces likely to be required.

7.4.7. NZTA Research Report sets out that the practical parking demand is the 85$^{th}$ percentile 'satisfaction'. As noted above, data provided for the activity of the current courthouse shows that during August and September 2024, the 85$^{th}$ percentile number of people that visited during the day was 540 people.

7.4.8. Allowing for people to cycle for up to 3km to the site, the potential cycling area encompasses the Statistical Areas 3 of Henderson, Te Atatū South, Glendene, and Sunnyvale.

7.4.9. The census does not collect information on the way that people attend courts, but the most recent census shows that for travel to work, cycling comprised 0.6%, 1.1%, 0.5% and 0.5% respectively.

7.4.10. For travel to education, it can reasonably be expected that there is a bias towards students who cannot drive and therefore this would represent an upper limit to cycle mode share. For the areas listed above, travel to education by cycle cycling comprised 1.1%, 1.5%, 0.7% and 0.7% respectively.

7.4.11. Applying the largest of these percentages (1.5%) then this suggests that cycle parking for 8 visitors should be provided to meet the 85$^{th}$ percentile demand. However it is recognised that efforts are underway to increase cycle modal share, and therefore the proposal is to allow for three times as many people to cycle as at the last census. Consequently a condition is proposed that at least 20 cycle parking spaces will be provided for visitors. In passing this ratio (4-5% of visitor trips being made by cycle) is the same as on other recent Notices of Requirement sought by the Minister (such as at Whanganui).

7.4.12. In respect of staff parking, an equal number of cycle parking spaces is proposed as for visitors, again reflecting the approach of the Minister in other locations and to support non-car travel choices. Thus a condition is proposed that at least 20 cycle parking spaces will be provided for staff.

# 8. Unitary Plan Matters and Notice of Requirement Conditions

## *8.1. Introduction*

8.1.1. The Unitary Plan sets out a number of Objectives and Policies that are relevant to the proposal. These are summarised and discussed below.

## *8.2. Unitary Plan Policies*

*8.2.1. Policy (1): Require development … to manage adverse effects on and integrate with the transport network by measures such as travel planning, providing alternatives to private vehicle trips, staging development or undertaking improvements to the local transport network.*

8.2.1.1. The site is well-located with regard to the ability to travel by non-car modes of transport, particularly with regard to its proximity to existing bus and train services focussed on Henderson town centre just to the west. There are existing pedestrian crossing facilities located on the two frontage roads to support safe road crossing movements. These therefore create high-quality alternatives to private car travel.

*8.2.2. Policy (2): Require major proposals for discretionary consent to prepare an integrated transport assessment including provision for pedestrians, cyclists, public transport users, freight and motorists.*

8.2.2.1. The report has been prepared ensure that to all matters relating to travel to and from the site have been considered and assessed.

*8.2.3. Policy (3): Manage the number, location and type of parking and loading spaces, including bicycle parking and associated end-of-trip facilities to support … the safe, efficient and effective operation of the transport network, the use of more sustainable transport options, the functional and operational requirements of activities, the efficient use of land, the recognition of different activities [redacted] haracteristics, and the efficient use of on-street parking.*

8.2.3.1. To support the safe and efficient use of the transport networks, and to encourage sustainable transport options, no allowance has been made for the site to provide car parking spaces for the visitors to the future Judicial Facility. This will support the use of the nearby public transport routes, as well as ensuring that the function of the Arterial Roads adjacent to the site are protected through minimising the extent to which vehicles turn onto or from the site. It is recommended that this is addressed through a condition that:

- No public parking shall be provided on the site unless a further assessment is undertaken by a suitably qualified traffic engineer which confirms that this will not have adverse effects on the surrounding transportation networks.

8.2.4. *Policy (6): Provide for flexible on-site parking in the Business – Metropolitan Centre Zone … by not providing limits on parking for subdivision, use and development other than for office activities, education facilities and hospitals. Encourage activities providing no or reduced on-site parking (other than other for accessible parking) where it will enable better built form outcomes.*

8.2.4.1. As set out above, it is not expected that the future Justice Facility will provide on-site parking for visitors, but it is recognised that Courts are a specified activity within the Building Act and therefore mobility spaces are required. It is recommended that a condition is put in place that:

- The Justice Facility shall have access to an adequate number of accessible parking spaces, in a location that provides an Accessible Route to the main public entrance to the building. For the avoidance of doubt, these spaces can include existing or proposed accessible parking spaces in the public road reserve, subject to the approval of the relevant road controlling authority.

8.2.4.2. The nature of the facility means that a number of parking spaces will be required for the judiciary and for some staff, and the effects of these vehicles have been considered previously in this report.

8.2.5. *Policy (9): Provide for flexible approaches to parking, which use land and parking spaces more efficiently, and reduce incremental and individual parking provision.*

8.2.5.1. As noted above, the site is only expected to provide spaces for the judiciary and for some staff, and general public/visitor parking is not expected.

8.2.6. *Policy (14): Support increased cycling and walking by requiring larger developments to provide bicycle parking, requiring end-of-trip facilities, and providing for off-road pedestrian and bicycle facilities to complement facilities located within the road network.*

8.2.6.1. In order to support cycling to the site, a condition is recommended that:

- At least 20 cycle parking s[redacted]ided for visitors and 20 cycle parking spaces for staff. This can i[redacted]arking can be provided within the road reserve directly adjacent to the site, subject to the approval of the road controlling authority. This detail shall be determined at time of Building Consent.

8.2.6.2. Walking to the site is supported via the existing pedestrian crossing facilities on the two frontage roads which connect to the existing public transport networks in the area.

8.2.7. *Policy (15): Require access to loading facilities to support activities and minimise disruption on the adjacent transport network.*

8.2.7.1. The nature of the future Justice Facility means that loading and unloading will be limited. However in view of the Arterial Road status of the frontage roads, it is important that loading does not obstruct through traffic. It is therefore recommended that a condition is put in place that:

- No service vehicle or refuse collection vehicle shall be required to load or unload from a location that obstructs any other vehicle from entering or passing the site unless a further assessment is undertaken by a suitably qualified traffic engineer which confirms that this will not have adverse effects on the surrounding transportation networks.

8.2.8. *Policy (16): Provide for on-site or alternative loading arrangements, including on-street loading or shared loading areas, particularly in locations where it is desirable to limit access points for reasons of safety, amenity and road operation.*

8.2.8.1. The designation would not preclude on-street loading, but in view of the frontage roads both being Arterial Roads, provision is also made to facilitate on-site loading instead (as set out above).

8.2.9. *Policy (17): Require parking and loading areas to be designed and located to: (a) avoid or mitigate adverse effects on the amenity of the streetscape and adjacent sites; (b) provide safe access and egress for vehicles, pedestrians and cyclists; (c) avoid or mitigate potential conflicts between vehicles, pedestrians and cyclists; and (d) in loading areas, provide for the separation of service and other vehicles where practicable having regard to the functional and operational requirements of activities.*

8.2.9.1. The size of the site, and the absence of visitor/public parking means that access safety is supported through ensuring that volumes of turning vehicles are minimised and that those turning to and from the site are familiar with the layout. This therefore supports the safety of all road users passing the site. To support this further, particularly for pedestrians, a condition is recommended that a pedestrian visibility splay is provided.

8.2.9.2. A pedestrian visibility splay for high volumes accesses (more than 200 vehicle movements per day) crossing busy footpaths is set out in Figure 5 of the NZTA guide RTS 6 ('Guidelines for Visibility at Driveways').

8.2.9.3. In this case, it can be expected that vehicle will exit the site at a slow speed (10km/h) and that because it is an urban area, drivers will be alert to the potential to encounter other road users. Allowing for a driver reaction time of 1.5 seconds and a vehicle travelling at 10km/h, applying the Stopping Sight Distance calculation of the Austroads Guide to Road Design Part 3 ('Geometric Design'), a distance of 5m is required for "*a normally alert driver, travelling at the design speed on wet pavement, to perceive, react and brake to a stop before reaching a hazard on the road ahead*".

8.2.9.4. There is no similar stopping distance calculation for a pedestrian, but simply applying the same equation for a pedestrian walking speed of 5km/h indicates that a pedestrian can stop in a distance of 2.5m.

8.2.9.5. On this basis then, the splay of 2.5m width and 5.0m depth set out in RTS 6 is considered to be appropriate. A condition is therefore proposed that:

- Unless further assessment is undertaken by a suitably qualified traffic engineer that confirms the following is not required, any vehicle crossing onto Edmonton Street shall provide either:
    - A pedestrian visibility splay of 2.5m width and 5.0m depth; or
    - An audio-visual method (such as a system that emits an audible tone and/or illuminates a lantern when a vehicle is approaching the vehicle crossing) to alert pedestrians to vehicles about to exit the site

8.2.9.6. With regard to loading, the future layout is capable of separating the different types of vehicles but this can be done through a physical separation or through ensuring that they do not occur at the same time (temporal separation). This is addressed through the proposed condition regarding loading, set out above.

*8.2.10. Policy (18): Require parking and loading areas to be designed so that reverse manoeuvring of vehicles onto or off the road does not occur in situations which will compromise the effective, efficient and safe operation of roads, pedestrian safety and amenity, and safe and functional access.*

8.2.10.1. As the proposal is for an NoR there is no detailed site layout presently proposed. However the internal site layout must ultimately provide a workable and practical solution for the movement of all vehicles into, within and from the site. This includes matters such as ensuring that vehicles can manoeuvre and turn within the site, and have appropriate clearances from any obstructions or structure.

8.2.10.2. In order to address this, a condition is recommended that:

- All vehicles must enter and exit the site in a forward direction, unless further assessment is undertaken by a suitably qualified traffic engineer that confirms reverse manoeuvring onto and from the site will not have adverse effects on the surrounding transportation networks.

8.2.10.3. A condition to address overhead clearances is not considered necessary because appropriate clearances between the ceilings and the roofs of vehicles will be required for the building to be a viable design solution.

*8.2.11. Policy (20): Require vehicle crossings and associated access to be designed and located to provide for safe, effective and efficient movement to and from sites and minimise potential conflicts between vehicles, pedestrians, and cyclists on the adjacent road network.*

8.2.11.1. The alignment of the frontage roads means that suitable sight distances can be provided but as noted above, there are some inherent difficulties with providing a new access via Alderman Drive due to the existing vehicle crossing and the presence of the pedestrian 'zebra' crossing. To ensure that the focus of vehicle movements remains on Edmonton Road, it is recommended that a condition is put in place that:

- The principal operational v[redacted] site must be from Edmonton Road, unless further assessment is undertaken by a suitably qualified traffic engineer that confirms principal operational vehicle access via Alderman Drive is appropriate.

8.2.11.2. Taking into account that Edmonton Road is an Arterial Road, it is also considered appropriate to ensure that the number of access points to/from the road is restricted, through a condition that:

- No more than two vehicle crossings to the site shall be provided on Edmonton Road, unless further assessment is undertaken by a suitably qualified traffic engineer that confirms a greater number is appropriate.

8.2.11.3. If vehicles were somehow obstructed from easily turning into the site, this could result in passing traffic being obstructed and this would compromise the function of the Arterial Road network. To address this, a condition is recommended that:

- Queuing space of at least one vehicle length shall be provided at any vehicle crossing that provides entry to the site (with the vehicle length being determined according to the largest vehicle that is expected to enter the site at that location).

8.2.11.4. The manner in which the queuing space will be achieved will be determined at time of Building Consent.

8.2.11.5. Limiting the width of any site access is also an important aspect of supporting road safety, as it minimises exposure risk particularly for pedestrians. For the land zoning (Business – Metropolitan Centre Zone), a maximum vehicle crossing distance of 6.0m is specified in the Unitary Plan but a condition is proposed that the maximum width for the site is 7m. The rationale for this slightly greater width is related to the size of vehicles expected to use the vehicle crossing, with tracking curve analysis showing that 7m is needed at the site boundary to allow a vehicle carrying persons in custody to pass a car travelling in the opposite direction.

8.2.11.6. The extra 1m width is not considered to present an elevated risk to pedestrians passing the site, as it could be crossed in less than a second, plus the number of vehicles entering and exiting the site will be low.

8.2.11.7. Consequently a condition is recommended that:

- No vehicle crossing shall be more than 7m wide measured at the site boundary, and shall be separated from any other vehicle crossing by at least 1.8m (measured at the site boundary) unless further assessment is undertaken by a suitably qualified traffic engineer that confirms a greater vehicle crossing width or closer proximity to an adjacent vehicle crossing will not have adverse effects on the surrounding transportation networks.

*8.2.12. Policy (21): Restrict or manage vehicle access to and from sites adjacent to intersections, adjacent motorway interchanges, and on arterial roads, so that the location, number, and design of vehicle crossings and associated access provides for the efficient movement of people and goods on the road network; and any adverse effect on the effective, efficient and safe operation of the motorway interchange and adjacent arterial roads arising from vehicle access adjacent to a motorway interchange is avoided, remedied or mitigated.*

8.2.12.1. In order to ensure that the location of any access onto Edmonton Road takes into account the presence of the Edmonton Road / Takapu Street intersection, and also supports pedestrian safety by having a suitable separation from the existing pedestrian 'zebra' crossing, it is recommended that the following condition is put in place:

- No vehicle crossing on Edmonton Road shall be located to the southwest of the mid-point of the Edmonton Road / Takapu Street intersection, unless further assessment is undertaken by a suitably qualified traffic engineer that confirms the construction of a vehicle crossing in this location is appropriate.

### *8.3. Other Proposed Conditions*

8.3.1. To adequately respond to the transport related requirements of the Justice Facility, the following additional condition is recommended:

- A Construction Traffic Management Plan must be prepared and submitted to Council for approval by the relevant road controlling authority prior to any construction activities commencing.

### *8.4. Summary*

8.4.1. It is considered that the activities enabled by the designation will be adequately managed through proposed conditions to achieve consistency with the outcomes anticipated by the Objectives and Policies of the Unitary Plan.

# 9. Conclusions

9.1. This report has identified, evaluated and assessed the various transport and access elements of a a future Justice Facility at 14 Edmonton Road in Waitākere.

9.2. An NoR is to be lodged for the site, and this will therefore require an Outline Plan of Works to be produced for the layout at a future time. Consequently there is currently no fixed layout for the proposal, and therefore there is some degree of inherent flexibility in the analysis presented, which is based on bulk and location plans produced by Architectus.

9.3. However based on the assessment undertaken, 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 a future Justice Facility is similar to that of the existing car park usage, and is much lower than could occur if the site was to be fully used as a car park as has occurred in the past.

9.4. 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. Given this, it is not expected that a future Justice Facility will result in an increase in car use compared to the existing Courthouse.

9.5. Parking activity associated with the existing Waitākere Courthouse is presently occurring within the town centre, and it is likely that this will continue. However there are also on-street parking locations within 500m of the site.

9.6. Travel to and from a future Justice Facility will necessarily increase the extent to which the existing pedestrian ('zebra') crossings on Edmonton Road and Alderman Drive will be used. These effects have been evaluated and it is not considered that this increase in crossing activity will have a material effect on the operation of the Edmonton Road / Alderman Drive roundabout.

9.7. The crash history in the vicinity of t[redacted]ate there would be any adverse safety effects from the proposal. Despite carrying high traffic flows, the Alderman Drive / Edmonton Road roundabout has a reasonably good road safety record, and the design can make provision for appropriate sight distances and queuing space at the vehicle crossings serving the site.

9.8. To achieve consistency with the outcomes anticipated by the Objectives and Policies of the Unitary Plan and adequately mitigate potential traffic safety and efficiency effects:

- No public parking shall be provided on the site unless a further assessment is undertaken by a suitably qualified traffic engineer which confirms that this will not have adverse effects on the surrounding transportation networks.
- The Justice Facility shall have access to an adequate number of accessible parking spaces, in a location that provides an Accessible Route to the main public entrance to the building. For the avoidance of doubt, these spaces can include existing or proposed accessible parking spaces in the public road reserve, subject to the approval of the relevant road controlling authority.
- At least 20 cycle parking spaces shall be provided for visitors and 20 cycle parking spaces for staff. This can include visitor cycle parking provided within the road reserve directly adjacent to the site subject to the approval of the road controlling authority. This detail shall be determined at time of Building Consent.

- No service vehicle or refuse collection vehicle shall be required to load or unload from a location that obstructs any other vehicle from entering or passing the site unless a further assessment is undertaken by a suitably qualified traffic engineer which confirms that this will not have adverse effects on the surrounding transportation networks.
- Unless further assessment is undertaken by a suitably qualified traffic engineer that confirms the following is not required, any vehicle crossing onto Edmonton Street shall provide either:
    - A pedestrian visibility splay of 2.5m width and 5.0m depth; or
    - An audio-visual method (such as a system that emits an audible tone and/or illuminates a lantern when a vehicle is approaching the vehicle crossing) to alert pedestrians to vehicles about to exit the site
- All vehicles must enter and exit the site in a forward direction, unless further assessment is undertaken by a suitably qualified traffic engineer that confirms reverse manoeuvring onto and from the site will not have adverse effects on the surrounding transportation networks.
- The principal operational vehicle access to the site must be from Edmonton Road, unless further assessment is undertaken by a suitably qualified traffic engineer that confirms principal operational vehicle access via Alderman Drive is appropriate.
- No more than two vehicle crossings to the site shall be provided on Edmonton Road, unless further assessment is undertaken by a suitably qualified traffic engineer that confirms a greater number is appropriate.
- Queuing space of at least one vehicle length shall be provided at any vehicle crossing that provides entry to the site (with the vehicle length being determined according to the largest vehicle that is expected to enter the site at that location).
- No vehicle crossing shall be more than 7m wide measured at the site boundary, and shall be separated from any other vehicle crossing by at least 1.8m (measured at the site boundary) unless further assessment is undertaken by a suitably qualified traffic engineer that confirms a greater vehicle crossing width or closer proximity to an adjacent vehicle crossing will not have adverse effects on the surrounding transportation networks.
- No vehicle crossing on Edmonton Road shall be located to the southwest of the mid-point of the Edmonton Roa[redacted]tersection, unless further assessment is undertaken by a suitably qualified traffic engineer that confirms the construction of a vehicle crossing in this location is appropriate.
- A Construction Traffic Management Plan must be prepared and submitted to Council for approval by the relevant road controlling authority prior to any construction activities commencing.

9.9. In summary, it is considered that the site is suitable for development as a future Justice Facility serving the Waitākere community. It is considered that there are no transportation-related reasons which would preclude the NoR from being confirmed, and overall, subject to recommended conditions being incorporated, it is considered that any potential adverse transportation-related effects related will be less than minor.

Carriageway Consulting Limited

Don McKenzie Consulting Limited

August 2025

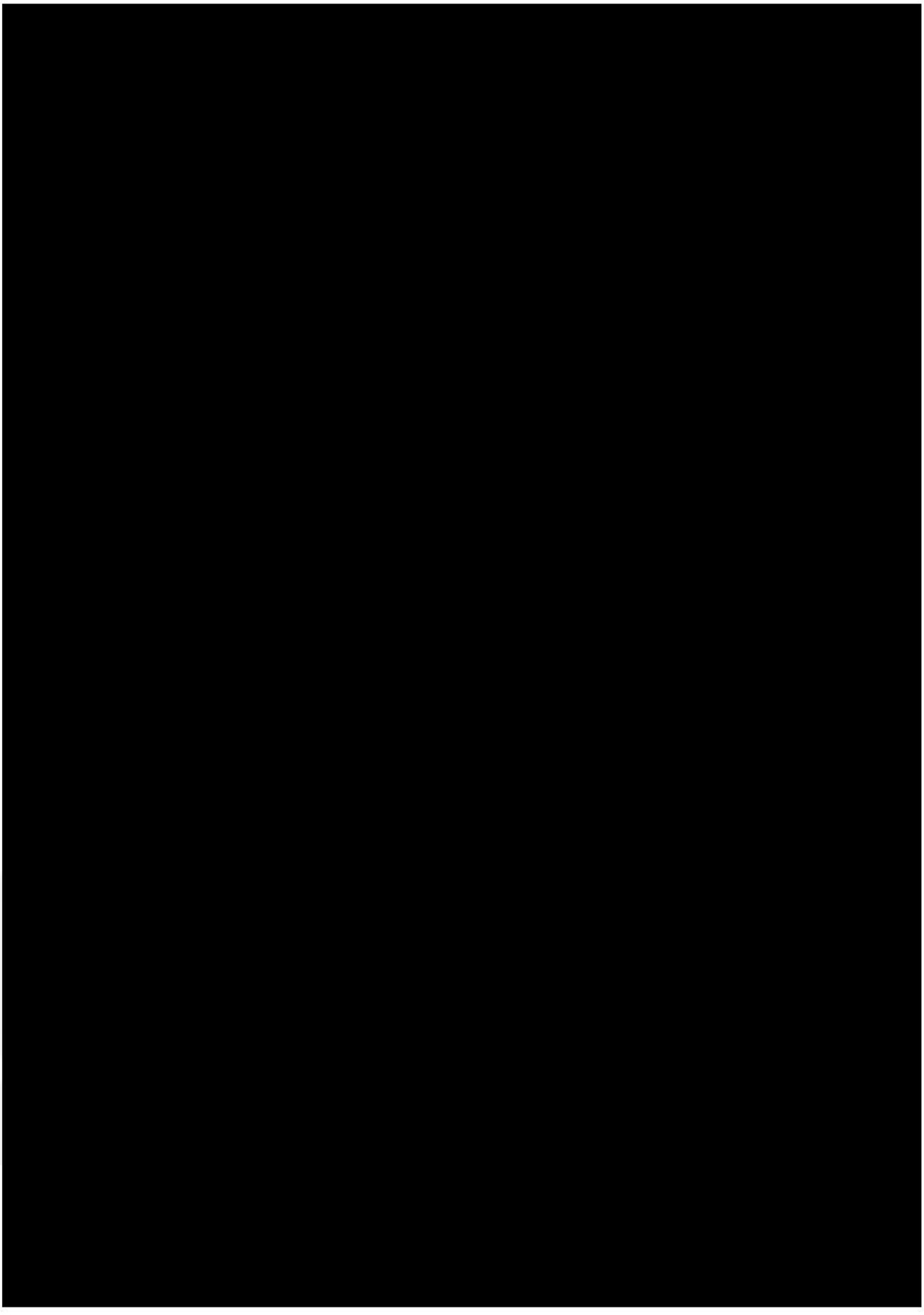
# Appendix A

## Qualifications and Experience of Report Authors

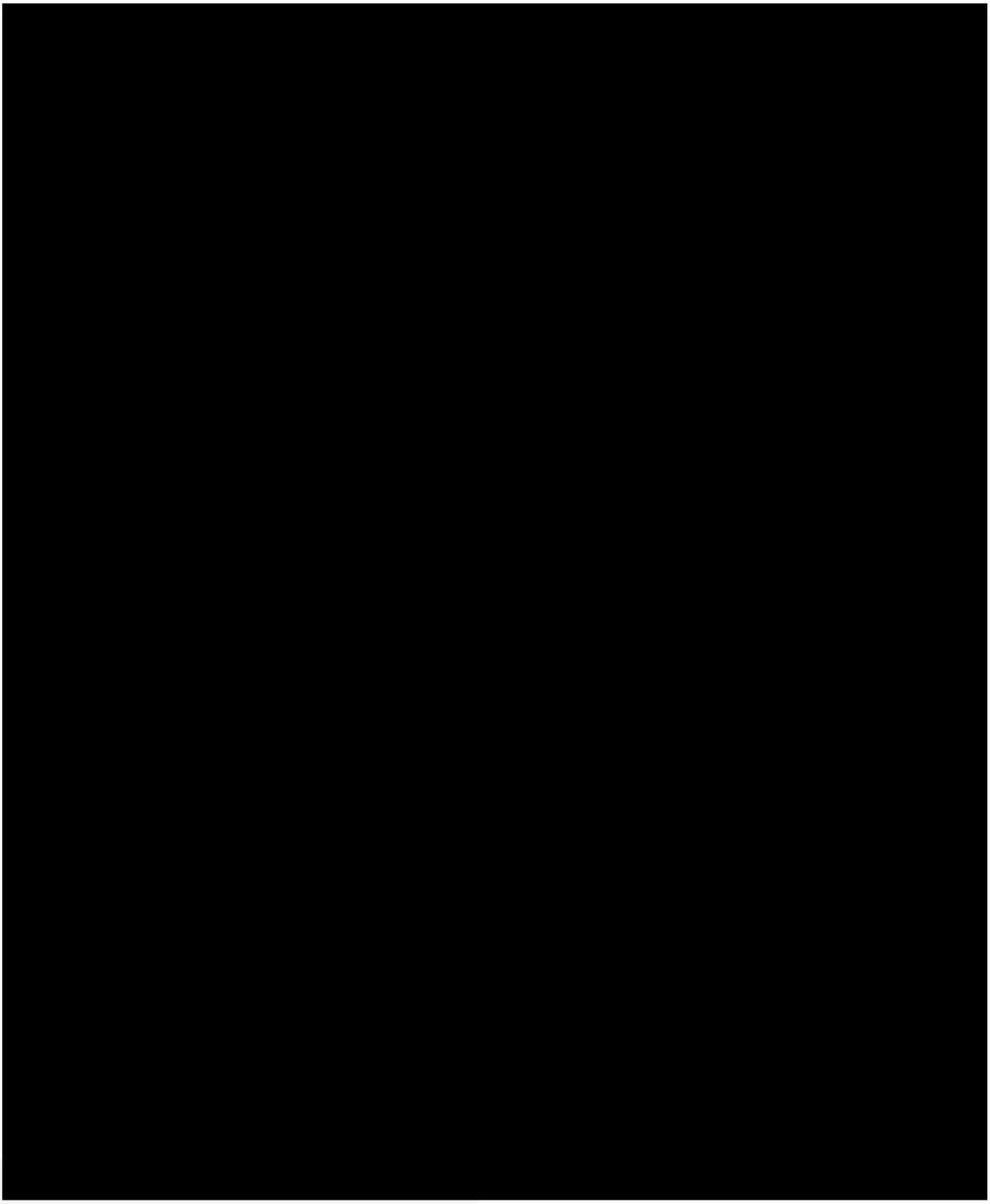
DON McKENZIE CONSULTING

CARRIAGEWAY CONSULTING

## Qualifications and Experience



## Qualifications and Experience



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