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From: Melanie Parsons

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SUBJECT: Proposed Papakura District Courthouse (New) – Pre-application Transport Assessment



1. INTRODUCTION

The Ministry of Justice (MOJ) have engaged Gray Matter Limited to provide an Integrated Transport Assessment (ITA) to support their application.

The purpose of this memo is to inform discussion at the pre-application meeting by providing:

- = An outline of the transport aspects of the proposal
- = High-level comments on how the proposal adequately responds to traffic generation, access and parking demand (vehicle and bike).

2. TRANSPORT ASPECTS OF THE PROPOSAL

The transport aspects of the proposal are as follows:

- = Existing courthouse transport demand and trip generation will transfer to proposed site, based on:
 - The proposal has same number of staff and judges as the existing courthouse.
 - The proposal is expected to attract the same number of visitors as the existing courthouse.
- = Estimated trip generation is:
 - 487 veh/day and 92 veh/hr in a peak hour.
 - Allowing for minor increase in private vehicle trips due to increased distance from public transport, the provision of on-site parking and free unrestricted on-street parking in the vicinity, the estimated mode split is:
 - 95% private vehicle trips (approx. 10% increase from current estimate of 88% mode share from Census data)
 - 5% walking and public transport (Census data indicates 0% of trips by cycling).
- = The daily traffic volume on Elliot Street is expected to increase by approximately 4% to around 13,310 vehicles per day.
- = New vehicle crossing 8.0m wide at boundary to accommodate swept path of trucks, allow two-way movement of vehicles and match width of internal access.
- = The two existing vehicle crossings (each approx. 7.7m wide) will become redundant and will be reinstated with kerb, berm and footpath to tie into existing.

- = On-site parking is proposed as follows:
 - Secure fenced area containing:
 - 31 parking spaces for staff
 - 6 parking spaces for judges
 - Visitor parking area containing:
 - 29 parking spaces for visitors (including 2 accessible spaces with ramp access to entrance)
 - 1 loading space for courier /delivery van.
- = Estimated visitor car parking demand is 84 vehicles (based on an estimated 28 visitor vehicles arriving to the site in a peak hour and assuming an average duration of stay of 3 hours).
- = There is sufficient on-street parking within a 5-minute walk of the proposed site.
- = Cycle parking provisions:
 - 5 visitor spaces and 3 secure spaces required (based on 760m² of office space and 890m² of public space).
 - Proposal includes
 - 4 secure spaces at rear for staff (2 double-sided racks).
 - 8 visitor spaces at front entrance (4 double-sided racks).
- = End of journey facilities provided for staff – at least one shower and change area is provided in accordance with AUP(OP) requirement and additional space for gear storage provided at staff entrance.
- = Pedestrian access via two connections to street – one at public entrance, one at carpark entrance.
- = Pedestrian refuge crossing on Elliot Street, 40m south of the site with excellent sight distance.
- = Loading space not required for the activity, but the following provisions are included:
 - A loading space for a courier/delivery van will be provided in the front visitor carpark.
 - Layout of rear carpark provides a turnaround area for an 8m medium rigid truck (Police/Corrections transport trucks and fortnightly secure document destruction service).
 - Vehicle tracking shows 8m medium rigid truck access to Sallyport secure area, which provides adequate space for safe manoeuvring within the site.
 - All design vehicles (8m medium rigid truck) can exit the site in a forward direction.
 - Check vehicle (11.5m large rigid truck, e.g. fire truck) must reverse from the site.
 - Rubbish/recycling collection will be via Auckland Council kerbside collection, with staff responsible for placing bins at kerb.