

**Before Independent Commissioner Appointed by the Wellington City Council**

**In the matter of**            The Resource Management Act 1991

**And**

**In the matter of**            An application by **Wellington International Airport Ltd** of a Notice of Requirement to designate land for Airport Purposes known as the Main Site NOR.

**And**

**In the matter of**            An application by **Wellington International Airport Ltd** of a Notice of Requirement to designate land for Airport Purposes known as the East Side Area NOR.

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**JOINT WITNESS STATEMENT**

**TRAFFIC**

**DATED: 17 MAY 2021**

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## **Introduction**

1. This Joint Witness Statement (**JWS**):
  - (a) Relates to traffic and transportation matters associated with the Main Site NOR and the East Side Area NOR;
  - (b) Reports on the outcome of expert conferencing between the two traffic experts, Mr Georgeson for the Requiring Authority and Mr Spence for the Wellington City Council.
2. The expert conference was held on 10 May 2021.
3. The experts involved have read Appendix 3 of the Environment Court Practice Note and confirm compliance with it.
4. In particular (and as set out in paragraphs 1(a) and (b) of Appendix 3):
  - (a) The witnesses acknowledge the JWS is to clearly record the issues agreed and not agreed, between them. Succinct reasons are to be captured in the JWS. This will assist all parties and the decision-makers in focussing on the matters that remain in dispute and the significance of them;
  - (b) Expert conferencing is not a forum in which compromise or a mediated outcome between the experts is anticipated. Unlike mediation, the “aim” is not resolution. Rather, the aim is clear identification of and narrowing of points of difference.
5. The transportation topics discussed at the expert conferencing involved:
  - (a) The Let’s Get Wellington Moving initiative;
  - (b) Public Transport at the Airport;
  - (c) Public Access through the Airport; and
  - (d) Carparking beyond the Airport.
6. The points discussed and matters agreed and not agreed in respect of each topic are set out next.

## **Let's Get Wellington Moving**

7. The Let's Get Wellington Moving (**LGWM**) programme of recommended investment is aimed at achieving a transport system and modal shift that moves more people, goods and services, with fewer vehicles. The programme includes a suite of initiatives to support growth and improve journeys between the Wellington CBD and the Airport and eastern suburbs.
8. One of the key measures of the programme is the proposed Mass Rapid Transit (**MRT**) system, intended to deliver high capacity, fast and reliable journey times to and from the Airport. The Requiring Authority continues to investigate options to incorporate MRT as part of its ongoing masterplanning.
9. The experts agree that ongoing growth at the Airport is consistent with the objectives and outcomes of LGWM. That is, to consolidate growth at key nodes, linked by MRT, to support a shift to other travel modes.
10. The experts are aware that the Requiring Authority is a key participant in the LGWM programme, and is actively engaging with the LGWM partners to provide up to date forecasts and expectations. In return, LGWM has been updating the project transport modelling to take account of the latest forecasts.
11. The experts agree that the Requiring Authority has a key role in continuing to work closely with LGWM.

## **Public Transport**

12. The Requiring Authority established a public transport hub within the ground floor of the new multi-storey carparking building. That hub is capable of delivering good public transport mode share.
13. The experts agree that public transport operated successfully at the Airport, with the Airport Flyer attracting an approximate 5% mode share, until it ceased operating to and from the Airport in November 2020.
14. The experts are aware that the Requiring Authority and the Greater Wellington Regional Council are in active consultation to achieve a return for buses.
15. The experts agree that the Airport's public transport hub provides the necessary infrastructure for an immediate return of bus transport.

## **Through Route**

16. The Requiring Authority currently permits public access through the private land holdings of the Airport between Stewart Duff Drive and Moa Point Road.
17. The experts understand that the Requiring Authority has no current plans to remove through-access.
18. Mr Spence seeks that the Wellington City Council works more closely with the Requiring Authority to explore the potential for greater security of public access. He accepts that the road through the Airport is not a public road and that the Airport bylaws provide legal authority to restrict use of the roads.
19. Mr Georgeson is of the view that Wellington City Council could seek to establish a designation to achieve legal access over the Airport's land. Mr Spence agrees this could be an option, but considers that a negotiated approach would be more appropriate.

## **Carparking**

20. The experts agree that the Requiring Authority currently has an on-site parking supply that has substantial capacity for growth.
21. The experts agree that some people choose not to park at the Airport and rather chose to use street parking in nearby areas of Miramar South.
22. In 2017, Wellington City Council identified that although not the only contributor to local parking demand, Airport-related parking was causing a significant impact on local streets in Miramar South. In response, Wellington City Council introduced a 24-hour parking scheme across a number of streets extending for about a 10-minute walk north of the Airport, to regulate long-stay street parking.
23. Since then, the Requiring Authority has opened the multi-storey carpark building providing circa 1000 extra parking spaces.
24. The experts understand that the Requiring Authority accepts there is a need for parking information to be shared with Wellington City Council, and that the following condition is volunteered by the Requiring Authority:
  23. On an annual basis, the Requiring Authority shall submit to the Wellington City Council a report describing the current status of Airport car parking demand and supply. The

report shall include a description of traffic management and car parking within the Airport environs, and an overview of any planned changes or improvements in order to improve the efficiency and effectiveness of the provisioning for car parking within the Airport. Consideration of the efficiency and effectiveness of car parking shall include identification of actions or strategies the Requiring Authority could practicably implement to reduce airport related car parking effects occurring beyond the Requiring Authority's designation.

25. The experts agree that this condition acknowledges the responsibility the Requiring Authority takes for providing carparking and making ongoing improvements within the Airport to ensure effectiveness.
26. Mr Spence is of the view that the Requiring Authority should co-operate in managing parking effects external to the Airport and develop a joint working approach with Wellington City Council.
27. Mr Georgeson is of the view that the above volunteered condition provides the basis for the Requiring Authority to make changes within the areas of its control within the designation, to manage parking effects external to the Airport. He understands that Council's regulation of external parking using time restrictions has proven effective to date.

**Signed**

**M Georgeson**



**S Spence**

