

**Before an Independent Hearing Panel
Appointed by Wellington City Council**

In the Matter of the Resource Management Act
1991

And

In the Matter of a Notice of Requirement to
designate land for Airport Purposes
known as the Main Site NOR.

And

In the Matter of a Notice of Requirement to
designate land for Airport Purposes
known as the East Side Area NOR.

**Statement of Evidence of
Mark Georgeson
for Wellington International Airport Ltd**

Dated: 5 May 2021

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INTRODUCTION

Qualifications and Experience

1. My name is Mark Grant Georgeson. I am a Chartered Professional Engineer and hold a Bachelor of Civil Engineering degree from the University of Auckland. I am:
 - (a) a Member of Engineering NZ and its specialist Transportation Group;
 - (b) an International Professional Engineer;
 - (c) a Member of the Institute of Transportation Engineers USA;
 - (d) a Member of the Institute of Public Works Engineering Australasia;
 - (e) a Member of the NZ Parking Association; and
 - (f) an Associate Member of the NZ Planning Institute.

2. For the last 29 years I have worked as a traffic engineer with Stantec New Zealand (previously Traffic Design Group Ltd), practicing as a traffic engineering specialist throughout New Zealand. I am currently the Transport Operations Leader for Stantec in New Zealand.

Code of Conduct Statement

3. While this is not an Environment Court hearing, I nonetheless confirm that I have read the Code of Conduct for Expert Witnesses issued as part of the Environment Court Practice Notes. I agree to comply with the Code and am satisfied that the matters which I address in my evidence are within my field of expertise. I am not aware of any material facts that I have omitted which might alter or detract from the opinions I express in my evidence. I understand that I have an overriding duty to assist the hearing in an impartial manner and that I am not an advocate for the party which has engaged me.

Scope of Evidence

4. In this matter, I have been asked by Wellington International Airport Limited (**WIAL**) to present my views and findings in respect of the transportation needs and effects of the proposed Notice of Requirements (**NORs**), specifically as

they relate to the capacity and performance of the wider transport network that serves the Airport. I have focused primarily on the East Side Area (**ESA**) NoR, given this will essentially enable the expansion of the Airport and its associated activities.

5. I am fully familiar with Wellington Airport (**Airport**) and the surrounding road network providing access to it, having been involved in both the planning and implementation of many landside changes at the Airport over the last 20 years. My evidence here is based on the findings of the work undertaken by myself and my company through the period of the last 18-months, including inputs to the 2040 Masterplan and analysis of forward growth in the context of the Let's Get Wellington Moving (**LGWM**) programme.
6. In preparing this evidence, I have reviewed the following (in so far as they are relevant to my area of expertise):
 - (a) The two NOR and associated Assessment of Environmental Effects (**AEE**) documents;
 - (b) Information provided by WIAL in response to requests issued by Council for the NOR;
 - (c) The reports and statements of evidence of other witnesses giving evidence on behalf of WIAL;
 - (d) Submissions; and
 - (e) The section 42A report and its appendices;
7. I have structured my evidence as follows, to:
 - (a) Provide a high-level overview of the ESA NOR from a transport perspective;
 - (b) Describe the existing transport environment and responsibilities;
 - (c) Summarise the anticipated increases in surface access needs associated with the forecast Airport growth, in the context of the LGWM programme;

- (d) Respond to the submissions received through notification of the proposed NORs; and
 - (e) Respond to the Council Officer's Report and associated consent conditions.
8. I then present my overall conclusions, from Paragraph 85. By way of summary, I find that the traffic demands arising from the continued activity and growth at the Airport, as forecast by the latest Masterplan study, are able to be addressed as part of the wider transport strategy changes proposed through the LGWM programme, including in respect of achieving mode shift that will enable increased people movement between the CBD and Airport / eastern suburbs.

THE EAST SIDE AREA NOR

9. The proposed designations lodged by WIAL seek to legitimise and better provide for both the existing and future development of airport-related activities at the Airport. Convenient and efficient land transport access is vital to ensuring the continued delivery of airport activities, including the wider transport network that is managed by the Road Controlling Authorities (**RCAs**) of Waka Kotahi NZ Transport Agency (**Waka Kotahi**) and Wellington City Council (**Council**).
10. As outlined by other witnesses, the ESA NOR site lies to the immediate east of the Airport precinct and comprises approximately 16 hectares of both existing Airport land, along with adjacent land currently occupied by the Miramar Golf Club which is now owned by WIAL. The extent of the ESA NOR is illustrated within the figure below.



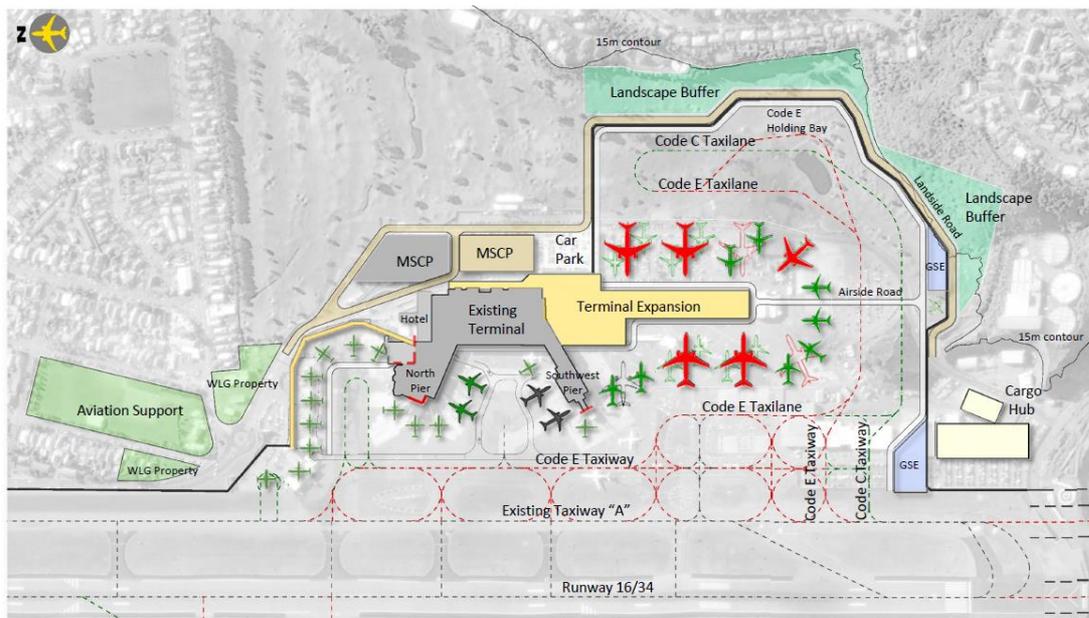
Proposed NOR Boundary

11. The purpose of the NOR is primarily to enable airside expansion of the current runway apron to accommodate future growth at the Airport. As part of this growth, there is a need to provide additional 'aircraft stands' to accommodate the increasing numbers of aircraft, as well as associated terminal expansion (on the adjacent NOR) to facilitate passenger processing and access to the aircraft. In parallel to this is a need to ensure that adequate capacity and amenity for surface access to the Airport can be maintained, and in a manner that is flexible enough to respond to the emerging wider transport mode share trends and aspirations of programmes such as LGWM.

Airport Growth and 2040 Masterplan

12. The Airport has experienced continued growth in passenger numbers over many years, with increases from 5.1 million passengers per annum in 2011, to 6.4 million per annum in 2019. The most recent forecasts prepared by InterVISTAS, as described by Mr Vincent in his evidence, show an expected passenger demand increase of up to 10.5-12 million passengers per annum in the next 20 years.

13. These passenger forecasts have informed the Airport’s current 2040 Masterplan, which provides guidance on how the NOR site could be developed over time, in order to provide the operational requirements to service the forecast uplift in demand. This indicative concept plan for the 2040 Masterplan is repeated in the image below. It provides for the existing Stewart Duff Drive to be realigned around the eastern side of the expanded precinct, to maintain connectivity through the Airport site.



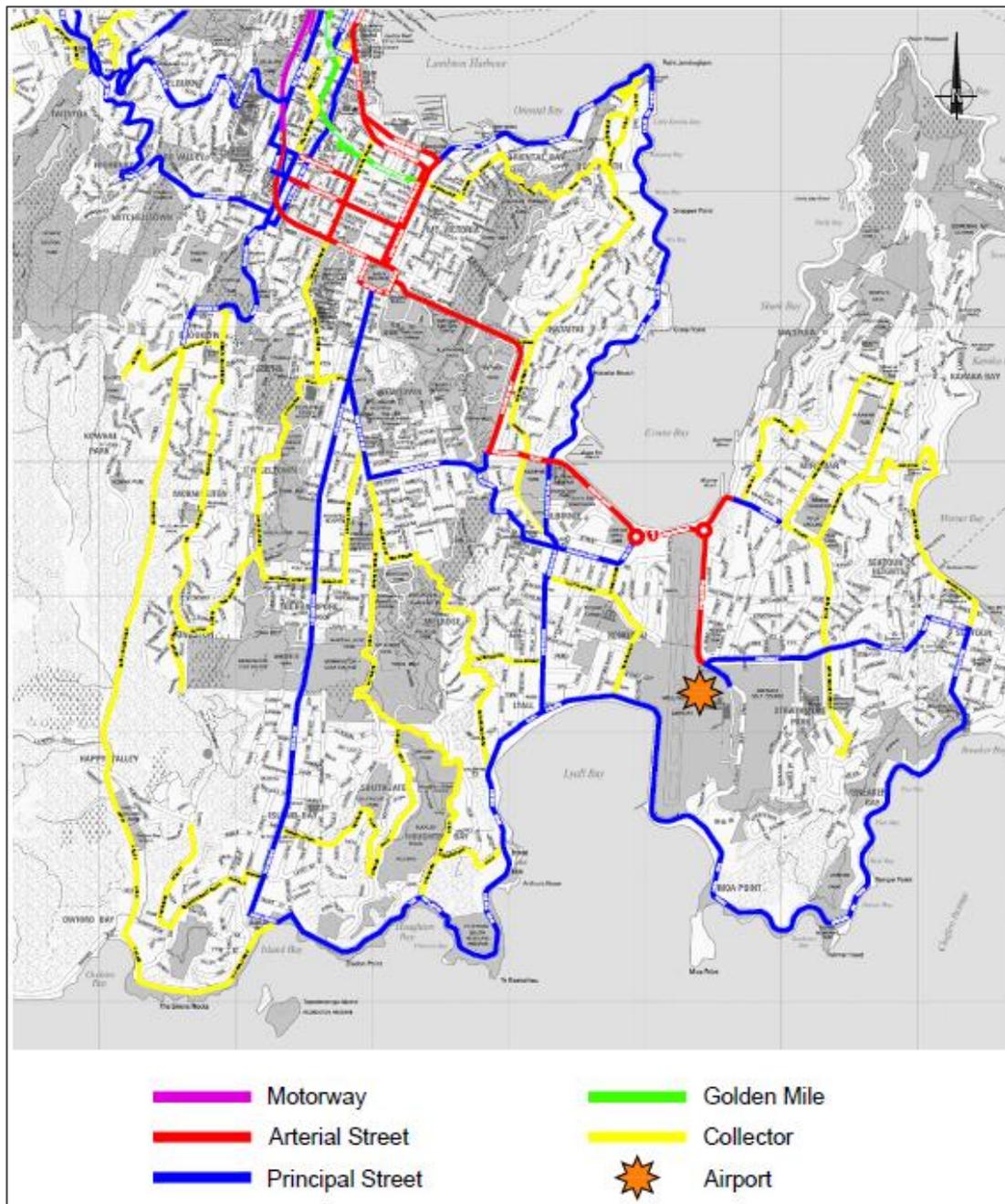
14. Whilst the impacts of COVID 19 introduce some air passenger travel uncertainty, domestic recovery has already gained some hold, and with international patronage (supported by the recent Trans-Tasman bubble with Australia) expected to follow suit, continued growth over the long term remains as forecast albeit delayed, as again described by Mr Vincent in his evidence.

EXISTING TRANSPORT ENVIRONMENT

Transport Network Form

15. To provide some context of the Airport site location relative to the surrounding transport network, I have included a figure below that the shows broader roading hierarchy as defined by the Wellington City District Plan (**District Plan**). By way of demonstrating the quantum of traffic accommodated by the existing road network surrounding the Airport relative to the road hierarchy, I have included a subsequent figure on the next page that indicates the typical

daily traffic volumes around the eastern suburbs, with the width of each line being proportional to the daily traffic flow.



Airport Location in the Roding Hierarchy



Daily Traffic Volumes

16. As shown, the designated SH1 route is classified as an 'Arterial Street' to the east of the City, following Ruahine Street, Wellington Road, Cobham Drive and Calabar Road to the Airport boundary. It carries the largest volumes of traffic in the environs of the Airport (approximately 36,000 vehicles per day on Cobham Drive) and, as I describe from Paragraph 21, operates at capacity at peak times with little margin for growth without intervention.

17. The roads to the south of the Airport, including Moa Point Road and Lyall Parade, along with those routes to the west, including Onepu Road and Evans Bay Parade, are classified as Principal Streets and proportionally carry substantially less traffic, in line with their local urban functions, as compared to the highway purpose of the arterial corridor.
18. Stewart Duff Drive extends south from the roundabout at Calabar Road and Broadway. It functions and is classified along the initial length as a Principal Street to the Airport boundary, and then as a private road forming part of the Airport site. Public access through the Airport to/from Moa Point Road is permitted by WIAL and it is understood there is currently no intention to prevent this in future, as the NoR area is progressively developed.

Transport Network Responsibilities

19. The transport network surrounding the Airport is managed by a number of transport authorities. This has specific relevance to the Airport and its associated forward activity growth, given responsibility for the capacity and performance of the adjacent roading infrastructure falls with the RCAs. In practice, the funding and delivery of transport projects relies on collaborative partnerships between multiple parties including the following stakeholders:
 - (a) Wellington City Council (**Council**) is the RCA responsible for managing and operating the local road networks, including walking and cycling amenities, and (as the local road asset owner) bus priority lanes. Council is also responsible for land use planning within its boundaries, and is responsible for the District Plan;
 - (b) Greater Wellington Regional Council (**GWRC**) has responsibility for planning, funding and procuring of public transport, including network and servicing design, the vehicle fleet, stops and stations, and information and ticketing. GWRC is also responsible for strategic transport planning within the region, including the Regional Land Transport Plan and Regional Public Transport Plan.
 - (c) Waka Kotahi NZ Transport Agency (**Waka Kotahi**) is the RCA responsible for managing and operating the state highway network, including walking and cycling facilities within state highway corridors, and bus priority lanes on state highways. Waka Kotahi is also the

central government agency with responsibility for land transport funding. It allocates National Land Transport Fund funding to state highway, public transport, walking and cycling, and local road projects through the National Land Transport Programme.

20. To deliver the external transport infrastructure serving the Airport requires a collaborative approach between WIAL (which controls the Airport surface access network and effectively a start or end of journey trip for millions of passengers each year) and Council, GWRC and Waka Kotahi that collectively manage, fund and control the external links. The components of each need to fit together to provide a complete journey experience for Airport passengers accessing the site. As I describe from Paragraph 42, WIAL has been actively engaging with the RCAs, to inform future needs to support the Airport as the most significant generator of growth in the eastern suburbs.

GROWTH AND RESPONSES

Network Performance and Future Growth

21. Whilst the Airport enjoys close proximity to the CBD, its location on the Miramar peninsula and provision of just one primary access corridor from the north (SH1), creates some challenges in terms of surface access. Although sections of the established SH1 corridor include dual laning there are existing constraints which serve to limit flow between the Airport and CBD during busier periods of the day.
22. Increases in passenger numbers and associated vehicle trips at the Airport comprise a component of background traffic growth associated with the eastern suburbs, to be provided for within the finite level of capacity within the existing roading infrastructure.
23. Accordingly, to ensure that continued growth of both background and Airport related activity does not result in sustained growth of more of the same surface access demands, more efficient modes of transport to and from the CBD are needed. Such mode shift will require improvements to the quality and capacity of public transport links that serve the Airport and wider land uses of the eastern suburbs, to maximise infrastructure investment.
24. Planning for such mode shift as part of the Wellington future transport system is well underway in the form of LGWM's proposed Mass Rapid Transit (**MRT**)

project, routing between the CBD and the Airport. Such intervention can deliver the capacity, convenience and journey time reliability that is fundamental to successfully changing people's habits to utilise sustainable travel choices over other modes and will be essential to accommodating Airport related and background traffic growth alike.

25. I summarise the key LGWM project initiatives as relevant to the Airport and broader eastern suburbs, below.

Let's Get Wellington Moving

26. The LGWM programme is a joint initiative between Council, GWRC and Waka Kotahi which seeks to address the following key issues with Wellington's current transport network:

- (a) Growing traffic congestion and unreliable journey times;
- (b) Poor and declining levels of service, including on buses and trains;
- (c) Safety issues, especially for cycling and walking; and
- (d) Poor resilience to unplanned events.

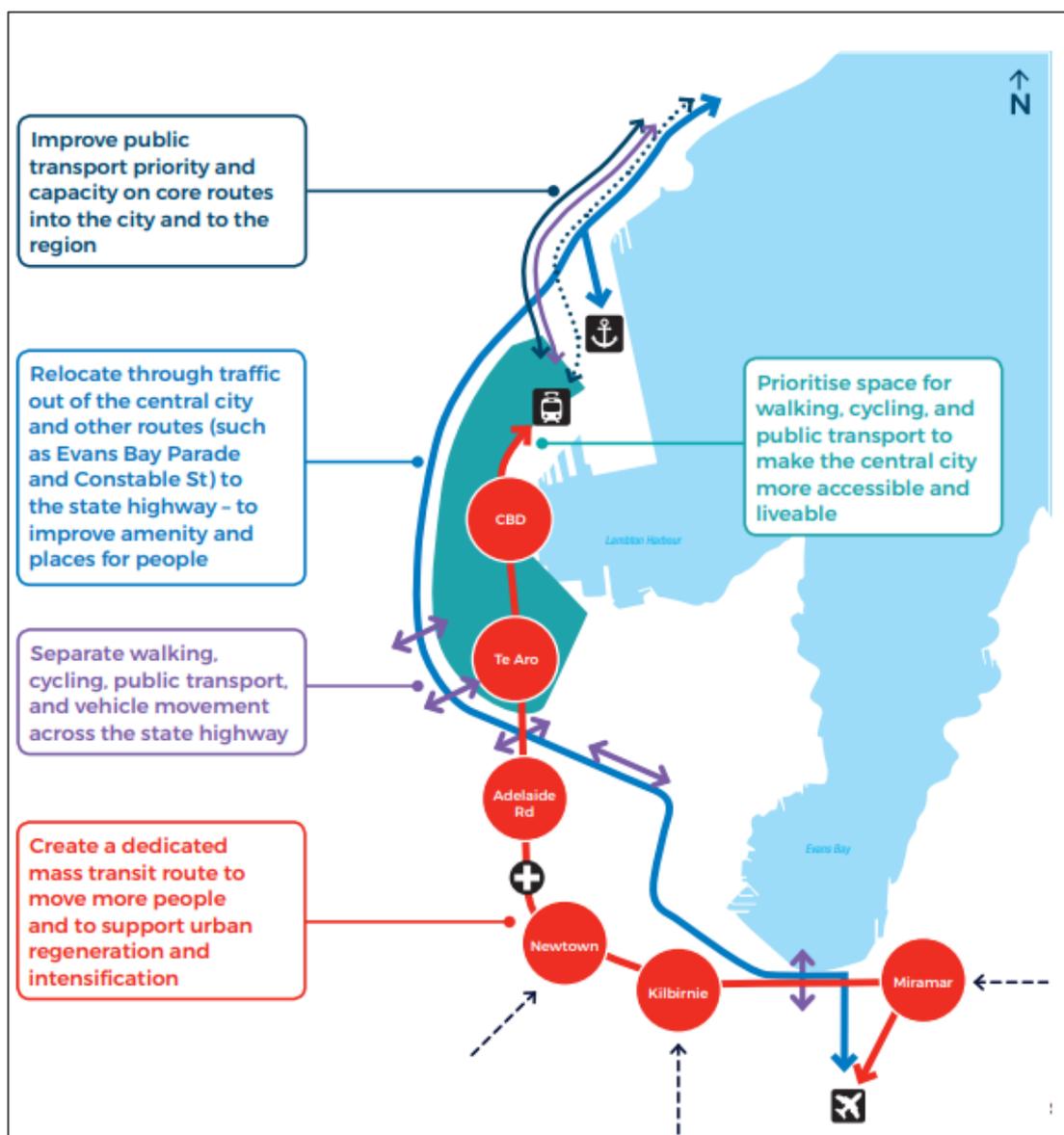
27. The strategic approach of the programme is to move more people, goods, and services reliably, and with fewer vehicles, by delivering a step change in public transport services and improving journeys to and from the CBD.

28. The LGWM partners are currently investigating both highway and public transport interventions that will benefit airport customers as well as other users of the network. The current Recommended Programme of Investment (**RPI**) provides for a suite of measures to facilitate improved journeys between the CBD and eastern suburbs/Airport encompassing all travel modes, as follows:

- (a) proposed widening of Ruahine Street and Wellington Road and addition of another Mount Victoria tunnel to increase capacity along the SH1 corridor. This will enable the network to accommodate growth and deliver improved journey time reliability, providing dedicated walking and cycling facilities and enabling additional lane capacity for PT and high occupancy vehicles, to support Travel Demand Management (**TDM**) to achieve 'more people, fewer vehicles';

- (b) Basin Reserve improvements to unlock capacity at this existing constraint point; and
- (c) in addition to supplementing established bus services, development of an MRT service between the Wellington rail station and the Airport.

29. All of these measures will support and facilitate future growth within the eastern suburbs, noting that of particular relevance to the Airport is the proposed MRT route which is intended to deliver high capacity, fast and reliable journey time connectivity between the Airport and the CBD. The proposed route for this MRT line is shown in red in the diagram below.



LGWM Strategic Approach (source Recommended Programme of Investment Report, May 2019)

30. As shown, the proposed MRT route connects with the Airport through the Miramar town centre, with planned stops in Kilbirnie, Newtown, Adelaide Road, Te Aro and the CBD, linking with the Wellington train station, from where access to the wider regional rail network is achieved.
31. These interventions are well aligned and cognisant of the growth in demand for customers travelling to and from the Airport.
32. In advance of MRT, transport improvements are expected to take the form of optimisation of the road corridor, a continued focus on walking and cycling infrastructure, and a return of passenger buses. In terms of the latter, WIAL is working with GWRC to launch a new public bus service between the Airport and the CBD, replacing the Airport Flyer that ceased operating to and from the Airport in November 2020. At the Airport, all the necessary infrastructure is in place, ready for a return to transporting at least 5% of passengers as the Airport Flyer service did previously.

Airport MRT Analysis

33. The proposed MRT system between the Airport and the CBD therefore represents a significant opportunity for the Airport to realise the forecast growth without airport passengers experiencing deteriorating surface access levels of service. The provision of a fast, frequent and reliable MRT service that is well integrated with the Airport, to maximise convenience, will ensure it can effectively compete against private cars, rideshare or taxis.
34. In response to the LGWM proposed MRT connection to the Airport, WIAL commissioned my company (Stantec) in early 2020 to undertake an analysis into the level of Airport related demand that could use MRT, based on a future year forecast of 12 million passengers per annum. This assessment sought to quantify how the surface access mode share to and from the Airport will need to change to accommodate growth in airport patronage, as well as consider the potential for integrating MRT into the Airport precinct.
35. As part of the study, three future MRT patronage scenarios were investigated, as follows:
 - (a) Low uptake: assumes minimal change in behaviours for mode share to and from the Airport;

- (b) Medium uptake: assumes some increase in uptake of MRT using peak Airport Flyer patronage levels;
- (c) High uptake: assumes a similar step up in MRT patronage equivalent to the change between the low and medium scenarios.

36. The associated passenger numbers and forecast MRT patronage for each of these scenarios is summarised in the table below.

	Passengers per annum	Low	Medium	High
% Passengers using MRT	8 million	5%	13%	21%
	10 million	15%	25%	35%
	12 million	24%	35%	46%
Annual Passengers	8 million	400,000	1,040,000	1,680,000
	10 million	1,500,000	2,500,000	3,500,000
	12 million	2,880,000	4,200,000	5,520,000

37. The numbers illustrated for the low uptake scenario represent the volume of users that would need to shift to MRT, assuming the road network serving the Airport has no more capacity than currently exists. The more ambitious medium and high growth scenarios indicate future target patronage of around one third to half of all passengers using MRT by the time the Airport is accommodating 12 million annual passengers.

38. By way of providing some context to these forecasts, I have researched a number of international airports and the respective Public Transport (PT) mode share they achieve and summarise examples in the table below.

Country	City	Annual Passengers	PT Passengers	% on PT	Bus Services	Rail Services	Year of data
NZ	Auckland	21021000	900000	4.3%	Y		2019
Australia	Adelaide	7670000	107000	1.4%	Y		2014
Australia	Brisbane	23100000	2379000	10.3%	Y	Y	2006
Australia	Melbourne	33700000	4044000	12.0%	Y		2015
Australia	Sydney	44444000	10222000	23.0%	Y	Y	2017
UK	Birmingham Airport	12445000	3273000	26.3%	Y	Y	2016
UK	London Luton	16582000	5207000	31.4%	Y	P	2013
Germany	Hamburg	13503000	7300000	54.1%	Y	Y	2013
Norway	Oslo	28516000	19961000	70.0%	Y	Y	2016

Public Transport mode share at other International Airports

39. These PT user volumes show a broad range of patronage but serve to illustrate that airports such as Sydney and Birmingham are already achieving PT mode share of around 25%, with targets to significantly increase this into

the future. Sydney for example has grown PT from 16% in 2012 to 24% in 2017 and, whilst it includes both bus and rail connections, of fundamental importance is the convenience of the PT options that integrate with the airport precinct, providing journey time reliability to and from the CBD and other key destinations. In a similar manner, initial investigations I have been involved in with WIAL demonstrate that there are a number of viable options to integrate MRT within the precinct to deliver similar seamless connectivity for passengers.

40. Whilst no decision has yet been made around the type of vehicle that will operate along the MRT line between the Airport and the CBD, the primary incentive for patronage uptake will be the availability of convenient, reliable and frequent services to and from the Airport, irrespective of whether the MRT line is served by bus or rail.
41. The preferred outcome for what MRT vehicle will be most appropriate will need to be cognisant of the emerging demands on the transport system as a whole (including road and PT patronage), for which the most appropriate approach is to employ detailed traffic modelling. I further describe the current coordination of Airport growth and the LGWM modelling next.

Coordination between WIAL and LGWM

42. Historically, the quantum of activity growth at the Airport within the Wellington transport models has assumed generic rates which have not reflected the scale of growth that is expected to occur in practice.
43. In order to address this, the latest forecast growth envisaged at the Airport from the 2040 Masterplan, along with the associated mode share assessment undertaken as part of the Airport MRT study, is currently being used by the LGWM project team as part of a review of growth expectations for the Airport.
44. In this manner, a specific 'Airport Module' is being developed to support the current suite of transport models used by the LGWM team, which captures the most up-to-date forecast Airport growth, along with PT mode share expectations. WIAL has been actively involved in this process and provided the relevant Airport data to ensure that appropriate consideration of future surface access demand at the Airport is fully considered as part of the LGWM

transport initiatives, including the proposed MRT connection through to the CBD.

45. This coordination provides a robust modelling platform for determining the nature and timing of LGWM interventions, alongside other transport network improvements, to ensure that the wider transport system can respond to the increased demand from increased Airport activity as a component part of future growth in the eastern suburbs.
46. In this respect, the LGWM RPI has been specifically developed to facilitate delivery of a number of key transport benefits, including economic benefits arising from a transport system that can effectively support growth; environmental benefits including reduced carbon emissions from more sustainable mode share; and safety benefits for people walking and cycling, and associated health benefits of a higher proportion of active travel. All of these system wide approach outcomes will therefore benefit both background and Airport related growth alike.

Summary

47. The primary purpose of the ESA NOR is to enable the Airport to continue to respond to and meet the demands of increasing air travel, in line with Wellington City's strategic, administrative and economic significance. In this regard I note that safe and efficient land transport access is fundamental to ensuring the regional and national significance of Wellington Airport can be maintained.
48. In this manner, the Airport has long been a key focus of Wellington's transport network planning evolution, to deliver improved connectivity with the CBD. The current LGWM programme of transport initiatives which include MRT will assist in realising this vision. In my view, the continued intensification of activity at the Airport is entirely consistent with the objectives of LGWM, which seeks to consolidate land use and activity density around key nodes linked by MRT, to support and realise the potential for a shift to more sustainable travel modes.

SUBMISSIONS

49. I have reviewed the submissions received that relate to my area of expertise. The key issues raised by those submitters opposing the NOR with regard to transportation matters, almost without exception relate to suggestions of traffic capacity on the surrounding network and poor network performance with increased Airport activity. Hence the focus of my evidence on the wider transport network and LGWM initiatives, as I have presented.
50. I have grouped together what I consider to be the key transportation related issues raised in submissions that require consideration and comment, and address each in turn below.

Increased Airport Traffic and Ability of the Transport Network to Accommodate Future Growth

51. Submitters have raised concerns regarding the additional traffic that will be generated by increased activity and growth at the Airport, and the subsequent ability of transport network planning projects such as the LGWM programme to effectively address the capacity and performance issues going forward.
52. In this regard I note that the LGWM programme seeks to deliver a 'whole of system' approach that encompasses a range of measures which work together to improve transport access and associated levels of service.
53. I note that WIAL as an active stakeholder is providing guidance to LGWM around the anticipated demands for Airport activity into the future, to assist in further developing the live programme of transport initiatives focused around realising a transport network that accommodates more people, with fewer vehicles.
54. This approach is consistent with Council's accepted position, as summarised in their Request for Further Information, which states *"The AEE appropriately notes an expectation that the Let's get Wellington Moving project will be the mechanism through which existing and foreseeable future constraints in the transportation network between the city and airport will be addressed. That expectation is consistent with the Council's transport and urban development strategies."*

55. Noting the indicative timing of the LGWM MRT connection to the Airport is programmed for 2029 onwards, this does not preclude short term improvements being undertaken in the interim, for example to increase frequency and accessibility of bus connectivity to the CBD. Such service improvements to support increased patronage and mode share could accommodate short term passenger growth prior to MRT and can be appropriately served by the bus hub infrastructure that is already in place at the Airport.
56. Accordingly, the city's transport plans have due regard to the needs of the Airport, being of regional and national significance, and in my view can keep pace with the Airport growth with an initial focus on returning an efficient bus service.

Effects of Traffic Growth on Active Mode Users

57. Several submitters are concerned that the increase in vehicle trips generated to and from the Airport associated with passenger growth will lead to adverse safety impacts on pedestrians and cyclists on the wider roading network.
58. I note that the current active mode network around the site includes a pedestrian and cycle underpass beneath the runway, providing efficient connection between Miramar and Rongotai's network of on-road and off-street cycle lanes and shared paths. These in turn provide access to the current Akau Tangi/Evans Bay – Tahitai path improvements, that will provide for a continuous shared path route through to the CBD. Connection to this waterfront route will be strengthened by the provision for a new walking and cycling crossing of Cobham Drive, which forms part of the LGWM initial package of works, whilst future upgrading of SH1 between Evans Bay and the Basin Reserve includes new dedicated walking and cycling provision, including through the Mount Victoria Tunnel.
59. In addition to this, investigations are underway with Council to improve cycle access into the northern end of the Airport precinct, to provide improved amenity for those staff and visitors travelling to the Airport by bike.
60. These significant improvements to the current walking and cycling network will in my view enhance both safety and amenity for those choosing to use active

modes, serving to support both existing users and future uptake, and helping to achieve higher participation in sustainable and healthy transport choices.

Lack of Current Public Transport Connectivity to the Airport

61. Submitters have raised concerns that the current public transport connection to the Airport is lacking and does not provide a robust enough service to effectively accommodate current and future passenger demand travelling to and from the precinct.
62. Whilst the Airport does not have direct control over the public transport services, it is a significant generator, with this trend set to increase in line with passenger growth in the future. WIAL is therefore working closely with GWRC to re-establish a bus service, in the near future.
63. The Airport has a new bus hub within the ground level of the multi-level carpark that provides full covered access between buses and the terminal, a high-quality waiting environment, and increased bus holding capacity to provision for increased service frequency. This existing infrastructure has been provided to support and enhance the public transport interface at the precinct and to optimise convenience of passengers looking to travel by bus rather than private car, taxi or rideshare. In my view, take-up will be immediate once a new service begins, attracting passenger numbers to at least the same level as was being achieved when the Airport Flyer ceased operation.
64. The future MRT connection to the CBD proposed as part of the LGWM project will provide a step change in high frequency, convenient and accessible public transport for Airport passengers and staff. In a like manner to the current Airport bus facility, it will require specific planning and integration with the precinct to ensure a convenient interface with the terminal building, to optimise patronage. This outcome will mirror other international Airports that currently achieve very good levels of public transport access and will assist in sustainably managing travel demand on the network between the Airport and the CBD.

WIAL should be seeking to reduce car movements

65. A number of submitters have raised concerns that the increased activity at the Airport will lead to an increase in vehicle movements, which is contrary to the

current response to Climate Change and statutory plans, which seek to reduce reliance on private vehicle travel.

66. Mode shift is a primary objective of the LGWM interventions which seeks to move more people with fewer vehicles by facilitating higher participation in sustainable transport, including active modes and PT. The work undertaken as part of the MRT Study by my company (described earlier at Paragraph 33) and further analysis being progressed by the LGWM partners will demonstrate the quantum shift of mode share that is required to accommodate both background traffic and Airport growth going forward. With the road network currently performing at capacity at peak times, the options to provide for growth include to do so within the shoulders and off-peak periods, and otherwise in the form of PT and MRT during peak periods.
67. In line with other international airports, a step change in public transport mode share will be facilitated by establishment of a MRT connection to the CBD, as provided for as part of the LGWM RPI. The outcome of providing a high-quality public transport option that delivers improved accessibility, journey time reliability and convenient interface with the Airport, in my view will serve to regulate trips by private vehicle. Such an outcome is fully aligned with the intentions to manage demand on the wider roading network, including in respect of vehicle movements to and from the Airport.

Earthworks and Construction Traffic Impacts

68. A number of submitters have raised concerns around the increase in heavy vehicle movements utilising the road network during Airport construction activities enabled by the NOR.
69. In my experience, it is typical for a Construction Management Plan (**CMP**) to be developed in advance of any physical works occurring at development sites such as this, addressing the specific work phases and associated construction activities.
70. In this regard I note that WIAL has offered a condition of consent requiring the preparation of CTPs for any site enabling works or construction activities within the NOR area, which includes a requirement to describe the traffic related movements and parking, along with details of any associated heavy vehicle traffic on the public road network. This is in my view a practical

approach to managing any associated traffic effects during construction, noting that such plans will be subject to careful review by the RCAs.

COUNCIL OFFICER'S REPORT AND RECOMMENDED DRAFT CONDITIONS

71. I have read both the Transport Assessment (**Transport Assessment**) prepared by Mr Spence (Council's Chief Advisor, Transport and Infrastructure) as well as the Council Officer's Section 42A report, prepared by Mr Ashby, which concludes that:

“WIALs engagement on traffic and transportation issues with the relevant organisations and the community will be an ongoing and necessary part of achieving acceptable outcomes.”

72. As I have clearly described throughout my evidence, WIALs continued collaboration with the RCAs and associated LGWM team will be fundamental to ensuring the appropriate transport outcome can be achieved for activity expansion at the Airport. Mr Spence concurs with this in his Transport Assessment.

Proposed Conditions

73. As part of the NORS, WIAL has put forward a suite of consent conditions of which a number relate to transport matters, as follows:
- (a) Proposed condition 1(g) which provides control for Airport site access onto roads other than Stewart Duff Drive;
 - (b) Proposed condition 18 – Car Parking, which requires WIAL to provide an annual carparking 'supply and demand' report; and
 - (c) requirement for Earthworks and Construction Management Plans, including details of traffic related movements and parking.
74. Mr Spence supports the inclusion of these conditions and has also recommended two further conditions, which I have set out and provided response to in turn, below.

Public Access through the Airport

75. Mr Spence has recommended a condition be included that relates to providing more certainty for maintaining public access through the Airport, as follows:

“That WIAL agrees to work constructively with the Wellington City Council to explore the potential for a greater level of future security of public access and the nature of such access, so as to achieve an acceptable balance between the Airport’s commercial requirements and the needs of the local community.”

76. As I have already described earlier in my evidence (paragraph 18), WIAL currently permits public access over the Airport’s private land via Stewart Duff Drive, with associated existing through-traffic volumes involving a reasonably small demand of just 2,000 vehicles per day.

77. I understand that WIAL has no intention of removing this current practice in the future, with the existing arrangements for public access over private land remaining in place but that it is not able to guarantee it in perpetuity.

78. If Council as the RCA are concerned about retaining enduring access through the Airport by more formal means than that provided as present, as interpreted by the proposed condition, then a more appropriate mechanism would be for Council to lodge its own Notice of Requirement to establish legal access over the Airport’s land.

79. Accordingly, I do not support the recommended condition.

Car Parking

80. Mr Spence has also recommended an additional condition related to managing the effects of off-site Airport related car parking, as follows:

“That WIAL agrees to work constructively with the Wellington City Council to develop a joint approach to managing the effects of external Airport-related parking and to seek an acceptable balance between the Airport’s commercial requirements and the needs of the local community.”

81. In my view, the most appropriate way of managing parking demand associated with the Airport is to ensure retention of a flexible approach that can respond to changing parking habits and travel behaviours over time. In this regard, the

future movement requirements generated by Airport growth will have a focus on PT, rather than a growth in carparking, and measures to accommodate more parking demand would be counter intuitive to encouraging sustainable travel modes and facilitating mode shift.

82. Accordingly, I do not support the condition as it is currently worded.

Advice Notes

83. In addition to these consent conditions, Mr Spence also includes a number of recommended 'Advice notes', which essentially point to the *“need for WIAL to work closely with the LGWM project is extremely important if the transport effects of the planned future growth at the Airport are to be managed in a way that is acceptable to the affected stakeholders and communities of interest”*.
84. I agree with Mr Spence and, as I have described at paragraph 42-44, WIAL have and will continue to coordinate information on forecast Airport growth with the LGWM team, and to collaborate on the broader planning issues which are essential for delivering a surface access transport system that can accommodate both Airport related and background growth.

CONCLUSION

85. Having provided transportation inputs to the latest round of master planning of the Wellington Airport precinct, I have considered the wider transport implications as they relate to the need to facilitate increased passenger movement to and from the Airport.
86. In my view, the uplift in surface access demand associated with continued Airport growth can be addressed through the broader network planning interventions and proposed initiatives including mode shift, envisaged by LGWM, including the proposed MRT line between the Airport and CBD. I further note that intensification of the activity at the Airport fully aligns with the objectives of the LGWM, and other statutory documents such as the Regional Land Transport Plan, to reduce reliance on private car trips by enabling denser activity around key transport nodes that are linked by MRT.
87. Overall, and from a transportation perspective, I am satisfied that the continued growth in activity at the Airport can be appropriately managed and

provided for through the active planning being progressed by LGWM, both in the shorter and longer terms.

A handwritten signature in blue ink, appearing to read 'Mark Georgeson', with a horizontal line underneath the signature.

Mark Georgeson

5 May 2021