

10.0

Ground Transport Plan



Efficient, reliable, safe and convenient access to the Airport by various ground transport modes are crucial to support the Airport's growth.

10.1 INTRODUCTION

The Ground Transport Plan of the Airport plays an important role fulfilling Gold Coast Airport's vision of '*Engaging customers, connecting communities, exceptional experiences*'. Efficient, reliable, safe and convenient access to the Airport by various ground transport modes are crucial to support the Airport's forecast growth and strategies.

The Ground Transport Plan considers the broader vision of the surrounding state and local governments and planning up to and beyond 2037. The Ground Transport Plan was developed through engagement with key stakeholders and local and state governments, including the Department of Transport and Main Roads (Queensland), Roads and Maritime Services (New South Wales), City of Gold Coast Council and Tweed Shire Council.

10.1.1 Ground Transport Plan Content

As per the requirements of the Act, this Ground Transport Plan includes the following information for the first five years of the Master Plan:

- » A road network plan
- » The facilities for moving people (employees, passengers and other airport users) and freight at the Airport
- » The linkages between these facilities, the road network and public transport system at the Airport, and the road network and public transport system outside the Airport
- » The arrangements for working with the state and local authorities or other bodies responsible for the road network and the public transport system;

- » The capacity of the ground transport system at the Airport to support operations and other activities at the Airport
- » The likely effect of the proposed developments in the Master Plan on the ground transport system and traffic flows at and surrounding the Airport.

The Ground Transport Plan details the existing situation and a twenty-year vision for the ground transport systems of the Airport.

10.2 EXISTING GROUND TRANSPORTATION

Gold Coast Airport is predominantly a passenger airport servicing south east Queensland and northern New South Wales. In 2016, over six million passengers accessed the Airport with over two-thirds of passengers being visitors and three-quarters of passengers being on leisure trips. Passengers access the Airport through a variety of transport modes. The largest proportion of passengers are dropped off by family or friends in private vehicles (Figure 10.1).

There are no major freight movements to or from the Airport.

10.2.1 Road Network

Gold Coast Airport is well connected to the external road network, especially via the state-controlled roads, Gold Coast Highway and Pacific Motorway.

The Gold Coast Highway is one of the key north-south spines of the City of Gold Coast and runs parallel to the ocean. Direct access from the Airport to the Gold Coast Highway provides connectivity to



the coastal areas of the Gold Coast, including Tweed Heads and Coolangatta to the south and Burleigh, Broadbeach, Surfers Paradise and Southport to the north.

The Pacific Motorway is a key highway in Australia, connecting Sydney to Brisbane and Cairns. It is located to the west of the Airport and provides access north to Brisbane and south to northern New South Wales, including Byron Bay, Ballina and Grafton. It also connects the Airport to the western areas of the Gold Coast, such as Nerang and Helensvale.

The wider road network, including the Gold Coast Highway, Pacific Motorway and other state-controlled roads are shown in Figure 10.2.

The internal road network (Figure 10.3) connects to the Gold Coast Highway via a signalised intersection. The main internal road is Terminal Drive, which is a two-lane single carriageway road running in a one-way loop. Terminal Drive provides access to the parking areas, terminal pick-up and drop-off zones, a taxi feeder and the coach terminal.

Tom Norris Drive intersects with Terminal Drive and provides access to Southern Cross University and the car rental storage areas.

As a part of the Ground Transport Plan development, a performance assessment of the existing and future internal and external road network was undertaken through AIMSUN micro-simulation modelling. The origin-destination traffic matrix was calculated through the known traffic survey data. The adopted definition of reaching capacity is Degree of

Saturation (DOS) comprising of a range of zero to one, with one indicating that the road network has reached 100 per cent of its capacity.

The ground transport modelling has found that the existing internal and external intersections and roundabouts operate well within capacity (DOS averaging 0.5) in the morning and afternoon peak periods with the exception of Terminal Drive/ Tom Norris Drive intersection. Tom Norris Drive gives way to Terminal Drive and congestion occurs on Tom Norris Drive in the afternoon as the traffic from Southern Cross University departs. In the afternoon peak DOS on Tom Norris Drive /Terminal Drive intersection is over one.

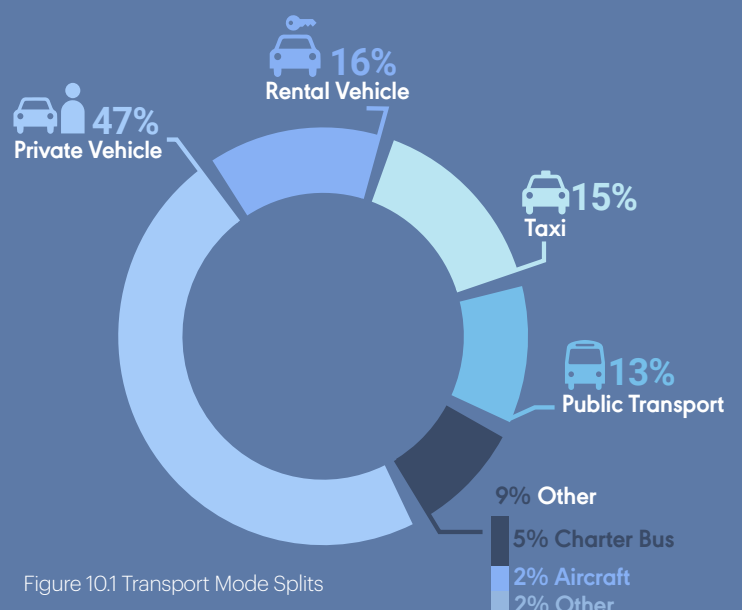


Figure 10.1 Transport Mode Splits

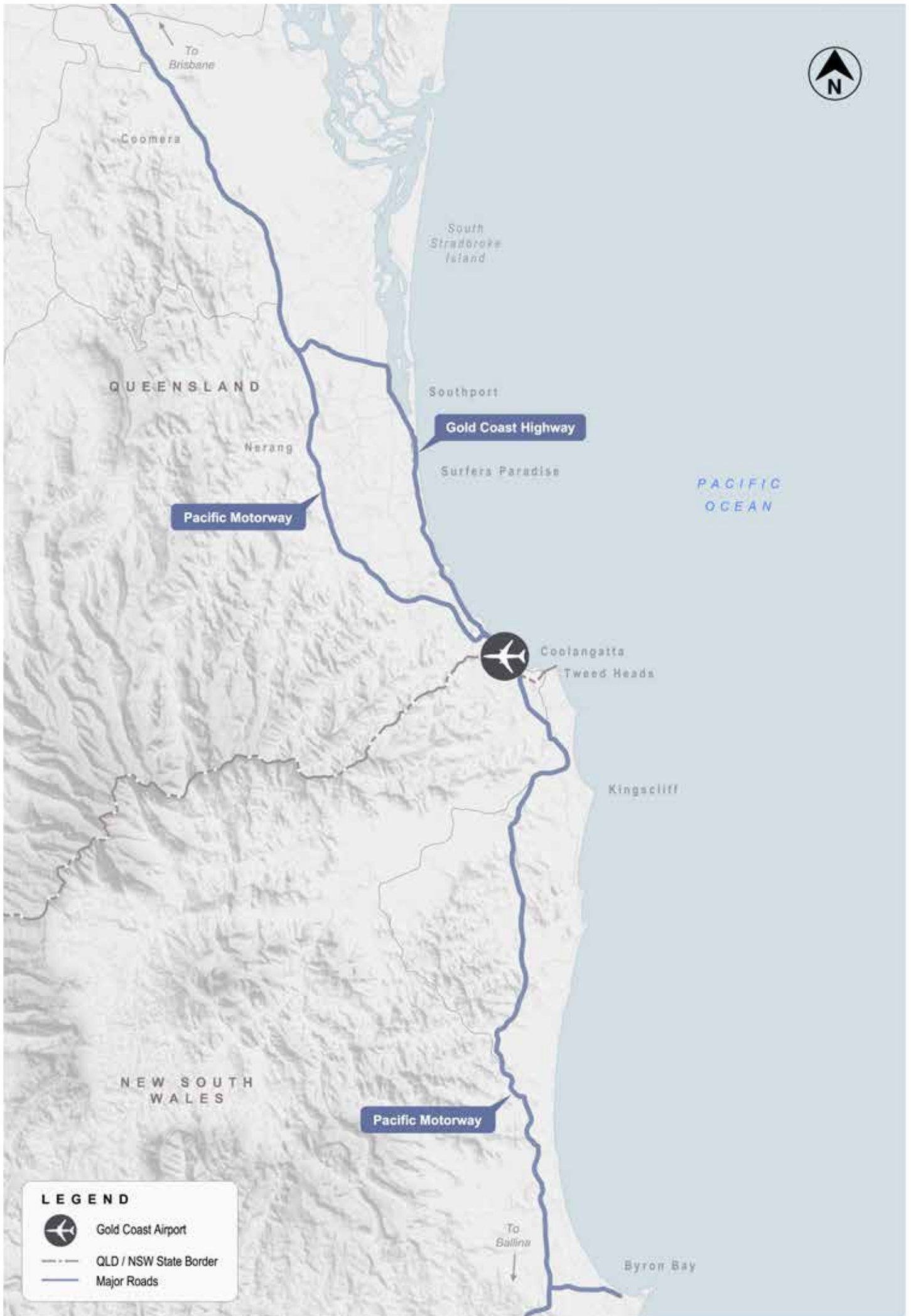


Figure 10.2 External Road Network

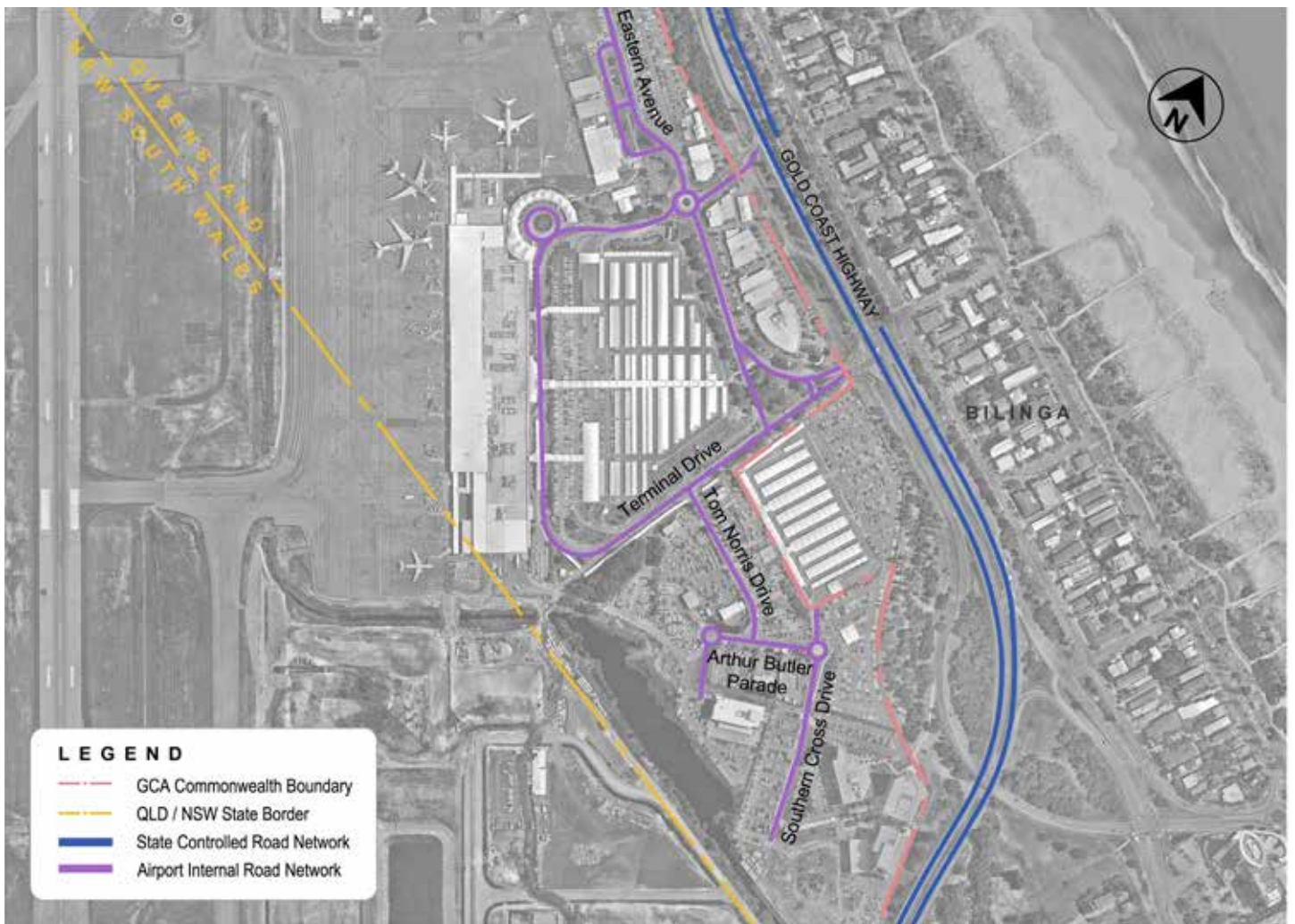


Figure 10.3 Internal Road Network

10.2.2 Parking

Gold Coast Airport has around 3,000 public car parking spaces, of which 1,185 spaces are in the Mallaraba car park, which is not on Commonwealth airport land.

In the car park in front of the terminal face roads there are approximately 1,250 spaces for short-term, long-term (covered) and long-term premium parking purposes. Additional covered and uncovered long-term parking spaces are approximately 350 metres from the terminal building at the Mallaraba car park and walking is encouraged as the mode of access.

The staff car park, containing around 500 parking bays, is at Eastern Avenue, approximately 350 metres north of the terminal. Some of these spaces are overflow for public use when required.

Rental car services for passengers are provided in two locations, with the majority in the main car park next to the terminal. Second tier car rentals are near the staff and overflow car park at Eastern Avenue. The two rental locations contain approximately 250 bays. Additional rental car facilities are on Tom Norris Drive and Arthur Butler Parade. This area is not for passenger

access and is used to provide supplementary storage and servicing for rental vehicles. There are also several rental operators that are located off-site from the Airport and offer shuttle connections.

General Aviation along Eastern Avenue, Adina Avenue and Loes Bonney Circuit provide car parking in or in front of their facilities.

The Southern Cross University, on Southern Cross Drive, also provides car parking within its lease boundary.

The car parking locations are shown in Figure 10.4.

10.2.3 Kerbside

Gold Coast Airport has a two-lane terminal face road in front of the terminal building with additional indents to accommodate a taxi rank and a drop-off area. The public pick-up and drop-off kerbside in front of the terminal is approximately 116 meters long. The public bus stops and ground transport drop-off bays are also kerbside along the face road.

10.2.4 Public Transport

The public transport network supporting the Airport mainly consists of public bus services including coaches, shuttles and taxis. Public transport access is provided indirectly via heavy and light rail services. Access to the terminating points of these modes is required by bus.

Taxis

Taxis licensed in Queensland and New South Wales serve the Airport. A taxi pick-up zone is located outside the domestic arrivals area. The taxi holding area is at the southern end of the terminal.

Public Bus Services and Facilities

The public bus services are provided to the Airport by TransLink. Surfside Buslines operate routes 777 and 760 that service the Airport. There are two public bus bays kerbside of the terminal face road.

Routes 700 and 768 do not connect directly with the terminal, but serve the Gold Coast Highway near the Airport. These services run from Tweed Heads to Broadbeach and Elanora. The nearest bus stop is approximately 500 metres from the terminal on Golden Four Drive.

Passengers travelling by heavy rail services interchange between bus (Route 760) and rail at Varsity Lakes Station. The journey from the Airport to Varsity Lakes takes approximately 30 minutes. Bus and rail timetables are well coordinated.

The light rail can be accessed via bus routes 777 or 700 in Broadbeach at Broadbeach South Station.

Public bus connections into northern New South Wales are available from Tweed Heads via Transport for NSW bus routes, operated by Surfside Buslines. Tweed Heads can be accessed directly from the Airport via TransLink routes 700, 760 or 768.

Shuttle, Coach and Limousine Facilities

Pick-up and drop-off for shuttles, coaches and limousines occurs in the terminal car park. The Gold Coast Tourist Shuttle and other larger bus services operate from the coach facility at the northern end of the terminal. A variety of limousine and bus shuttle services operate between the Airport and Brisbane, Tweed Heads, Byron Bay and other areas of northern New South Wales, including Lismore and the Northern Rivers.

10.2.5 Pedestrian and Cycling

Pedestrian facilities are along Terminal Drive, connecting the terminal building with the Gold Coast Highway. Pedestrian crossings are provided on the western and northern side of the signalised Gold Coast Highway / Terminal Drive intersection.

Internal pedestrian facilities include footpaths that connect parking areas with terminal building. Covered walkways also connect the terminal with the short-term and rental car parks.

On-road bicycle lanes are provided along the Gold Coast Highway. There is a shared pedestrian and bicycle facility along the western side of the Gold Coast Highway. Within the Airport, there are no separated cycling facilities. All internal roads are shared for cyclists' use. Figure 10.5 shows the existing pedestrian and cycling network at the Airport.

10.3 DESIGN PRINCIPLES

The key design principles considered for the Five-Year and Twenty-Year Ground Transport Plans include:

- » Providing easy, seamless and convenient access for passengers to and from the different transport facilities via all modes
- » Providing a clear definition of northern and southern access points for traffic arriving from or departing to either the Gold Coast Highway or the Tugun Bypass / Pacific Highway
- » Maintaining a 30 to 50 metre terminal safety zone, to be developed as a pedestrian plaza, separating traffic from the terminal frontage
- » Minimising pedestrian-vehicle conflict points, particularly for the major traffic movements associated with rental cars and parking
- » Providing the shortest duration of stay traffic types closest to the terminal face (e.g. taxi drop-off and pick-up, coaches, ready bay rentals, short term parking and the like)
- » Providing centrally located public transport facilities
- » Maximising the number of sustainable transport trips with particular focus on pedestrian and cycle movements in the Terminal Precinct by efficiently connecting the internal pedestrian and cycling network with the external active transport infrastructure.

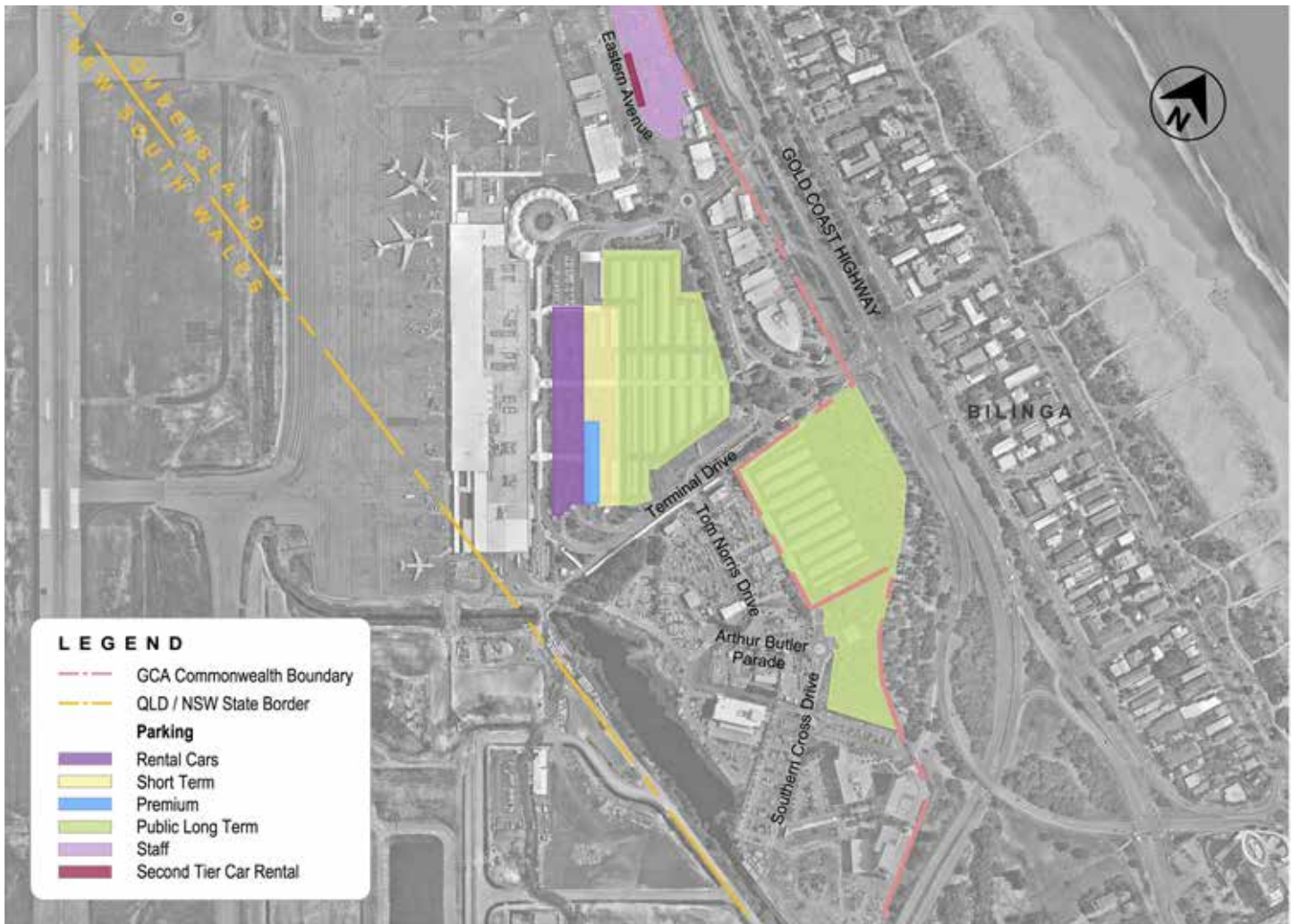


Figure 10.4 Parking Locations



Figure 10.5 Existing Pedestrian and Cycling Networks



10.3.1 Innovations in Transport

In the short to medium term, the Airport will give further consideration to innovative transport technology and how this can enhance the passenger experience. Technologies to be investigated include, but are not limited to:

- » Automated vehicles;
- » Electric vehicles;
- » Remote public pick-up;
- » Mobile phone waiting area;
- » Automated parking;
- » Parking apps.

10.4 FIVE-YEAR GROUND TRANSPORT CONCEPT

The Ground Transport Plan outlines the forecast demand and planned transport measures to support growth. In the first five years of this Master Plan the Five-Year Ground Transport Plan (Figure 10.6) has three objectives:

- » Address existing and forecast short-term transport capacity issues;
- » Enable development through consolidation of transport infrastructure;
- » Facilitate the staged development of the Twenty-Year Ground Transport Plan.

An important component of the five-year plan is the Airport's terminal expansion and redevelopment (Project LIFT). To enable the expansion, a range of transport projects are proposed, which are included in the Five-Year Ground Transport Plan.



10.4.1 Forecast Demand

Forecast peak hour trips and parking demand rates include future aviation and non-aviation developments. The anticipated growth of the Airport's passenger numbers reflects in the increasing ground transport demand in the short to medium term.

There are no fundamental changes anticipated in the public transport network to the Airport in the first five years of this Master Plan.

Parking Demand

The passenger related parking demand is anticipated to increase by an average of about 25 per cent in the first five years of this Master Plan. Public parking demand is forecast to grow to around 3,900 spaces, requiring an additional 688 spaces.

Kerbside Demand

The forecast kerbside demand within the first five years of this Master Plan for public pick-up and drop-off at the front of the terminal is anticipated to increase from the existing 116 meters to 130 meters in length. Taxi drop-off demand is expected to increase from 25 to 30 meters. The existing taxi pick-up area is approximately 66 metres in length, this is sufficient given that the demand within the first five years of this Master Plan for taxi pick-up is 30 metres.

Utilising standard vehicle area requirements (5 metres per private car), the static capacity of the kerbside within the first five years of this Master Plan is:

- » 26 vehicles for public pick-up and drop-off,
- » 19 vehicles for taxi pick-up and drop-off.

Ground Transport Demand

The demand for public and private ground transport vehicles, including mini-buses, coaches and limousines is forecast to increase (Table 10-1).

Table 10-1 2022 Forecast Ground Transport Demand

Mode	Available	2022 Demand (bays)
Mini-buses	10	18
Coaches	16	13
Limousines	17	19
Public bus	2	2

10.4.2 Road Network

The Gold Coast Highway / Terminal Drive intersection will continue as the primary access to the Airport beyond the first five years of the Master Plan.

Within the Airport, a range of improvements are proposed to the road network for continuous overall functionality and to provide access to new transport infrastructure.

A new internal road, to be constructed between the Terminal Drive roundabout and the roundabout at Southern Cross Drive / Arthur Butler Parade, is anticipated to significantly improve access to and from SCU and eliminate existing congestion constraints at the Terminal Drive / Tom Norris Drive intersection. This will also improve the access to the Mallaraba car park site.

The Terminal Drive roundabout will be upgraded to provide access to the new internal road and a new multi-storey car park.

It is proposed to formalise the construction access installed as part of Project LIFT. This links to the Gold Coast Highway south of the Bilinga Interchange. This will allow seamless access for passengers travelling from the Pacific Motorway. This is anticipated to reduce traffic volumes on Terminal

Drive and improve accessibility to the Southern Cross University.

The car park redevelopment in front of the terminal building will include a plaza in front of the terminal to facilitate a 30 to 50 metre (approximate) security zone. There will be no public vehicle access in the security zone, which requires relocating the terminal face road to the east. The face road relocation will provide opportunity to improve the kerbside drop-off and pick-up areas. Parts of these are to be located underneath the western edge of the future multi-storey car park.

All internal road improvements are expected to provide sufficient capacity to cater for forecast demands beyond the first five years of the Master Plan.

10.4.3 Parking

It is proposed to construct a new multi-storey car park within the first five years of this Master Plan. This will increase the Airport's parking capacity and enable the decanting of other car parks to facilitate future development. It is expected that the multi-storey car park will be designed to complement the new terminal building and plaza area. It would also be designed to enable the incremental capacity uplift to continue to cater for demand in the medium to long term.

The multi-storey car park in front of terminal could potentially include spaces for:

- » Limousine pick-up
- » Valet parking
- » Rental pick-up and drop-off
- » Short-term parking
- » Long-term parking
- » Luggage drop-off (subject to further investigation).

The western edge of the ground level of the car park will include the relocated terminal face road including upgraded pick-up and drop-off spaces.

The existing long-term Mallaraba car park is to be maintained in the short term. This site is located off Commonwealth airport land.

Staff parking and second tier rentals are to remain in their current locations. They will be monitored and managed in the short term as appropriate.

In the interim, the car rental storage area is to be relocated from in front of the terminal to the area south of the expanded terminal. This area is cleared and is proposed to be used in the interim. Accessibility to the relocated rental storage will be provided via a link to the new internal road between the Terminal Drive and Southern Cross Drive.

Non-Aviation Development

Depending on the type of development proposed, car parking for non-aviation uses can be contained within each development site or shared with existing parking facilities.

10.4.4 Kerbside

Two parallel, independent face roads are proposed between the terminal building and the new multi-storey car park. The face road closer to the terminal building will be in the 30 to 50 metre security area and will have restricted access. This road will be adjacent to the terminal plaza. It will include a taxi staging area and taxi-pick-up lane for Queensland and New South Wales taxis. The taxi-pick-up lane will continue along the terminal building frontage providing space for taxi and limousine drop-off closer to the departures end of the terminal.

Further away from the terminal building, parallel to its frontage, a public face road will be provided. Kerbside space will include:

- » Drop-off in the northern area (in front of departures)
- » Pick-up in the southern area (in front of the arrivals)
- » Public bus stops (between the drop-off and pick-up, providing access to both parts of the terminal).

The proposed kerbside infrastructure improvements are anticipated to provide capacity beyond the first five years of the Master Plan.

10.4.5 Public Transport

Within the first five years of the Master Plan, a range of infrastructure improvements are proposed for public transport access to the Airport.

Taxis

New taxi staging, pick-up and drop-off areas form part of the new face roads. This will increase the capacity for taxis to access the Airport in the short to medium term.

Public Bus Services and Facilities

Public TransLink (Surfside) bus services will continue to access the Airport. Bus stops for public bus services will be along the public face road between the terminal building and the multi-storey car park. The number of bus bays will be aligned with TransLink's future requirements.

Shuttle, Coach and Limousine Facilities

The current coach, shuttle and limousine facilities at the northern end of the Airport terminal will be combined and relocated to the southern end of the terminal. This will align with the future arrivals plaza of the Airport and provide a central ground transport pick-up area for arriving passengers.

It is proposed to construct the new ground transport facility in the short to medium term. This is a dedicated area for public transport, taxis and group pick ups and it will provide future capacity for:

- » Large coaches
- » Mini-buses
- » People movers
- » Taxi rank and taxi staging including drivers' facility.

Limousine drop-off is proposed near the taxi drop-off within the face road closest to the terminal. The ground level of the multi-storey car park will include parking bays for limousine pick-ups.

10.4.6 Pedestrian and Cycling

The pedestrian facilities at the Airport are anticipated to be considerably upgraded within the first five years of the Master Plan, with the construction of the 30 to 50 metre security area, which includes the pedestrian plaza.

In the short term, the first stage of the plaza, in front of the arrivals section of the terminal, will provide access for arriving passengers to the various ground transport modes and pedestrian pathways to parking facilities.

Walking and cycling infrastructure will be provided along new internal roads and maintained along existing roads, where applicable. Pedestrian and

cycling access to the Airport is particularly relevant for staff members and SCU students. Connections to pedestrian and cycling facilities along the Gold Coast Highway will be important. End-of-trip cycling facilities, like secure bicycle parking areas and lockers, are proposed at the northern and southern end of the new plaza.

10.4.7 Five-Year Ground Transport Upgrades

A summary of the key ground transport upgrades proposed in the short term (up to five years) is provided in Table 10-2 and show in Figure 10.6

Table 10-2 Summary of Five-Year Ground Transport Upgrades

Upgrades	Benefits
» Construct second access point to external road network on the Gold Coast Highway	» Ensure sufficient capacity to provide convenient access to the Airport at all times.
» New internal road between Terminal Drive roundabout and the roundabout at Southern Cross Drive/Arthur Butler Parade.	» Improve access to the southern area of the Airport by removing the Tom Norris Drive intersection » Improved access to the Mallaraba car park site » Increased capacity to SCU.
» Reconfiguration of Terminal Drive roundabout	» Accessibility of new internal road » Increased capacity of internal road network.
» Multi-storey car park in front of terminal	» Increase parking capacity and consolidate parking into one multi-storey facility » Enable development on land currently used for car parking.
» New face road	» Increased kerb space for drop-off and pick-up » Enables installation of plaza » Improvements to front of terminal security.

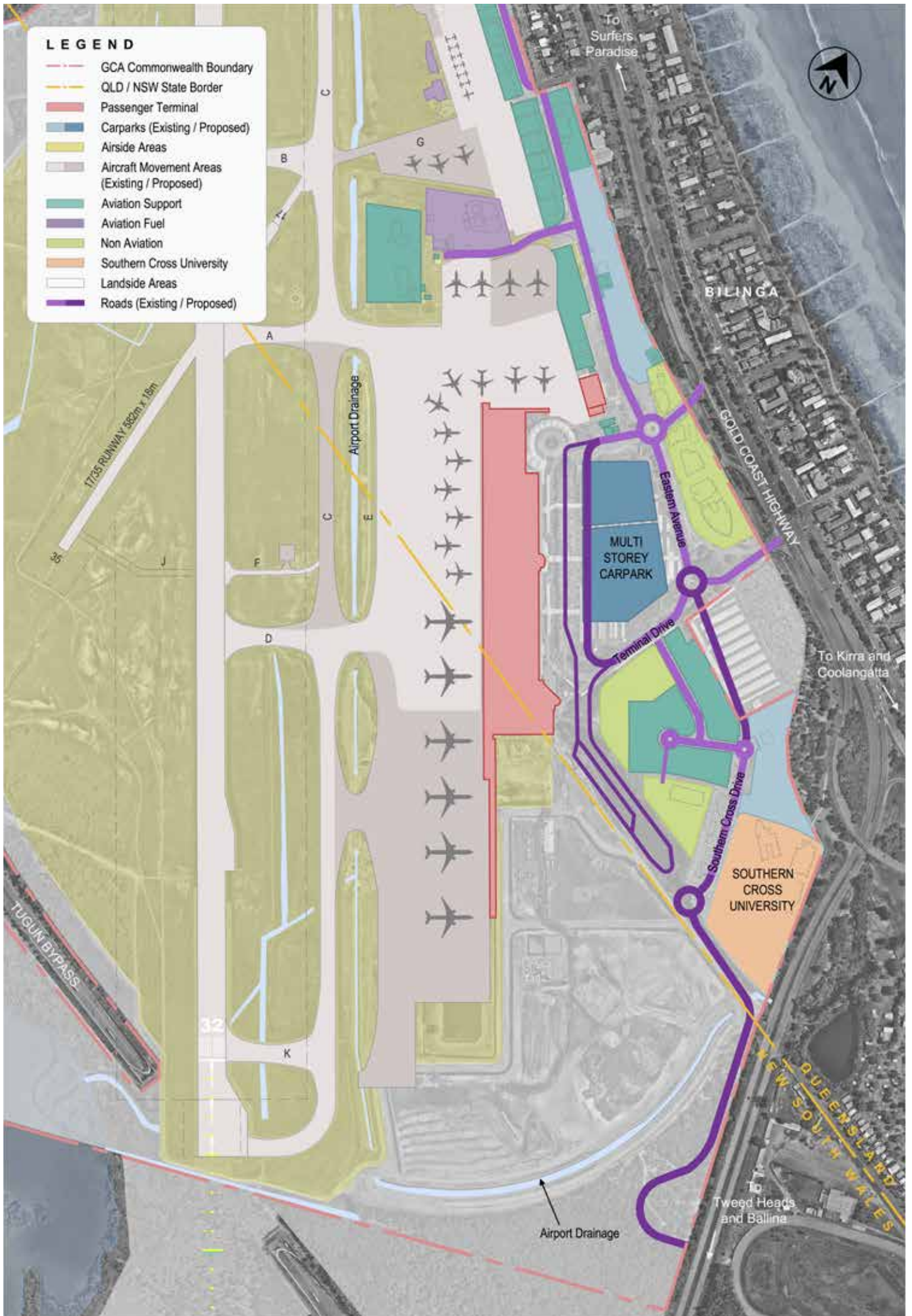


Figure 10.6 Five-Year Ground Transport Plan

10.5 TWENTY-YEAR GROUND TRANSPORT CONCEPT

A multi-modal transport strategy has been developed to support the twenty-year growth plan for the Airport.

10.5.1 Forecast Demand

Forecast peak hour trips and parking demand rates include future aviation and non-aviation developments.

The light rail extension to the Airport is anticipated to occur by around 2031. City of Gold Coast Council's target mode share for public transport of 15 per cent by 2040 has been taken into consideration for the demand calculation to and from the Airport, particularly the car parking demand.

Car Parking Demand

The passenger related car parking demand is anticipated to more than double in the next 20 years, to almost 7,000, refer Table 10-3.

Table 10-3 2037 Forecast Parking Demand

Total	Available (bays)	2037 Demand (bays)
Bays	3,225	6,916

Kerbside Demand Forecast

The required kerbside space is also anticipated to double between now and 2037, refer Table 10-4.

Table 10-4 2037 Forecast Kerbside Demand

Total	Available (meters)	2037 Demand (meters)
Kerbside	116	280

Public Transport Forecast

The need for parking spaces for mini-buses, coaches and limousines is forecast to increase, refer Table 10-5.

Table 10-5 2037 Forecast Public Transport Demand

Mode	2037 Demand (bays)
Mini-buses	36
Coaches	26
Limousines	39
Public bus	2

10.5.2 Road Network

Two major access points from the external road network to the Airport will cater for the forecast demands to 2037. These access points include the existing Terminal Drive intersection and the proposed Gold Coast Highway southern airport access (proposed within the first five years of this Master Plan). These access points will be retained and upgraded including turning lanes and adjusted signal phasing.

The proposed internal road network provides a significantly increased terminal face road and ability to accommodate the forecast demand for kerbside space. The internal road network was developed considering the traffic demand, kerbside demand, flexibility, efficiency, reduced complexity and recirculation.

10.5.3 Car Parking

Car parking at Gold Coast Airport will be predominantly in a multi-storey car park in front of the terminal. It is proposed that the car park constructed, in the short term, be expanded to enable the incremental capacity uplift to continue to cater for demand in the medium to long term.

Due to the large amount of space required for car rental storage, in the long term it is anticipated that this be at the Western Enterprise precinct or off Commonwealth airport land. Efficient and fast access to the rental pick-up and drop-off areas will have to be facilitated.

Alternative car park locations further away from the terminal or off-site will be investigated in the medium to long term, as required.

10.5.4 Kerbside

By including a circular road network, the length of the terminal face road will be increased, enabling the drop-off and pick-up for all modes to be included in front of the terminal.

It is proposed to further upgrade the taxi staging area and pick-up lane from the Five-Year Ground Transport Plan. The taxi pick-up lane will continue along the terminal front, providing space for taxi and limousine drop-off closer to the departures end of the terminal.

Further away from the terminal, parallel to its frontage, the public face road will provide:

- » Drop-off in the northern area (in front of departures)
- » Pick-up in the southern area (in front of the arrivals)
- » Public bus stops (between the drop-off and pick-up, providing access to both parts of the terminal).

10.5.5 Public Transport

Public transport on the Gold Coast is anticipated to increase over the next 20 years with the completion of several proposed large transport infrastructure projects. Access via public transport to the Airport is anticipated to increase.

Taxis

Taxi staging, drop-off, pick-up areas are proposed along the future circular face road in front of the terminal building.

Heavy and Light Rail Facilities

State and local government transport strategies

have identified future transport infrastructure near the Airport, including light rail and heavy rail.

The heavy rail corridor, as proposed by the Department of Transport and Main Roads (Queensland), continues to be included in the Master Plan. Further detailed planning and design, along with ongoing reviews and collaboration with Department of Transport and Main Roads, will confirm future alignments.

GCAPL sees light rail as the preferred public transport mode for the Airport and has adopted one of City of Gold Coast Council's preferred light rail planning options. The light rail travels south along the Gold Coast Highway and enters the Airport just north of the Terminal Drive/ Eastern Avenue roundabout. From there, the light rail track wraps around the front of the terminal building, next to the multi-storey car park, with a station in front of the terminal building. It is proposed that the station be in front of the arrivals section, in the pedestrian plaza providing connectivity to the rest of the precinct.

This station location will achieve the most convenient access to the terminal building for passengers with luggage, while providing a venture point for surrounding non-aviation developments, like the SCU or the beach. It is anticipated the light rail will leave the site to the south east towards Coolangatta and Tweed Heads.

Public Bus Services and Facilities

Public bus access to the Airport is anticipated to continue to be important into the future. Due to the expected inclusion of an additional public transport mode (heavy and light rail), public bus services are not expected to increase significantly. It is anticipated public bus stops will be between the public drop-off and pick-up on the public terminal face road and in front of the SCU. The number of bays at each stop will be determined to align with TransLink's future requirements.

Shuttle and Coach Facilities

Just south of the arrivals area of the terminal, a ground transport facility is being constructed as part of Project LIFT. The Twenty-Year Ground Transport Plan includes the full expansion of the ground transport facility at this location with bays for coaches, mini-buses and people-movers.

10.5.6 Pedestrian and Cycling Active Transport

The accessibility of the Airport for pedestrian and cyclists has formed a key part of the transport planning considerations. Gold Coast Airport is aiming to become pedestrian and cycling friendly. A range of infrastructure and design components proposed within the Twenty-Year Ground Transport Plan will achieve this objective, refer Figure 10.7.

It is anticipated that a large plaza will be fully developed along the front of the terminal building. An additional pedestrian spine will lead eastbound from the arrivals section of the terminal towards the Gold Coast Highway. The plaza will be accessed through the light rail station and active frontages in the surrounding developments, like the multi-storey car park. Pedestrian footpaths and crossings throughout the site and along internal roads will safely connect the different aviation and non-aviation precincts within the Airport.

It is proposed that cycling lanes be included on all internal roads with end-of-trip facilities at either end of the terminal and in the non-aviation development lots.

The twenty-year Ground Transport Plan includes seamless connections between the Airport internal and external pedestrian and cycling network.

10.5.7 Twenty-Year Ground Transport Upgrades

A summary of the key transport upgrades proposed in the medium to long term (6 to 20 years) are provided in Table 10-6.

Table 10-6 Summary of Twenty-Year Ground Transport Upgrades

Upgrades	Benefits
» Upgrade Gold Coast Highway / Terminal Drive intersection	» Ensure sufficient capacity to provide convenient access to the Airport at all times.
» Incrementally upgrade internal road network, including pedestrian and cycling facilities	<ul style="list-style-type: none"> » Provide sufficient capacity to cater for future demand » Provide road network that enables the second external access point to be included » Continue to provide convenient access to the Airport for pedestrians and cyclists.
» Implementation of light rail (by others)	» Improved public transport access to the Airport contributing to mode shifts and accessibility.
» Upgrade of new ground transport facilities	» Cater for future ground transport demand.
» Upgrade face roads	» Cater for future kerbside demand.

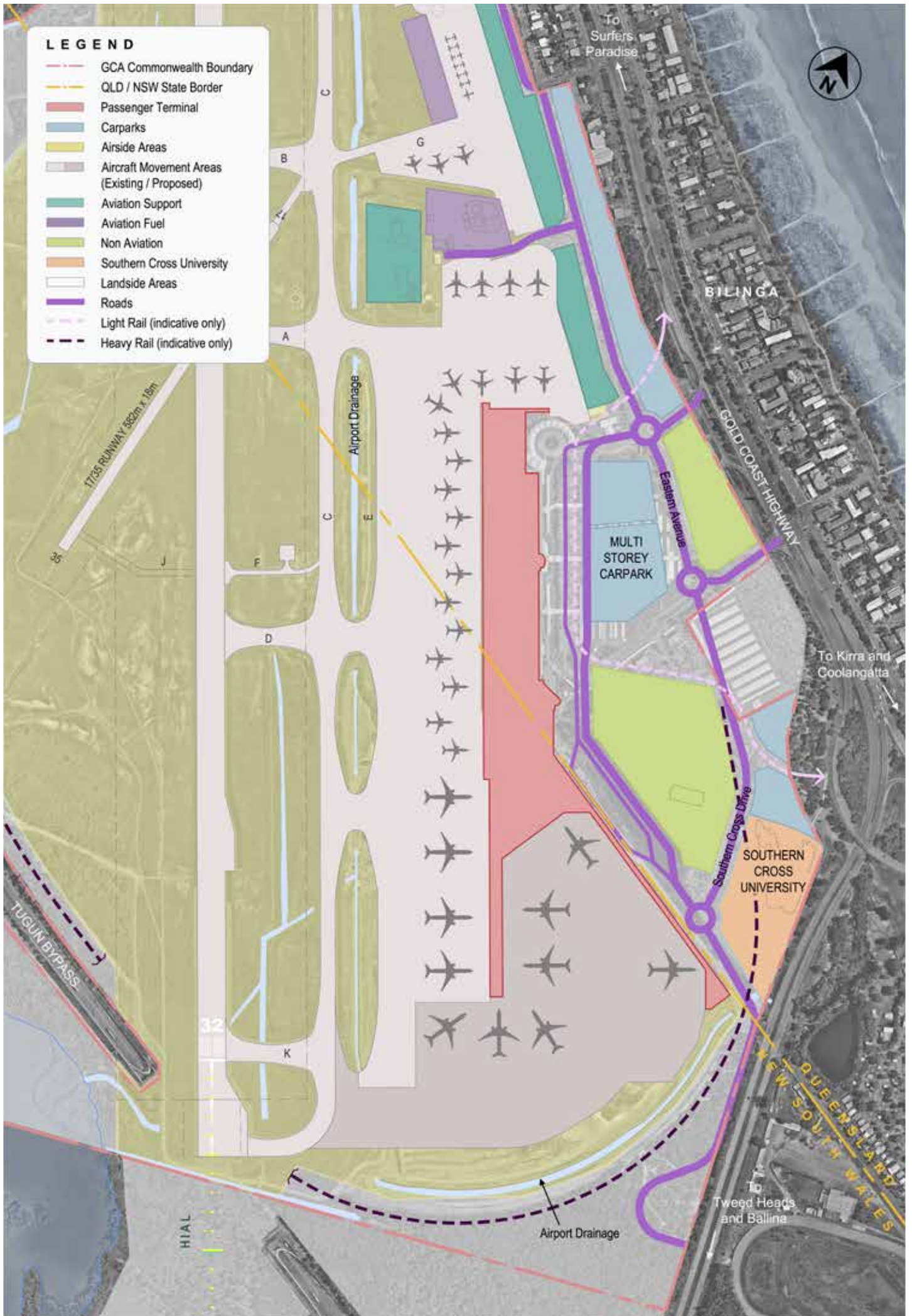


Figure 10.7 Twenty-Year Ground Transport Plan