

A world map is shown in the background, rendered in a light blue color against a darker blue background. The map is centered on the Atlantic Ocean, showing the continents of North America, South America, Europe, Africa, Asia, and Australia. The map is slightly faded and serves as a background for the text.

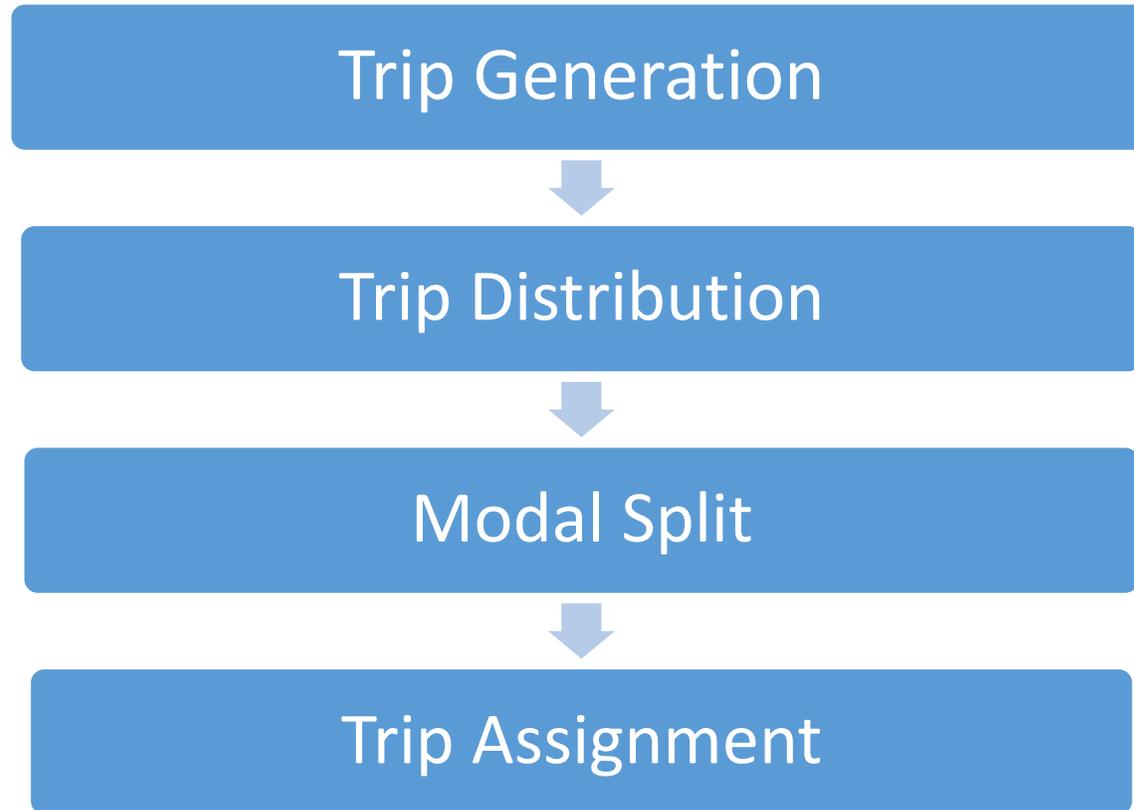
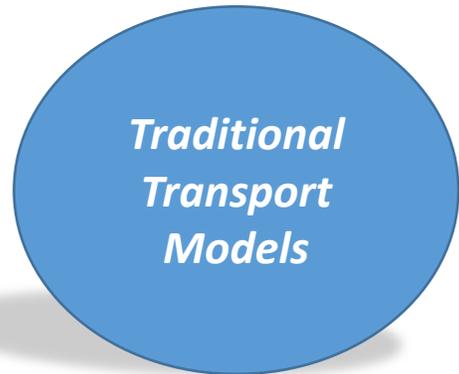
Airport Surface Access Modelling

Characteristics, Challenges and Practical Applications

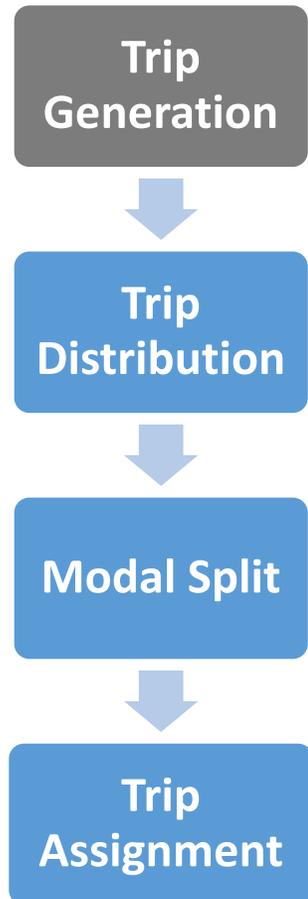
Vincent Müller

9th of March 2016

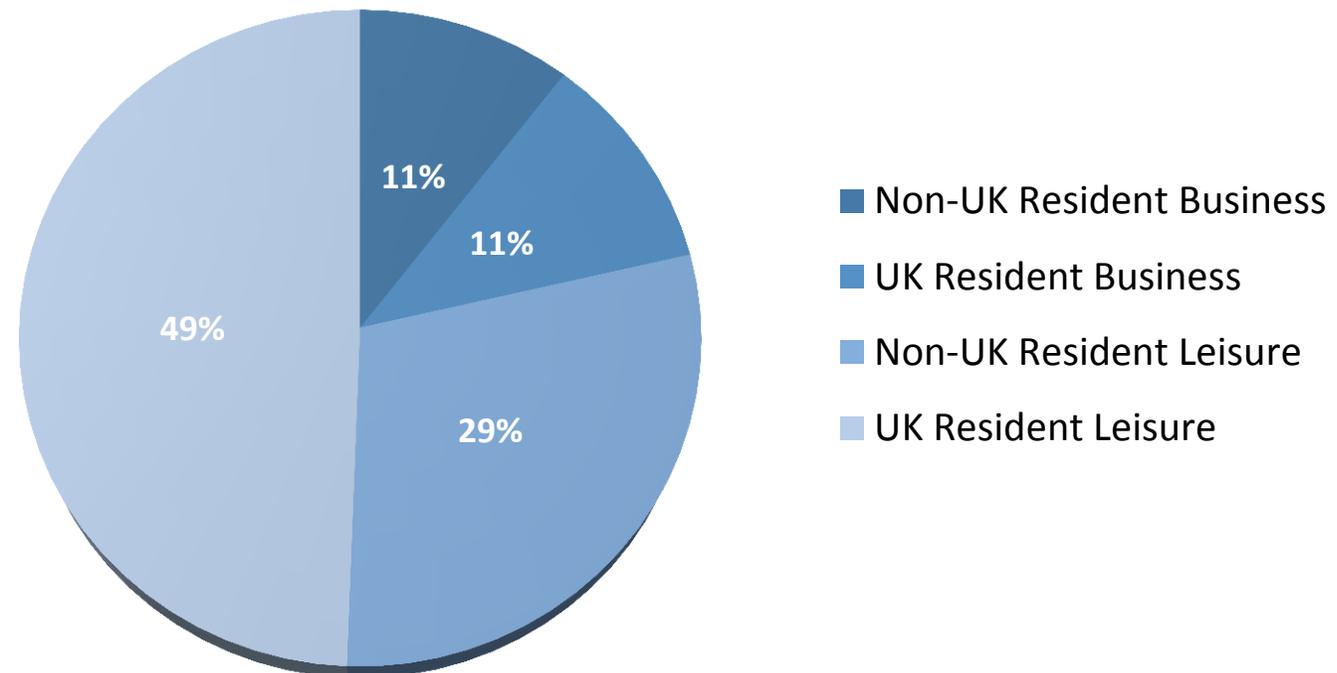
Agenda



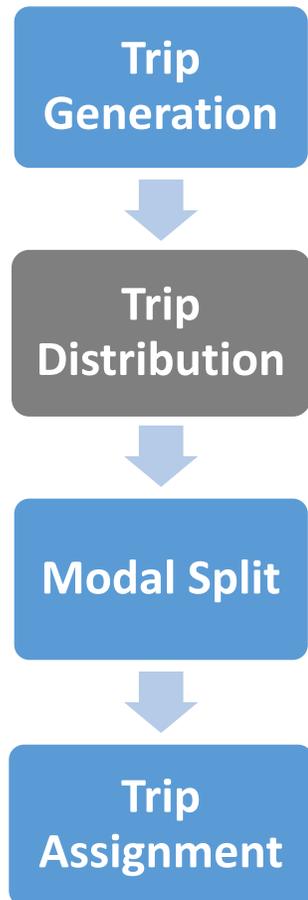
Heathrow Airport handled 75 Million Passengers in 2015...



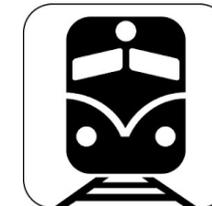
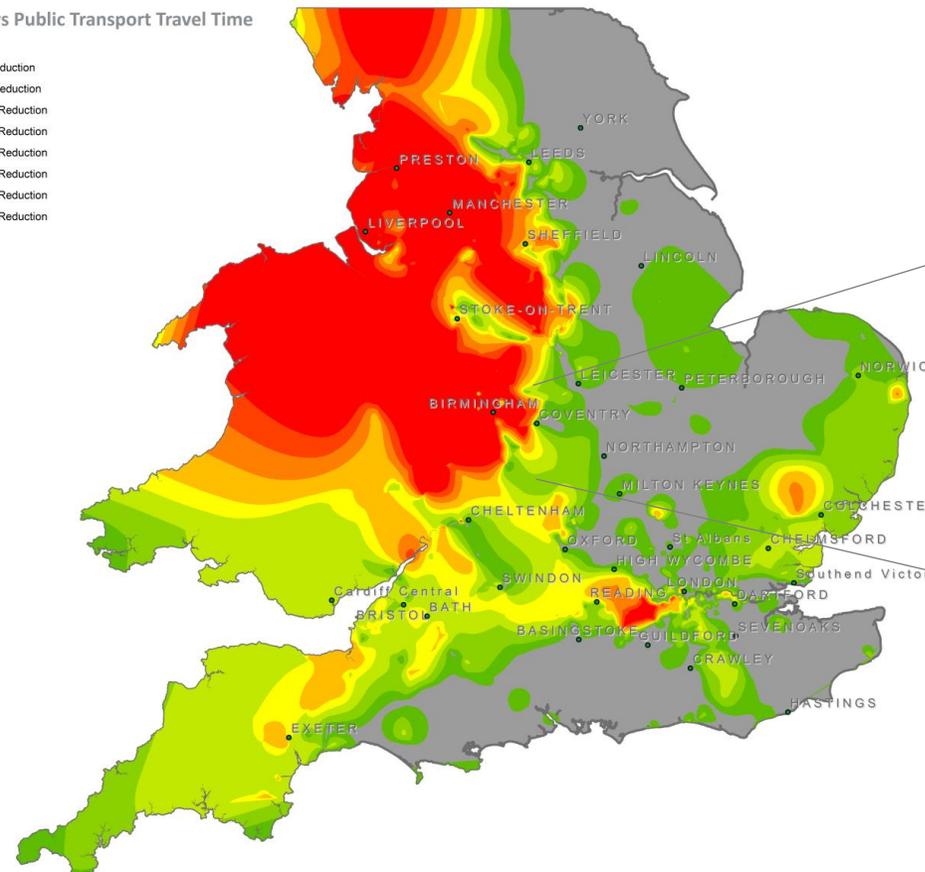
UK Traveller Composition 2014



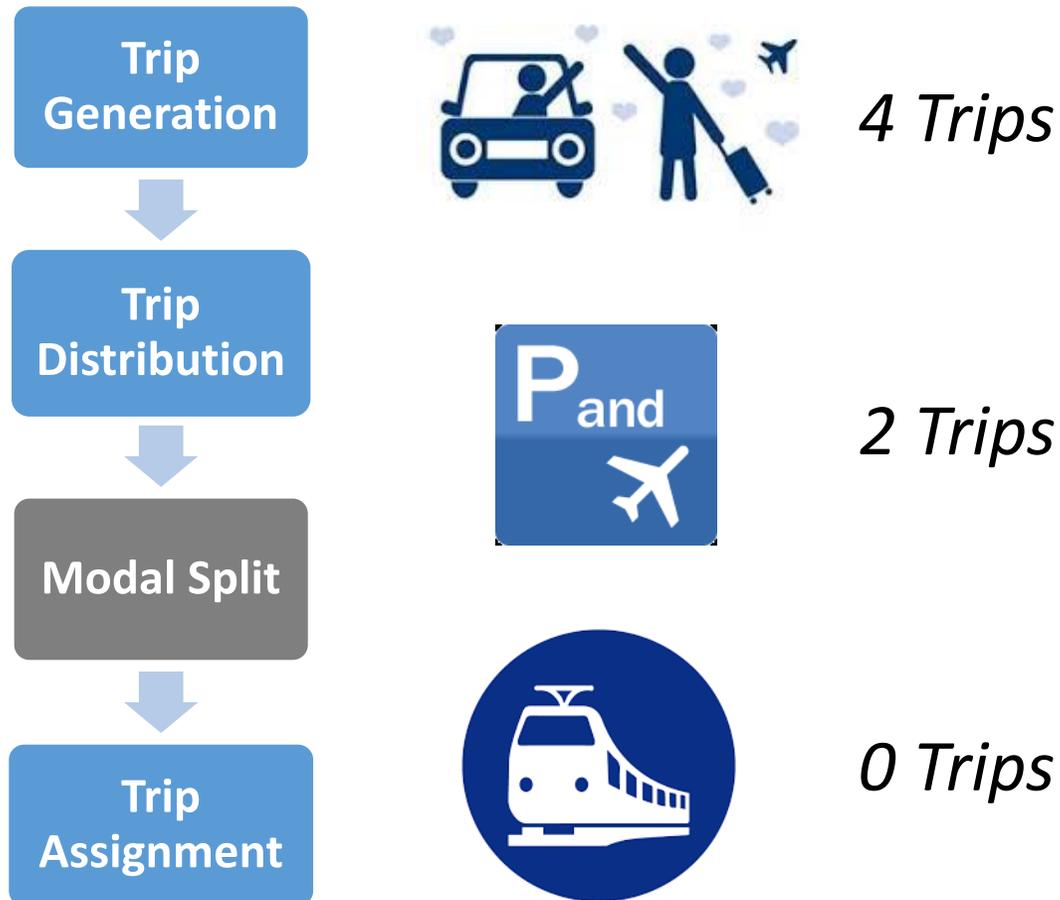
Introducing a new Railway Line impacts on the Catchment Area...



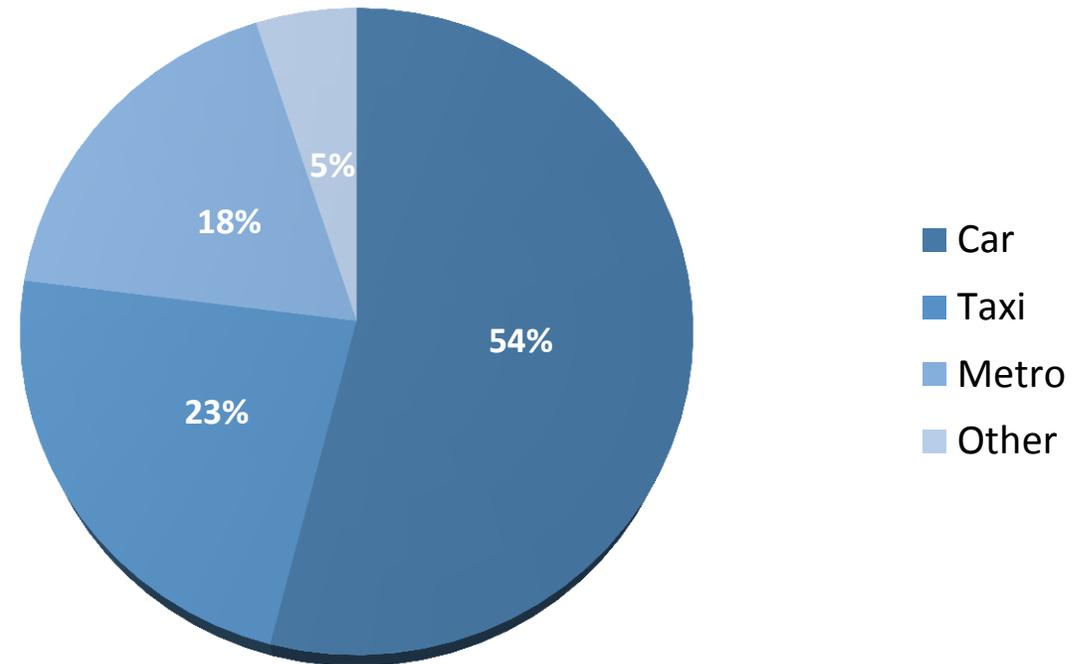
Airport Car vs Public Transport Travel Time



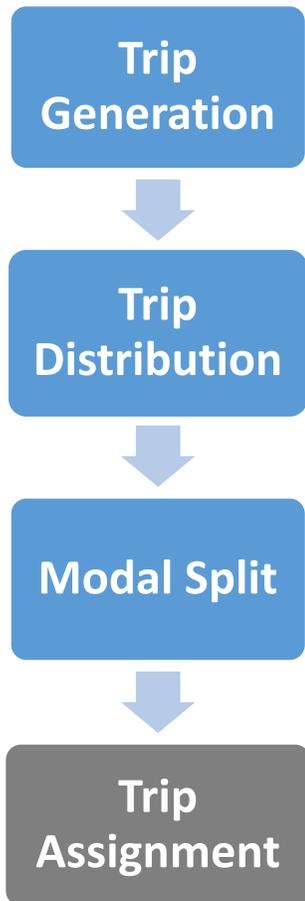
Sustainability is Key to Airport Expansion...



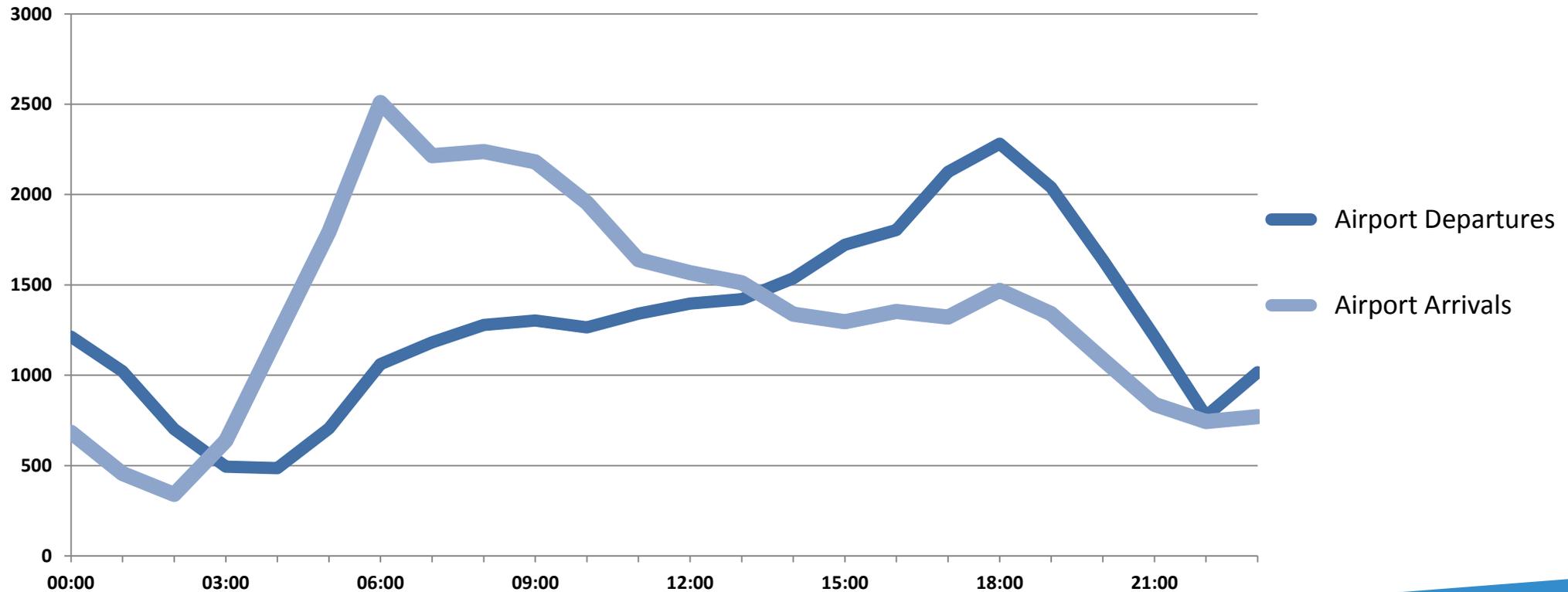
Newcastle Airport Modal Split



Every Airport has got unique Peak Times...



Daily Vehicle Flows (veh / hour) - Airport Access Roads



Any Questions?

Traditional Transport Models vs. Airport Surface Access Models

- Separation between Weekdays and Weekend
- Two Peak Times (AM & PM)
- Three Journey Purposes
(Commuter, Business & Other)
- Cyclical Traffic Flow
(AM towards Centre, PM out of Centre)
- Two Journeys per Day
(Away in the Morning, Back at Night)
- Diverse O&D Pairs
(from everywhere to everywhere)

- No peak days, dependent on schedule
- Offset (3 hours) between Trip and Flight Departure
- Staff Travelling earlier than Passengers
- More diverse Population of Travellers
- Anti – Cyclical Traffic Flow
(AM & PM Out to Airport and Back)
- One – Way Journeys
- Two – Way Journeys
(To Airport for Drop-Off and Back to Origin)
- Less Diverse O&D Pairs
(From Everywhere to Airport)